

LETTING ITEM NO. 03A  
 IDOT LETTING MARCH 8, 2024  
 RO028

# GREATER ROCKFORD AIRPORT AUTHORITY ROCKFORD, ILLINOIS

## CONSTRUCTION PLANS FOR CHICAGO ROCKFORD INTERNATIONAL AIRPORT

### RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE

RFD-4804

JANUARY 12, 2024



Greater Rockford Airport Authority

Zach Oakley, AAE, ACE  
 Executive Director

APPROVED BY \_\_\_\_\_

DATE 1/12/2024



Know what's below.  
 Call before you dig.

J.U.L.I.E.  
 JOINT UTILITY LOCATING  
 INFORMATION FOR EXCAVATORS  
 www.illinois1call.com

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 ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

### DESIGN INFORMATION

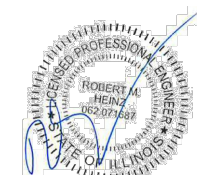
TOWNSHIP: 43 NORTH  
 RANGE: 1 EAST

COUNTY: WINNEBAGO  
 ROCKFORD TOWNSHIP

(MAXIMUM EQUIPMENT HEIGHT = 25')

Illinois Professional Engineering Practice Act of 1989

**CMT**  
 Crawford, Murphy & Tilly  
 Engineers and Consultants



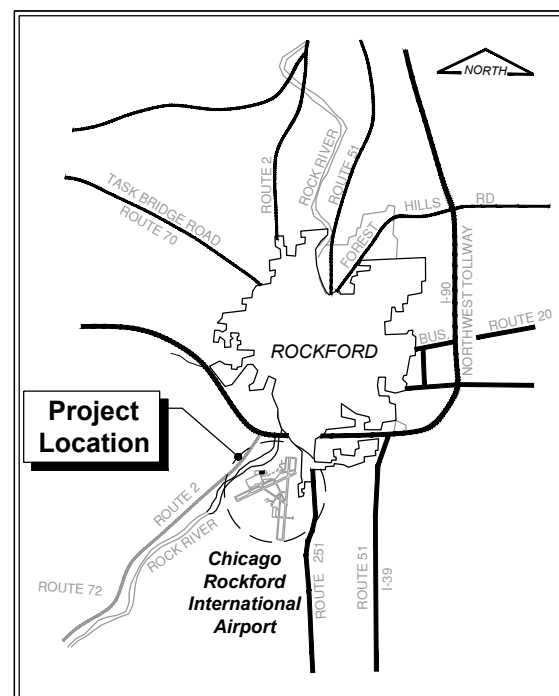
SUBMITTED BY \_\_\_\_\_

Robert M. Heinz, P.E.

