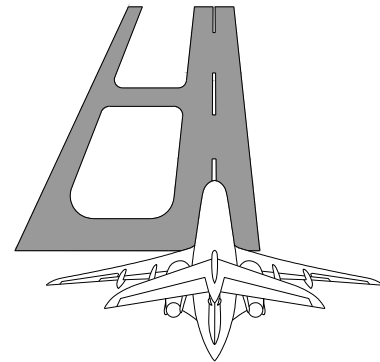


05A

CITY OF FREEPORT FREEPORT, ILLINOIS

FR048
TOTAL SHEETS:
17



FREEPORT-ALBERTUS AIRPORT

APPROVED BY Angie Janssen
ANGIE JANSSEN, AIRPORT MANAGER
DATE 09/12/2025



COMMON GROUND ALLIANCE
www.call811.com or
Phone: 811

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
RANGE: 8 EAST
SECTION: 21

COUNTY: STEPHENSON
TOWNSHIP: SILVER CREEK

Illinois Professional Engineering Practice Act of 1989



SUBMITTED BY Sheue Torng Lee
SHEUE TORNG LEE, P.E.

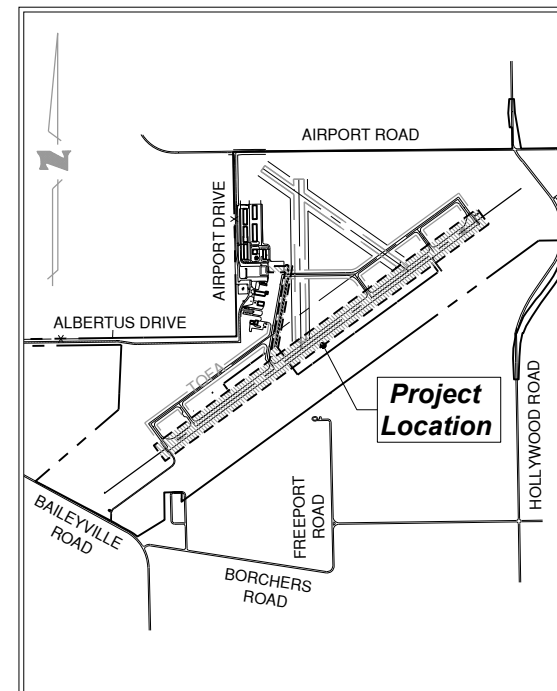
DATE NOVEMBER 14, 2025
License Expires 11/30/2025

CONSTRUCTION PLANS FOR FREEPORT-ALBERTUS AIRPORT REHABILITATE RUNWAY 6/24 PAPI SYSTEM

ILLINOIS PROJECT: FEP-5057
SBG PROJECT: 3-17-SBGP-TBD
NOVEMBER 14, 2025
(JANUARY 16, 2026 LETTING)



LOCATION MAP



SITE PLAN

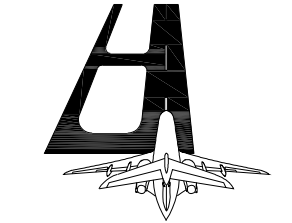
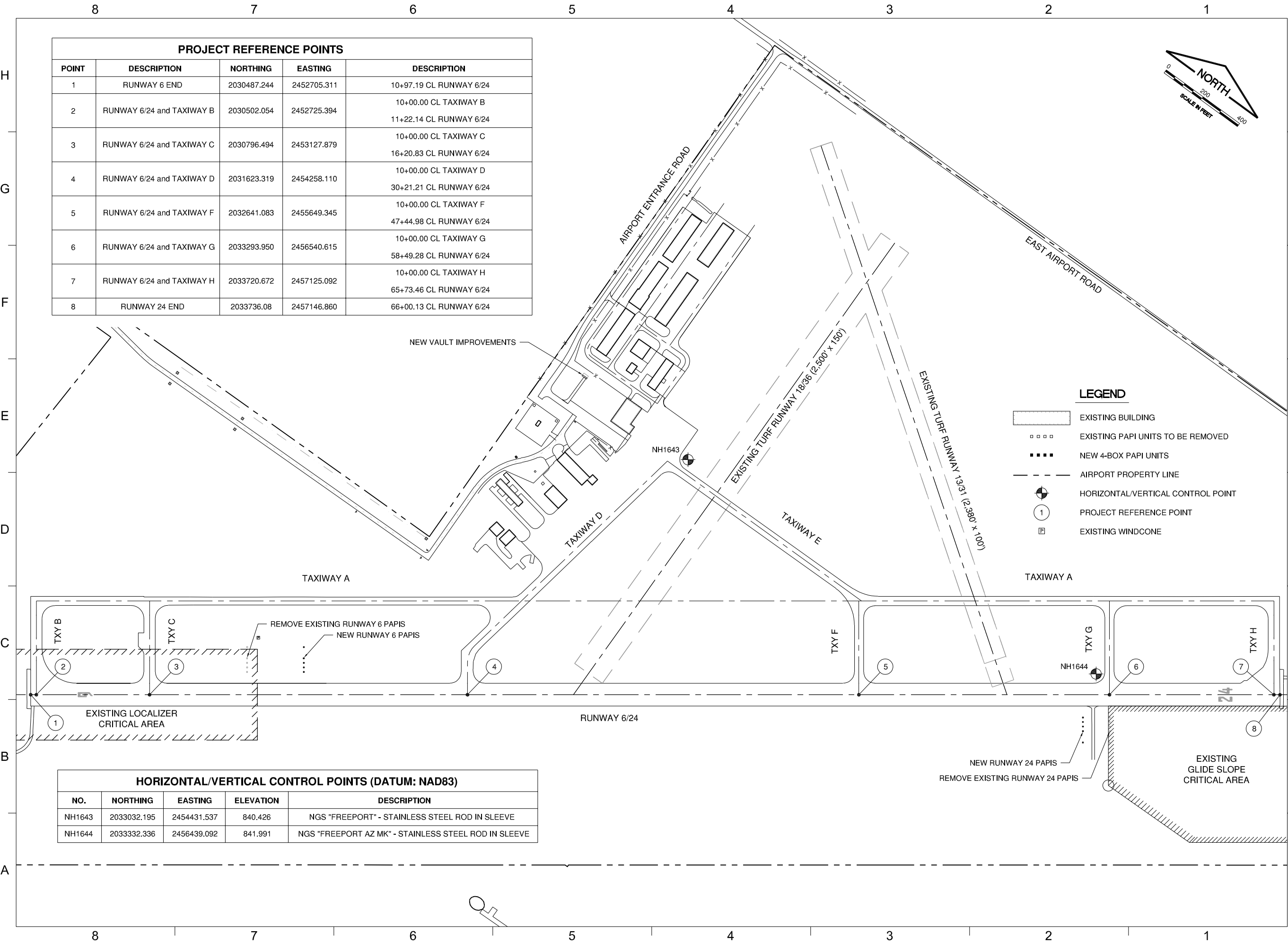
DESIGN INFORMATION

RUNWAY 6/24

AIRCRAFT DESIGN GROUP II
DESIGN APPROACH CATEGORY B
RUNWAY SAFETY AREA WIDTH = 150'

MAXIMUM EQUIPMENT HEIGHT - 25'
UNICOM FREQUENCY - 122.80

CMT DESIGN NUMBER: 22004977.00



FREEPORT - ALBERTUS
AIRPORT



ENGINEERS AND CONSULTANTS

FREEPORT - ALBERTUS
AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 6/24
PAPI SYSTEM

SHEET TITLE:

SITE PLAN-PROJECT
CONTROL PLAN

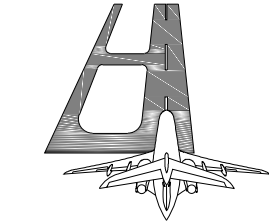
DESIGNED: STL DRAWN: JRO CHECKED: DJK

PROJECT NO.: 22004977-00
DATE: 11/14/2025

SHEET NO. REVISION

SHEET 3 OF 17 SHEETS

	8	7	6	5	4	3	2	1	
GENERAL		4. RESTRICTIONS		3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY					
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.		GENERAL (ALL WORK AREAS)		1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.		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.			
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.		ALL WORK AREAS ARE LOCATED INSIDE THE AOA SECURITY FENCE, AND ARE SUBJECT TO THE LIMITATIONS DESCRIBED IN SPECIFICATIONS, PART 1 - GENERAL PROVISIONS.		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.		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 AFFECTINGNAVIGABLE 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.			
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.		WORK CONDUCTED UTILIZING EXTENDED CLOSURES OF AIRFIELD PAVEMENTS AS INDICATED IN THE PLANS WILL BE RESTRICTED TO WEEKDAYS ONLY BETWEEN THE HOURS OF 7:00 AM AND 5:00 PM. THE CLOSURES WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA OR RSA, AND TO A DISTANCE OUTSIDE THE TOFA OR RSA AS NOT TO ENCROACH THE TOFA OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.		3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.		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.			
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.		FOR ANY WORK ON THE AIRFIELD THAT DOES NOT REQUIRE A RUNWAY CLOSURE, WORK CAN BE CONDUCTED 24 HOURS A DAY, 7 DAYS A WEEK.		4. NAVAIDS THAT COULD BE AFFECTED		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.			
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.		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.		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.		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.			
1. COORDINATION		WORK AREA 1 (RUNWAY 6-24 AND TAXIWAY D (SOUTH OF TAXIWAY A) CLOSED)		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.		15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.			
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.		SINGLE DAYTIME CLOSURES OF RUNWAY 6-24 AND TAXIWAY D ARE REQUIRED TO COMPLETE WORK WITHN THE RSA OF RUNWAY 6-24 AND THE TOFA OF TAXIWAY D (SOUTH OF TAXIWAY A). AN EXTENDED CLOSURE OF RUNWAY 6-24 AND TAXIWAY D WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA AND TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.		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.		16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.			
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.		WORK WITHIN WORK AREA 1 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 2A, WORK AREA 2B, AND WORK AREA 3.		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.		6. WILDLIFE MANAGEMENT			
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.		WORK AREA 2A (RUNWAY 6-24 AND RUNWAY 13-31 CLOSED)		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.		1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.			
2. PHASING		SINGLE DAYTIME SIMULTANEOUS CLOSURES OF RUNWAY 6-24 AND RUNWAY 13-31 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 6-24 AND THE RPZ OF RUNWAY 13-31. EXTENDED CLOSURES OF RUNWAY 6-24 AND RUNWAY 13-31 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.		5. CONTRACTOR ACCESS		2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.			
1. TOTAL CONTRACT TIME SHALL BE 37 CALENDAR DAYS.		WORK WITHIN EXPEDITED WORK AREA 2A SHALL BE COMPLETED CONCURRENTLY WITH WORK AREA 1.		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.		3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.			
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.		WORK AREA 2B (RUNWAY 6-24 AND RUNWAY 18-36 CLOSED)		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.		7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT			
3. WORK AREAS AND DESCRIPTIONS		SINGLE DAYTIME SIMULTANEOUS CLOSURES OF RUNWAY 6-24 AND RUNWAY 18-36 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 6-24 AND THE RPZ OF RUNWAY 18-36. EXTENDED CLOSURES OF RUNWAY 6-24 AND RUNWAY 18-36 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.		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.		1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.			
WORK AREA 1 (RUNWAY 6-24 AND TAXIWAY D (SOUTH OF TAXIWAY A) CLOSED)		WORK AREA 2B (RUNWAY 6-24 AND RUNWAY13-31 CLOSED)		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'.		2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.			
WORK AREA 1 GENERALLY INCLUDES AIRFIELD CABLING, PAPI INSTALLATION, AND DIRECTIONAL BORING OF CONDUIT WITHIN THE RSA OF RUNWAY 6-24 AND TOFA OF TAXIWAY D.		WORK WITHIN EXPEDITED WORK AREA 2B SHALL BE COMPLETED CONCURRENTLY WITH WORK AREA 1.		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.		8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT			
WORK AREA 2A (RUNWAY 6-24 AND RUNWAY13-31 CLOSED)		WORK AREA 3 (ALL RUNWAYS AND TAXIWAYS REMAIN OPENED)		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.		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.			
WORK AREA 2A GENERALLY INCLUDES AIRFIELD CABLING AND PAPI INSTALLATION WITHIN THE RSA OF RUNWAY 6-24 AND RPZ OF RUNWAY 13-31.		WORK WITHIN WORK AREA 3 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 1.		7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.		9. NOTIFICATION OF CONSTRUCTION ACTIVITIES			
WORK AREA 2B (RUNWAY 6-24 AND RUNWAY13-31 CLOSED)		WORK AREA 4 (TAXIWAY E CLOSED)		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.		1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.			
WORK AREA 2B GENERALLY INCLUDES AIRFIELD CABLING WITHIN THE RSA OF RUNWAY 6-24 AND RPZ OF RUNWAY 18-36.		SINGLE DAYTIME CLOSURES OF TAXIWAY E ARE REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAY E. AN EXTENDED CLOSURE OF TAXIWAY E WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.		9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.		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.			
WORK AREA 3 (ALL RUNWAYS AND TAXIWAYS REMAIN OPENED)		WORK AREA 5 (ALL RUNWAYS AND TAXIWAYS REMAIN OPENED)				3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.			
WORK AREA 3 GENERALLY INCLUDES AIRFIELD CABLING OUTSIDE THE RSA OF ALL RUNWAYS AND TOFA OF ALL TAXIWAYS.		WORK WITHN WORK AREA 5 CAN BE COMPLETED CONCURRENTLY WITH ALL OTHER WORK AREAS.				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.			
WORK AREA 4 (TAXIWAY E CLOSED)						5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.			
WORK AREA 4 GENERALLY INCLUDES AIRFIELD CABLING AND AND DIRECTIONAL BORING OF CONDUIT WITHIN THE TOFA OF TAXIWAY E.									
WORK AREA 5 (ALL RUNWAYS AND TAXIWAYS REMAIN OPENED)									
WORK AREA 5 GENERALLY INCLUDES HOMERUN PAPI AIRFIELD CABLING TO THE EXISTING ELECTRICAL VAULT AND VAULT MODIFICATIONS.									
8		7		6		5		4	



FREEPORT - ALBERTUS
AIRPORT



ENGINEERS AND CONSULTANTS

FREEPORT - ALBERTUS
AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 6/24
PAPI SYSTEM

SHEET TITLE:

CONSTRUCTION ACTIVITY
PLAN NOTES - 1

DESIGNED:	DRAWN:	CHECKED:
STL	JRO	DJK

PROJECT NO.:	22004977-00
DATE:	11/14/2025

SHEET NO.	REVISION
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SHEET 4 OF 17 SHEETS

87654321

10. INSPECTION REQUIREMENTS

1.

THE CONTRACTOR SHALL INSPECT THE JOBISTE 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.

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 AND LIGHTING

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 150/5210-50 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.