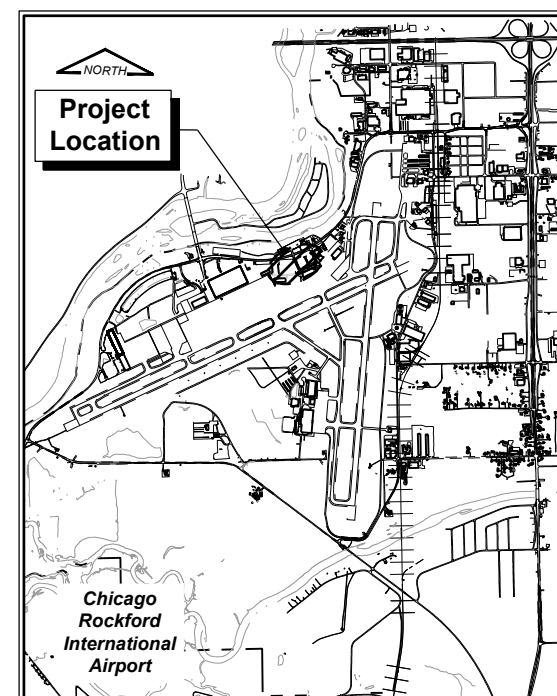
DATE 1/12/2024

license expires 11/30/2025

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LOCATION MAP



SITE PLAN

PLOT DATE: 1/31/2024 1:56 PM  
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### SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
AR106965	RELOCATE LIGHT POLE AND FIXTURE	EACH	8.00	
AR108084	1/C #4 XLP USE	FOOT	6,850.00	
AR108086	1/C #6 XLP USE	FOOT	5,670.00	
AR108088	1/C #8 XLP USE	FOOT	6,270.00	
AR110202	2" PVC DUCT, DIRECT BURY SCH. 80	FOOT	700.00	
AR110203	3" PVC DUCT, DIRECT BURY SCH. 80	FOOT	530.00	
AR110610	ELECTRICAL HANDHOLE	EACH	5.00	
AR110906	REMOVE ELECTRICAL HANDHOLE	EACH	6.00	
AR150520	MOBILIZATION	L SUM	1.00	
AR152411	UNCLASSIFIED EXCAVATION	L SUM	1.00	
AR152531	EXPLORATION TRENCH	FOOT	125.00	
AR156520	INLET PROTECTION	EACH	38.00	
AR156531	EROSION CONTROL BLANKET	SQ YD	3,085.00	
AR209612	CRUSHED AGG. BASE COURSE - 12"	SQ YD	1,740.00	
AR209650	AGGREGATE BASE PREPARATION	SQ YD	1,555.00	
AR401610	BITUMINOUS SURFACE COURSE	TON	975.00	
AR401650	BITUMINOUS PAVEMENT MILLING - 2"	SQ YD	5,430.00	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	5,220.00	
AR403610	BITUMINOUS BASE COURSE	TON	520.00	
AR501604	4" PCC SIDEWALK	SQ FT	8,060.00	
AR501690	PCC SIDEWALK REMOVAL	SQ FT	1,980.00	
AR602510	BITUMINOUS PRIME COAT	GALLON	1,650.00	
AR603510	BITUMINOUS TACK COAT	GALLON	1,690.00	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	6,560.00	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	4,770.00	
AR625511	SEAL COAT	SQ YD	1,970.00	
AR701512	12" RCP, CLASS IV	FOOT	251.00	
AR701518	18" RCP, CLASS IV	FOOT	48.00	
AR751411	INLET TYPE A	EACH	4.00	
AR751540	MANHOLE - 4'	EACH	8.00	
AR751560	MANHOLE - 6'	EACH	1.00	
AR751903	REMOVE MANHOLE	EACH	1.00	
AR751983	RECONSTRUCT MANHOLE	EACH	12.00	
AR754410	COMB CONCRETE CURB & GUTTER, TYPE B6.12	FOOT	3,935.00	
AR754904	REMOVE COMB CURB & GUTTER	FOOT	1,315.00	
AR760506	6" DUCTILE IRON WATER MAIN	FOOT	35.00	
AR760800	FIRE HYDRANT	EACH	1.00	
AR760905	REMOVE FIRE HYDRANT	EACH	1.00	
AR901510	SEEDING	ACRE	0.65	
AR904510	SODDING	SQ YD	1,320.00	
AR905530	TOPSOILING (FROM ON SITE)	SQ YD	4,310.00	
AR910200	ROADWAY SIGN	EACH	2.00	
AR910250	TELESCOPING SIGN SUPPORT	EACH	28.00	
AR910425	REMOVE BOLLARD	EACH	4.00	
AR910430	TRAFFIC MAINTENANCE (ROADWAY)	L SUM	1.00	
AR910915	REMOVE ROADWAY SIGN	EACH	3.00	
AR910975	RELOCATE ROADWAY SIGN	EACH	24.00	

CHICAGO ROCKFORD  
INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD  
AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

SHEET TITLE:  
SUMMARY OF QUANTITIES




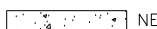
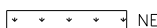
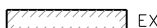
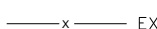

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.  
**2** OF **40**

8 7 6 5 4 3 2 1

**LEGEND**

-  NEW PAVEMENT MILL AND OVERLAY
-  NEW PAVEMENT
-  NEW PAVEMENT REMOVAL AND REPLACEMENT
-  NEW 4" SIDEWALK
-  NEW TOPSOIL, SEED AND MULCH
-  EXISTING BUILDING
-  EXISTING 10' FENCE WITH BARBED WIRE
-  NEW PAVEMENT MARKING