CRITICAL POINT TABLE

POINT	WORK AREA	FACILITY CLOSED	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT (FT)	ABOVE GROUND ELEVATION
1	ALL	N/A	2033038.877	2453778.233	N42° 14' 48.93"	W89° 35' 09.88"	846	25	871
2	ALL	N/A	2033039.472	2453813.672	N42° 14' 48.93"	W89° 35' 09.41"	846	25	871
3	ALL	N/A	2032941.258	2453815.320	N42° 14' 47.96"	W89° 35' 09.39"	847	25	872
4	ALL	N/A	2032940.663	2453779.881	N42° 14' 47.96"	W89° 35' 09.87"	847	25	872
5	1	RWY 6/24 AND TXY D SOUTH OF TXY A	2029585.654	2451871.679	N42° 14' 14.94"	W89° 35' 35.54"	850	25	875
6	1	RWY 6/24 AND TXY D SOUTH OF TXY A	2029557.810	2451894.095	N42° 14' 14.67"	W89° 35' 35.24"	850	25	875
7	2B	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 18/36	2031462.587	2454500.345	N42° 14' 33.31"	W89° 35' 00.42"	846	25	871
8	2B	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 18/36	2031874.314	2455063.157	N42° 14' 37.34"	W89° 34' 52.90"	843	25	868
9	2A	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 13/31	2032678.229	2456163.915	N42° 14' 45.20"	W89° 34' 38.19"	840	25	865
10	2A	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 13/31	2033036.261	2456651.708	N42° 14' 48.71"	W89° 34' 31.67"	839	25	864
11	1	RWY 6/24 AND TXY D SOUTH OF TXY A	2034163.893	2458192.864	N42° 14' 59.74"	W89° 34' 11.08"	794	25	819
12	1	RWY 6/24 AND TXY D SOUTH OF TXY A	2034069.728	2458354.127	N42° 14' 58.80"	W89° 34' 08.94"	795	25	820
13	1	RWY 6/24 AND TXY D SOUTH OF TXY A	2034386.092	2458122.662	N42° 15' 01.94"	W89° 34' 11.99"	795	25	820
14	2A	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 13/31	2033214.519	2456521.276	N42° 14' 50.48"	W89° 34' 33.39"	843	25	868
15	2A	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 13/31	2032856.418	2456031.769	N42° 14' 46.97"	W89° 34' 39.93"	840	25	865
16	2B	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 18/36	2032052.477	2454932.821	N42° 14' 39.11"	W89° 34' 54.62"	844	25	869
17	2B	RWY 6/24, TXY D SOUTH OF TXY A, AND RWY 18/36	2031640.750	2454370.009	N42° 14' 35.08"	W89° 35' 02.14"	847	25	872
18	1	RWY 6/24 AND TXY D SOUTH OF TXY A	2031980.451	2454283.750	N42° 14' 38.44"	W89° 35' 03.25"	845	25	870
19	1	RWY 6/24 AND TXY D SOUTH OF TXY A	2031952.090	2454244.974	N42° 14' 38.16"	W89° 35' 03.77"	845	25	870
20	4	TXY E BTWN APRON AND RWY 18/36	2032908.775	2454456.322	N42° 14' 47.60"	W89° 35' 00.88"	840	25	865
21	4	TXY E BTWN APRON AND RWY 18/36	2033063.293	2454453.729	N42° 14' 49.12"	W89° 35' 00.90"	840	25	865
22	5	ALL FACILITIES REMAIN OPENED	2033140.264	2454452.438	N42° 14' 49.88"	W89° 35' 00.91"	841	25	866

87654321

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FREEPORT, IL

CITY OF FREEPORT ILLINOIS

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REV

DATE

DESCRIPTION

PROJECT NAME:

REHABILITATE RUNWAY 6/24 PAPI SYSTEM

SHEET TITLE:

CONSTRUCTION ACTIVITY PLAN NOTES - 2

DESIGNED: STL

DRAWN: JRO

CHECKED: DJK

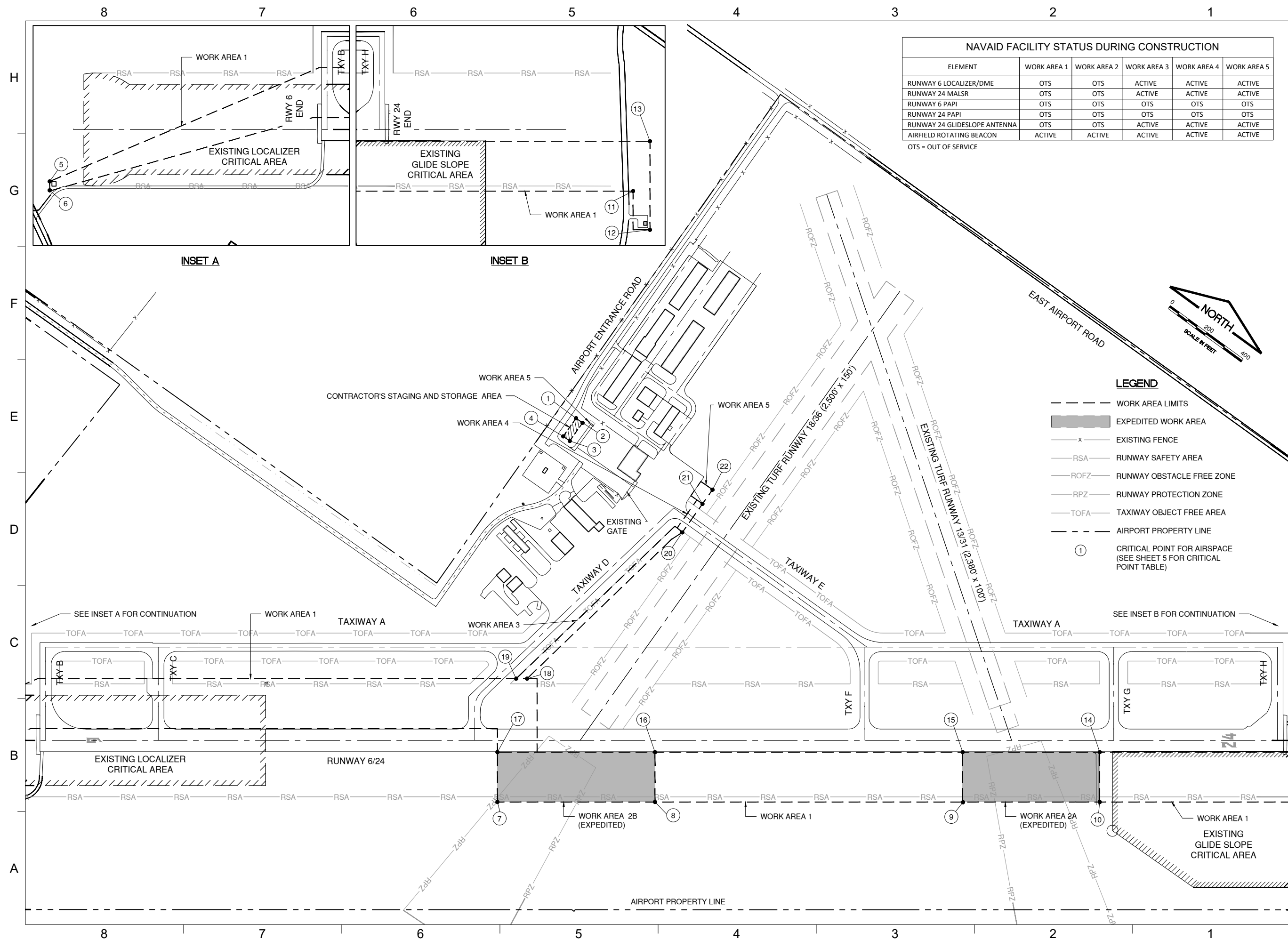
PROJECT NO.: 22004977-00

DATE: 11/14/2025

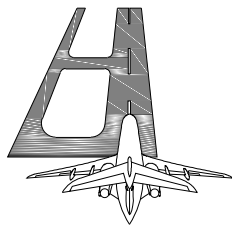
SHEET NO.