**ALIGNMENT DATA - NAD 83 - IL-W**

ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L1	Airport Circle	STA. 9+00.00	N:2018285.0447 E:2585743.4462	STA. 13+75.00	N: 2017810.7545 E: 2585769.4041
C1	Airport Circle	CENTER STA. 14+63.00	PI N:2017722.8860 PI E:2585774.2132	R = 88.000	CENTER N: 2017815.5636 E: 2585857.2726
L2	Airport Circle	STA. 15+13.23	N:2017727.6951 E:2585862.0817	STA. 20+30.03	N: 2017755.9374 E: 2586378.1104
C2	Airport Circle	CENTER STA. 20+63.24	PI N:2017757.7523 PI E:2586411.2708	R = 170.000	CENTER N: 2017925.6833 E: 2586368.8202
L3	Airport Circle	STA. 20+95.63	N:2017771.9135 E:2586441.3103	STA. 21+43.57	N: 2017792.3566 E: 2586484.6753
C3	Airport Circle	CENTER STA. 21+58.28	PI N:2017798.5571 PI E:2586498.0154	R = 240.000	CENTER N: 2018009.9954 E: 2586383.5154
L4	Airport Circle	STA. 21+72.95	N:2017806.3406 E:2586510.4984	STA. 21+94.85	N: 2017818.7594 E: 2586528.5284
C4	Airport Circle	CENTER STA. 22+09.57	PI N:2017826.5500 PI E:2586541.0230	R = 240.000	CENTER N: 2017615.1045 E: 2586655.5114
L5	Airport Circle	STA. 22+24.26	N:2017832.7549 E:2586554.3763	STA. 26+68.09	N: 2018021.6633 E: 2586956.0042
C5	Airport Circle	CENTER STA. 27+38.18	PI N:2018051.4814 PI E:2587019.4297	R = 70.000	CENTER N: 2018085.0119 E: 2586926.2223
L6	Airport Circle	STA. 27+78.13	N:2018114.8706 E:2586989.5347	STA. 32+34.66	N: 2018527.7776 E: 2586794.8036

**CONTROL POINT TABLE - NAD 83 - IL-W**

POINT	DESCRIPTION	NORTHING	EASTING	ELEVATION
7	Cross Cut	2018418.801	2586882.714	725.64
8	Cross Cut	2018016.459	2587009.910	729.56
15	Cross Cut	2017616.158	2586568.244	729.56
23	Iron Rod	2017990.148	2586704.440	728.30



CHICAGO ROCKFORD INTERNATIONAL AIRPORT



Crawford, Murphy & Tilly

Engineers and Consultants  
License No. 184-00613

CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

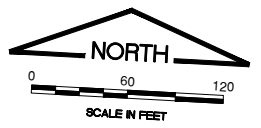
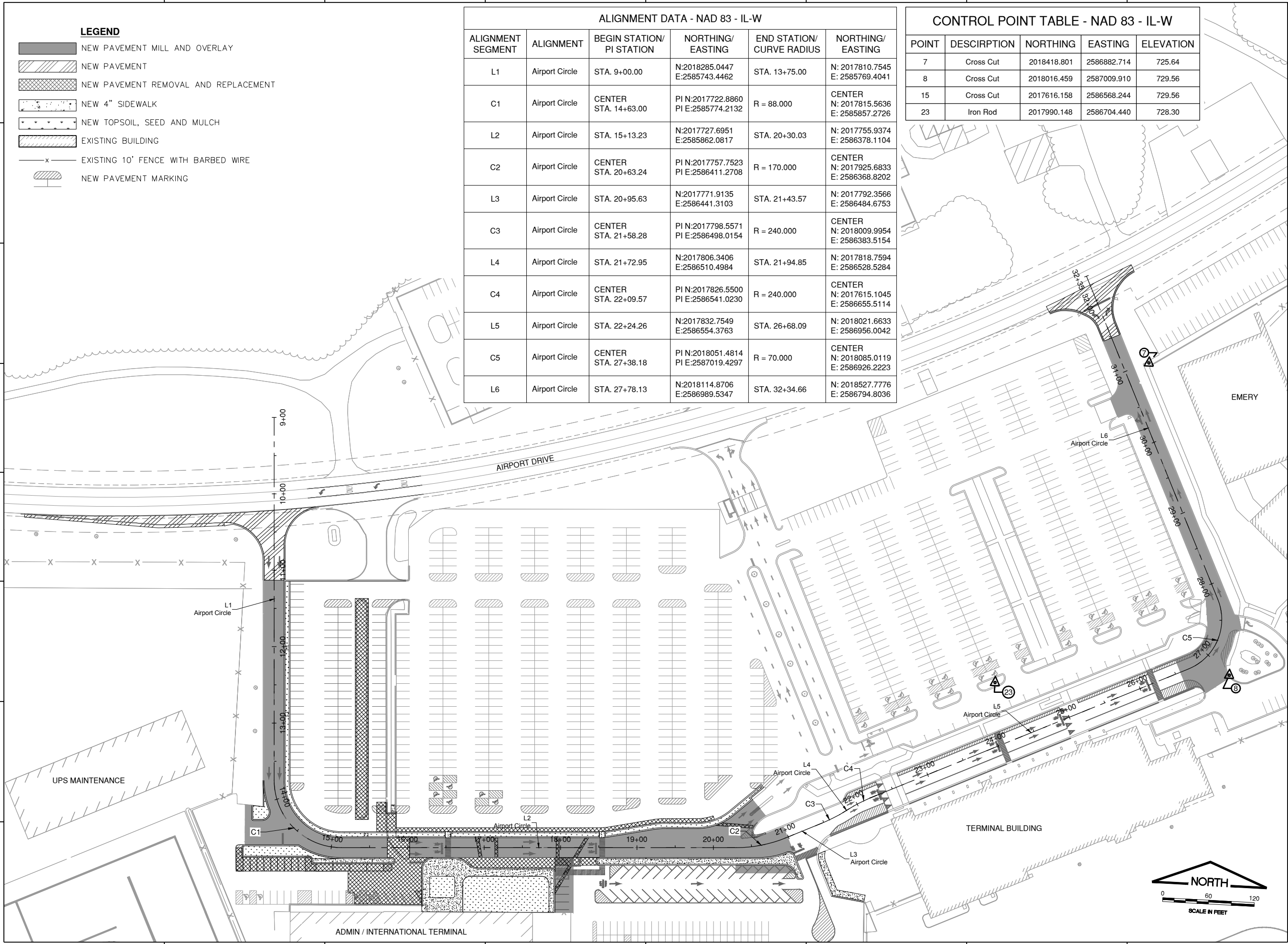
SHEET TITLE:  
**SITE PLAN AND PROJECT CONTROL**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