REVISION

SHEET 5 OF 17 SHEETS



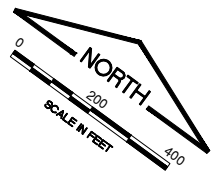
NAVAID FACILITY STATUS DURING CONSTRUCTION					
ELEMENT	WORK AREA 1	WORK AREA 2	WORK AREA 3	WORK AREA 4	WORK AREA 5
RUNWAY 6 LOCALIZER/DME	OTS	OTS	ACTIVE	ACTIVE	ACTIVE
RUNWAY 24 MALSR	OTS	OTS	ACTIVE	ACTIVE	ACTIVE
RUNWAY 6 PAPI	OTS	OTS	OTS	OTS	OTS
RUNWAY 24 PAPI	OTS	OTS	OTS	OTS	OTS
RUNWAY 24 GLIDESLOPE ANTENNA	OTS	OTS	ACTIVE	ACTIVE	ACTIVE
AIRFIELD ROTATING BEACON	ACTIVE	ACTIVE	ACTIVE	ACTIVE	ACTIVE




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LEGEND

- | | |
|---|--|
| — — — — — | WORK AREA LIMITS |
|  | EXPEDITED WORK AREA |
| — — — — — x — — — — — | EXISTING FENCE |
| — — — — — RSA — — — — — | RUNWAY SAFETY AREA |
| — — — — — ROFZ — — — — — | RUNWAY OBSTACLE FREE ZONE |
| — — — — — RPZ — — — — — | RUNWAY PROTECTION ZONE |
| — — — — — TOFA — — — — — | TAXIWAY OBJECT FREE AREA |
| — — — — — | AIRPORT PROPERTY LINE |
| ① | CRITICAL POINT FOR AIRSPACE
(SEE SHEET 5 FOR CRITICAL
POINT TABLE) |

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PROJECT NAME

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RUNWAY 6/24
PAPI SYSTEM

SHEET TITLE

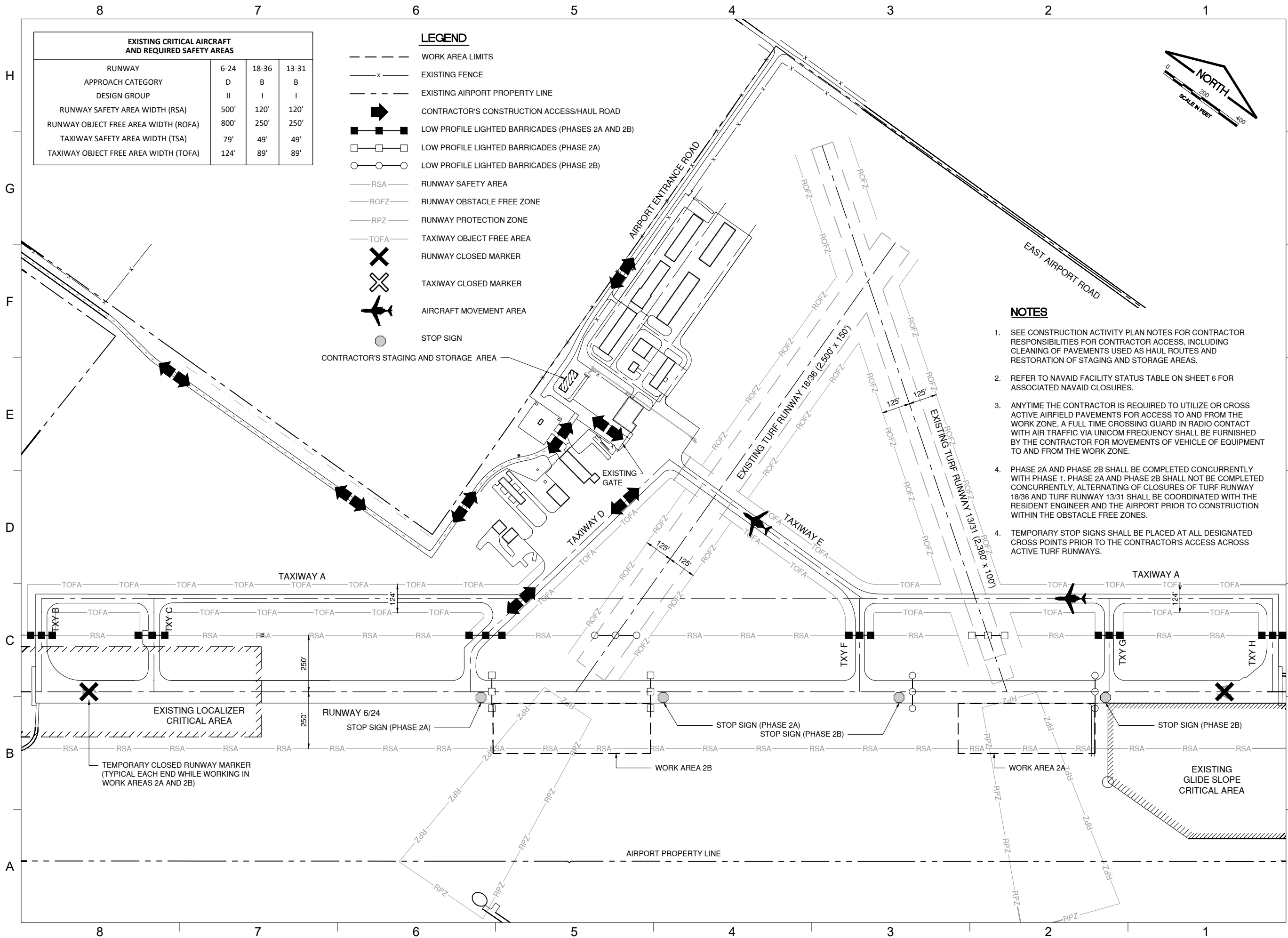
CONSTRUCTION ACTIVITY PLAN INDEX

DESIGNED:	DRAWN:	CHECKED:
STL	JRO	STL

PROJECT NO.: 22004977-08
DATE: 08/15/2025

SHEET NO.	REVISION
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SHEET 6 OF 17 SHEETS



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NOTES

1. SEE CONSTRUCTION ACTIVITY PLAN NOTES FOR CONTRACTOR RESPONSIBILITIES FOR CONTRACTOR ACCESS, INCLUDING CLEANING OF PAVEMENTS USED AS HAUL ROUTES AND RESTORATION OF STAGING AND STORAGE AREAS.
2. REFER TO NAVAID FACILITY STATUS TABLE ON SHEET 6 FOR ASSOCIATED NAVAID CLOSURES.
3. ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH AIR TRAFFIC VIA UNICOM FREQUENCY SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLE OF EQUIPMENT TO AND FROM THE WORK ZONE.
4. PHASE 2A AND PHASE 2B SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1. PHASE 2A AND PHASE 2B SHALL NOT BE COMPLETED CONCURRENTLY, ALTERNATING OF CLOSURES OF TURF RUNWAY 18/36 AND TURF RUNWAY 13/31 SHALL BE COORDINATED WITH THE RESIDENT ENGINEER AND THE AIRPORT PRIOR TO CONSTRUCTION WITHIN THE OBSTACLE FREE ZONES.
4. TEMPORARY STOP SIGNS SHALL BE PLACED AT ALL DESIGNATED CROSS POINTS PRIOR TO THE CONTRACTOR'S ACCESS ACROSS ACTIVE TURF RUNWAYS.

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SHEET TITLE:

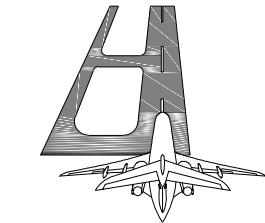
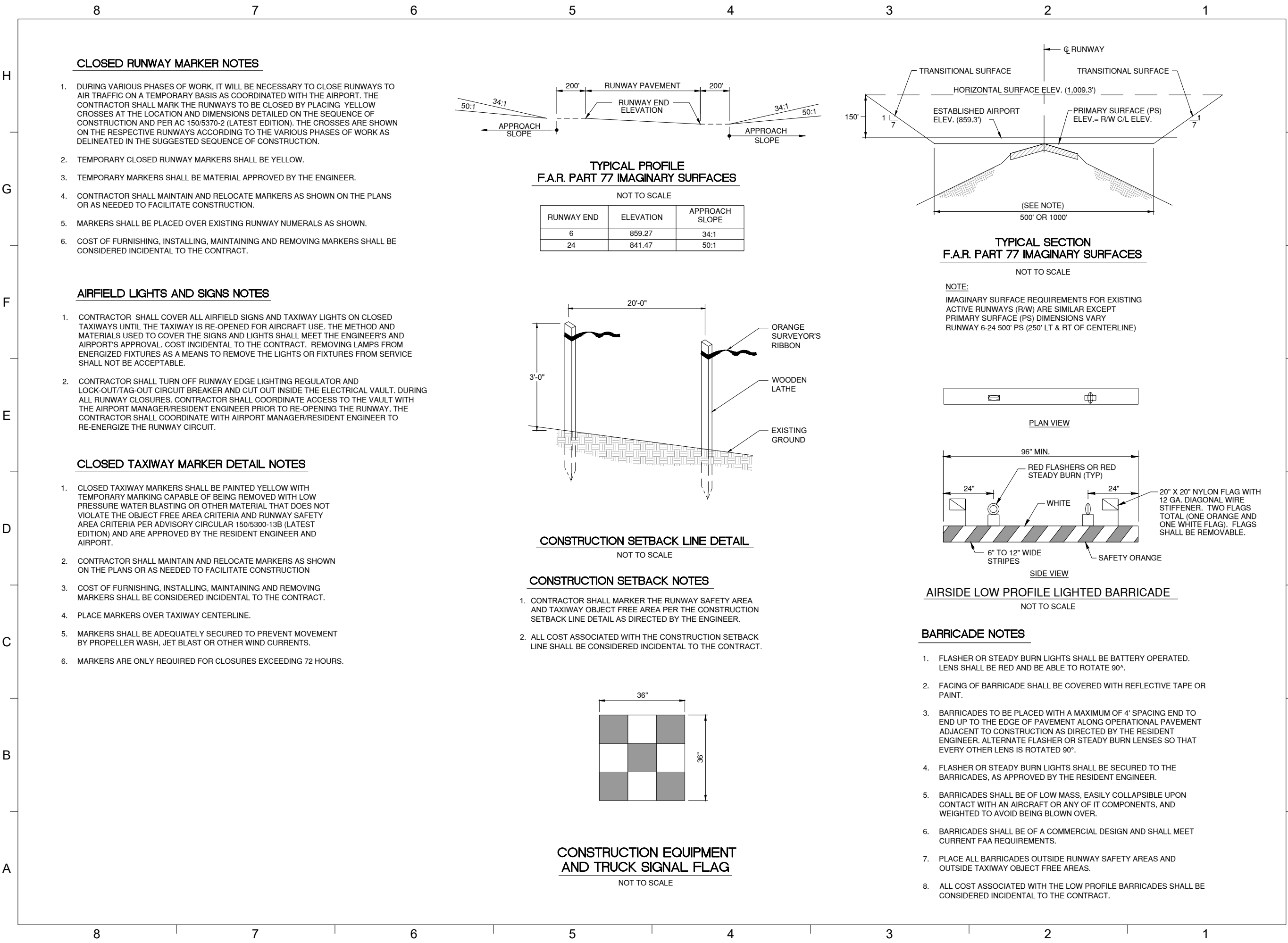
CONSTRUCTION ACTIVITY
PLAN - WORK AREA 2

DESIGNED: STL
DRAWN: JRO
CHECKED: STL

PROJECT NO.: 22004977-08
DATE: 08/15/2025

SHEET NO. REVISION

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PROJECT NAME:

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RUNWAY 6/24
PAPI SYSTEM

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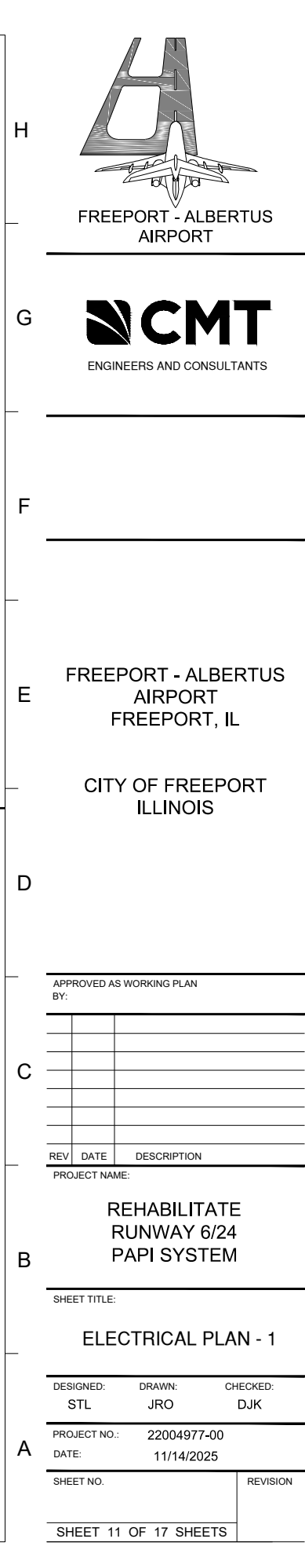
CONSTRUCTION ACTIVITY
PLAN DETAILS

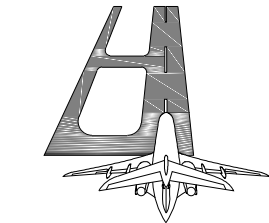
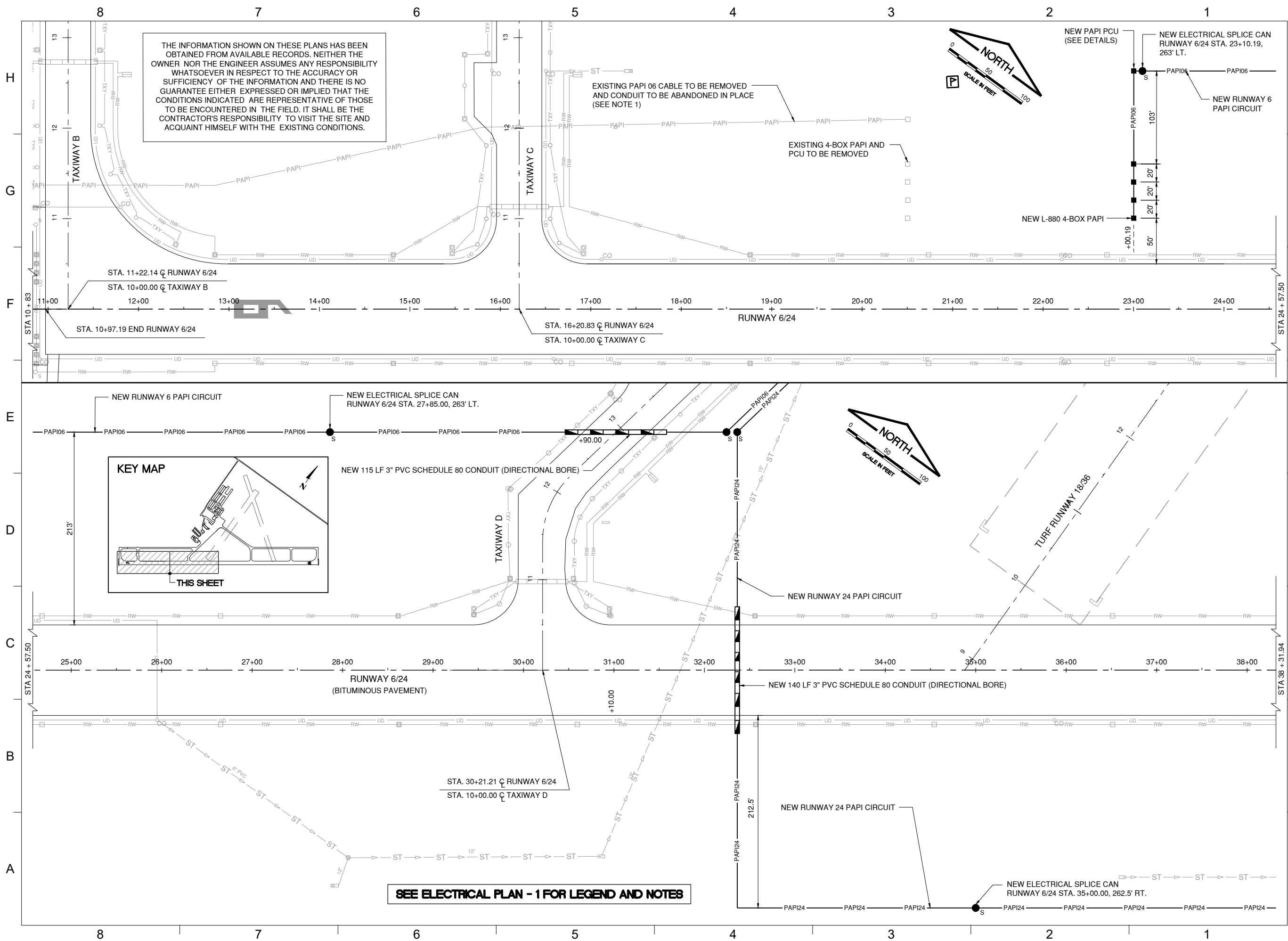
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PROJECT NO.: 22004977-00
DATE: 11/14/2025