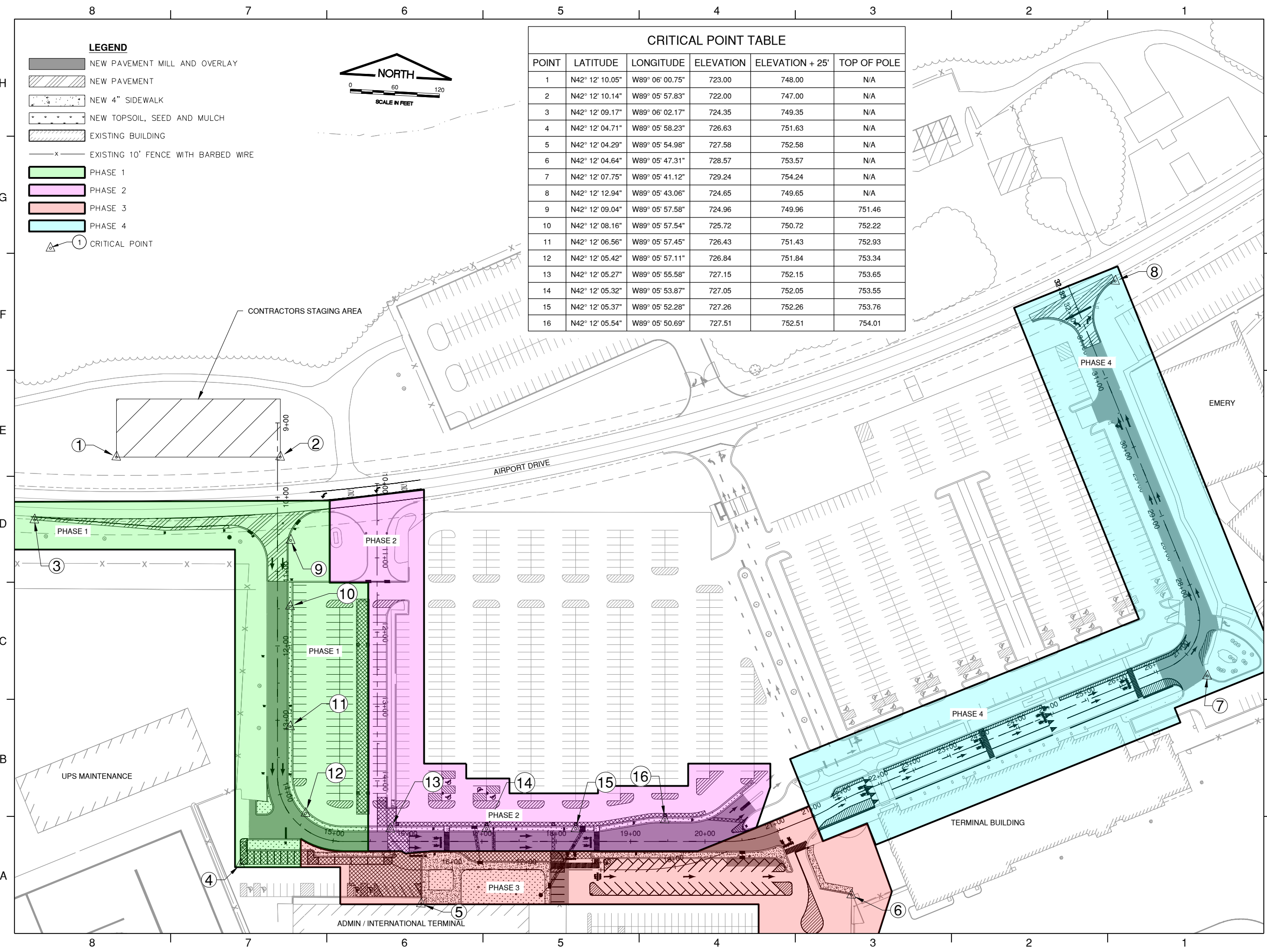
SHEET NO. **3** OF **40**

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CRITICAL POINT TABLE					
POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION + 25'	TOP OF POLE
1	N42° 12' 10.05"	W89° 06' 00.75"	723.00	748.00	N/A
2	N42° 12' 10.14"	W89° 05' 57.83"	722.00	747.00	N/A
3	N42° 12' 09.17"	W89° 06' 02.17"	724.35	749.35	N/A
4	N42° 12' 04.71"	W89° 05' 58.23"	726.63	751.63	N/A
5	N42° 12' 04.29"	W89° 05' 54.98"	727.58	752.58	N/A
6	N42° 12' 04.64"	W89° 05' 47.31"	728.57	753.57	N/A
7	N42° 12' 07.75"	W89° 05' 41.12"	729.24	754.24	N/A
8	N42° 12' 12.94"	W89° 05' 43.06"	724.65	749.65	N/A
9	N42° 12' 09.04"	W89° 05' 57.58"	724.96	749.96	751.46
10	N42° 12' 08.16"	W89° 05' 57.54"	725.72	750.72	752.22
11	N42° 12' 06.56"	W89° 05' 57.45"	726.43	751.43	752.93
12	N42° 12' 05.42"	W89° 05' 57.11"	726.84	751.84	753.34
13	N42° 12' 05.27"	W89° 05' 55.58"	727.15	752.15	753.65
14	N42° 12' 05.32"	W89° 05' 53.87"	727.05	752.05	753.55
15	N42° 12' 05.37"	W89° 05' 52.28"	727.26	752.26	753.76
16	N42° 12' 05.54"	W89° 05' 50.69"	727.51	752.51	754.01



CHICAGO ROCKFORD  
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GREATER ROCKFORD  
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IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

SHEET TITLE:  
SEQUENCE OF  
CONSTRUCTION PLAN -  
INDEX

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **4** OF **40**



CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: R0028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