SHEET NO. REVISION

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REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 6/24
PAPI SYSTEM

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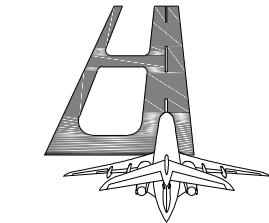
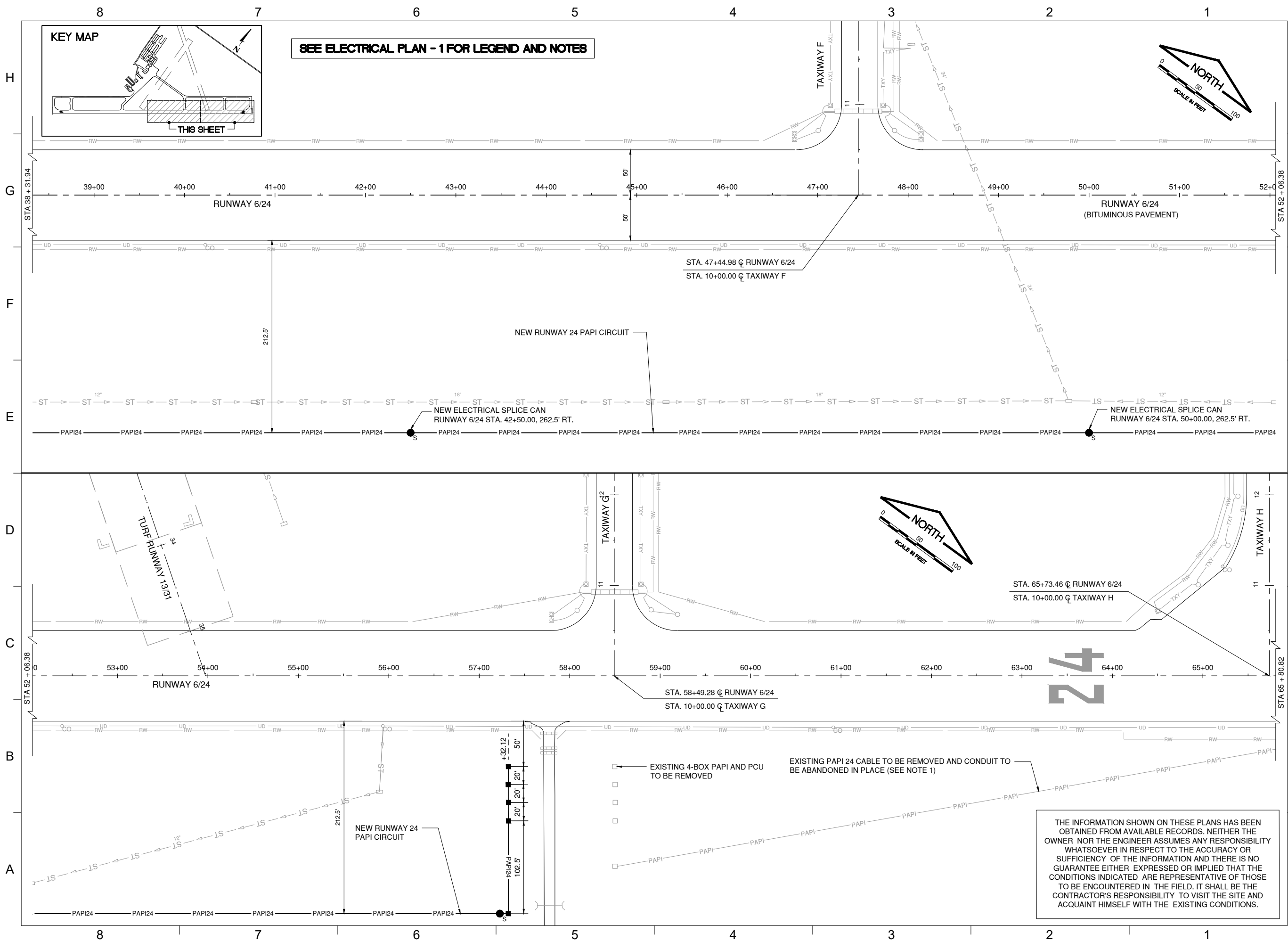
ELECTRICAL PLAN - 2

DESIGNED: STL DRAWN: JRO CHECKED: DJK

PROJECT NO.: 22004977-00
DATE: 11/14/2025

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REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 6/24
PAPI SYSTEM

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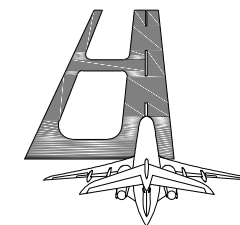
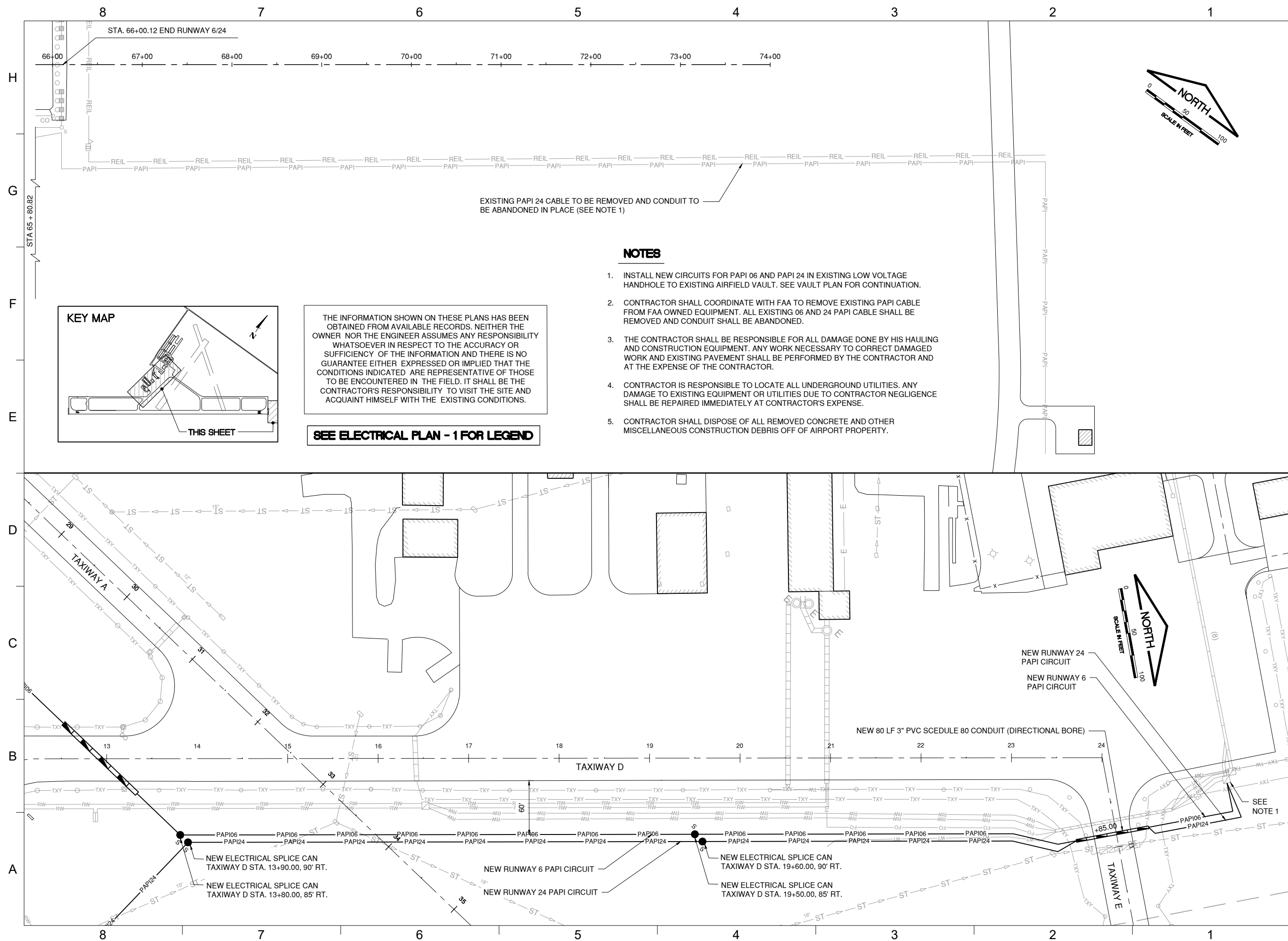
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DESIGNED: STL DRAWN: JRO CHECKED: DJK

PROJECT NO.: 22004977-00
DATE: 11/14/2025

SHEET NO. REVISION

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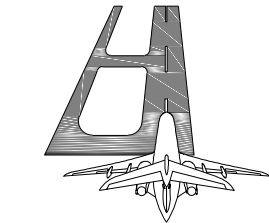
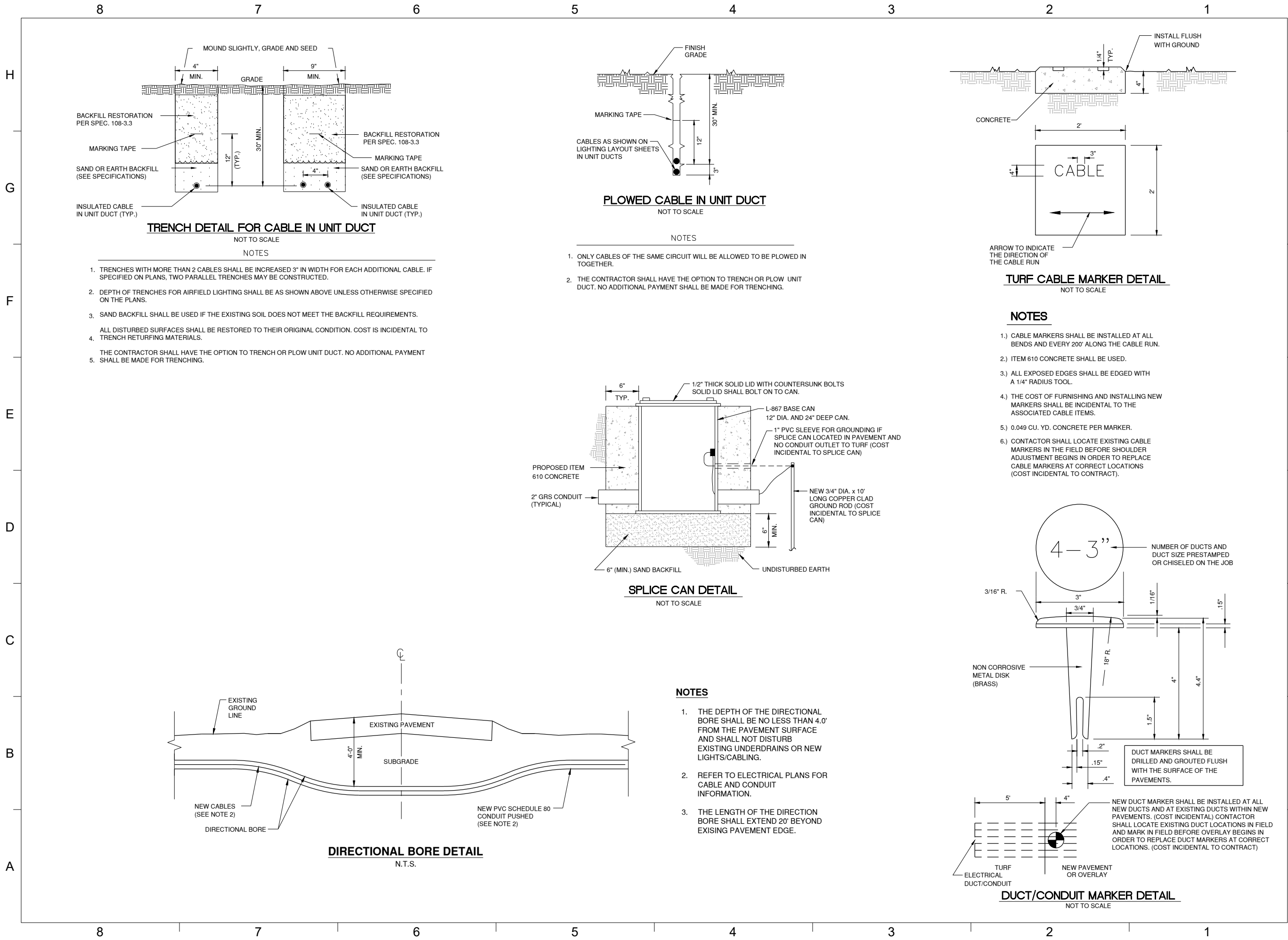
APPROVED AS WORKING PLAN		
BY:		
REV	DATE	DESCRIPTION
PROJECT NAME:		

REHABILITATE
RUNWAY 6/24
PAPI SYSTEM

SHEET TITLE:

ELECTRICAL PLAN - 4

DESIGNED:	DRAWN:	CHECKED:
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PROJECT NO.: 22004977-00		
DATE: 11/14/2025		
SHEET NO.		REVISION
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REV	DATE	DESCRIPTION

PROJECT NAME:
**REHABILITATE
RUNWAY 6/24
PAPI SYSTEM**

SHEET TITLE:

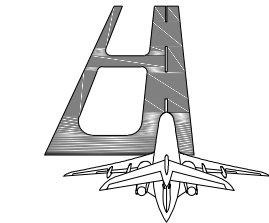
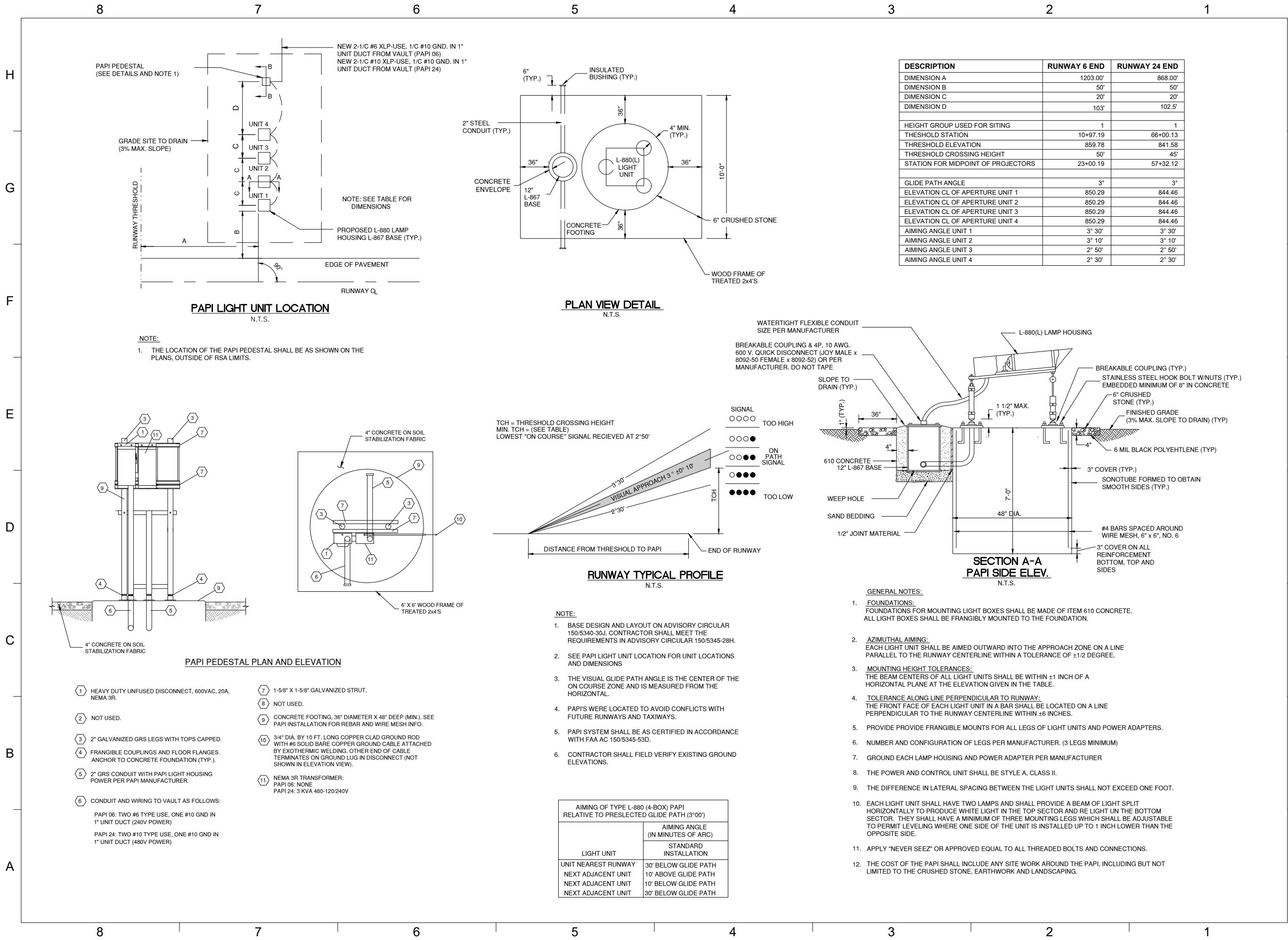
ELECTRICAL DETAILS

DESIGNED:	DRAWN:	CHECKED:
STL	JRO	DJK

PROJECT NO.:	22004977-00
DATE:	11/14/2025

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REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 6/24
PAPI SYSTEM

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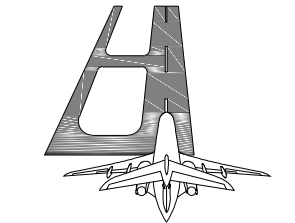
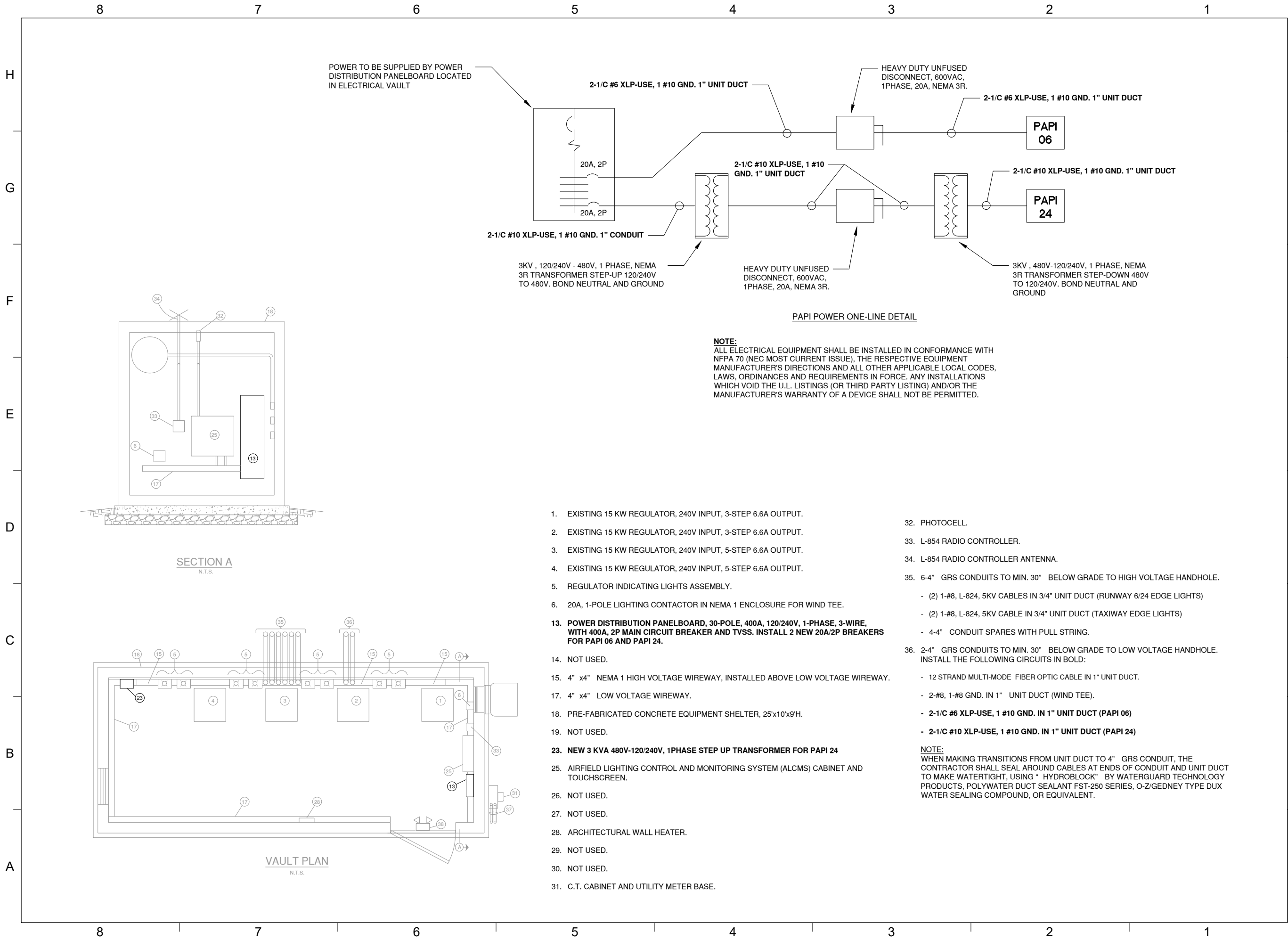
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DESIGNED: STL DRAWN: JRO CHECKED: DJK

PROJECT NO.: 22004977-00
DATE: 11/14/2025

SHEET NO. REVISION

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REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 6/24
PAPI SYSTEM

SHEET TITLE:

ELECTRICAL VAULT PLAN

DESIGNED: STL DRAWN: JRO CHECKED: DJK

PROJECT NO.: 22004977-00
DATE: 11/14/2025

SHEET NO. REVISION

SHEET 17 OF 17 SHEETS