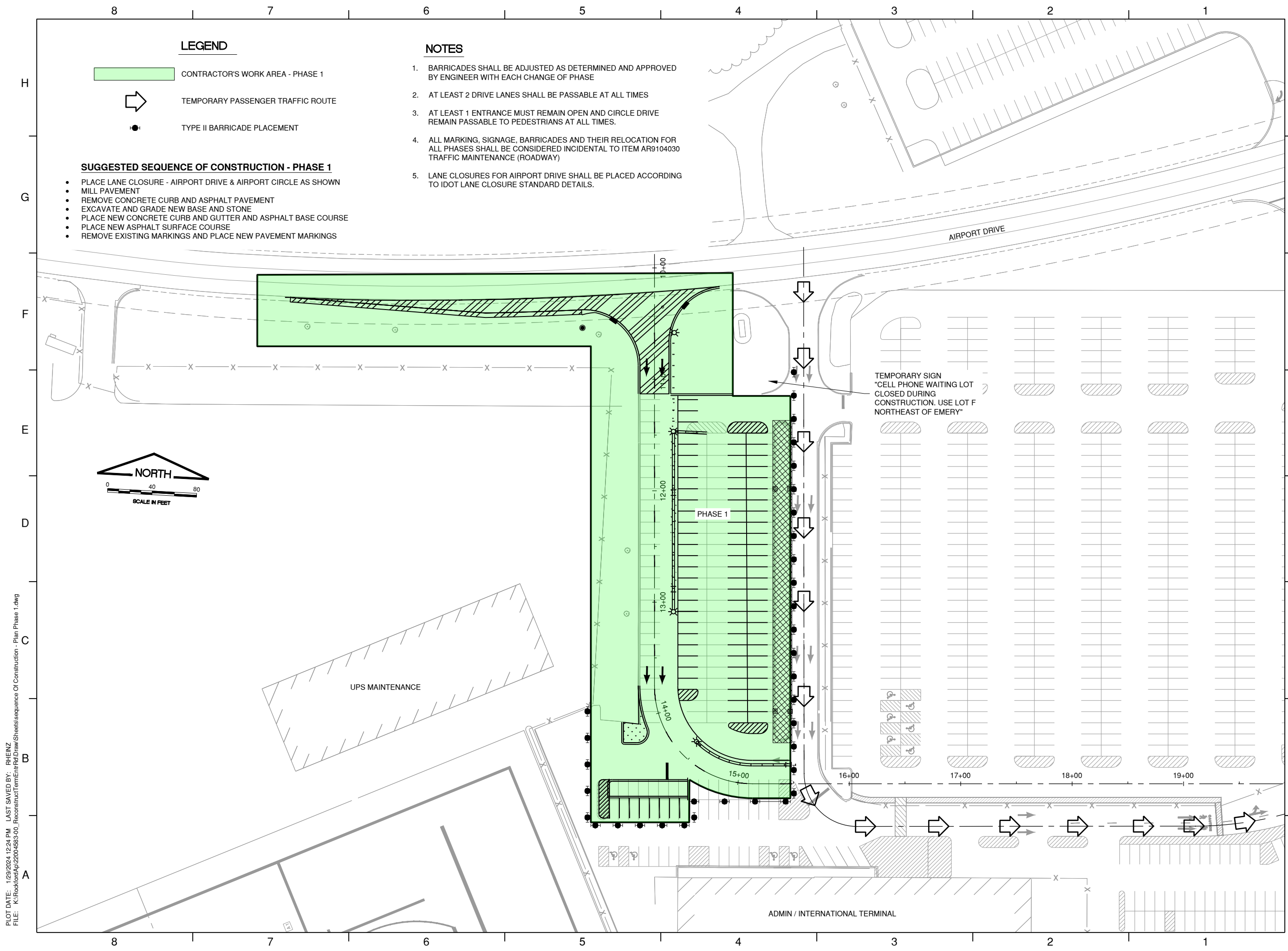
PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**SEQUENCE OF CONSTRUCTION PLAN - PHASE 1**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **5** OF **40**



**LEGEND**

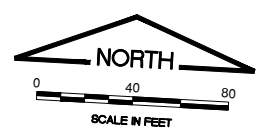
- CONTRACTOR'S WORK AREA - PHASE 1
- TEMPORARY PASSENGER TRAFFIC ROUTE
- TYPE II BARRICADE PLACEMENT

**SUGGESTED SEQUENCE OF CONSTRUCTION - PHASE 1**

- PLACE LANE CLOSURE - AIRPORT DRIVE & AIRPORT CIRCLE AS SHOWN
- MILL PAVEMENT
- REMOVE CONCRETE CURB AND ASPHALT PAVEMENT
- EXCAVATE AND GRADE NEW BASE AND STONE
- PLACE NEW CONCRETE CURB AND GUTTER AND ASPHALT BASE COURSE
- PLACE NEW ASPHALT SURFACE COURSE
- REMOVE EXISTING MARKINGS AND PLACE NEW PAVEMENT MARKINGS

**NOTES**

1. BARRICADES SHALL BE ADJUSTED AS DETERMINED AND APPROVED BY ENGINEER WITH EACH CHANGE OF PHASE
2. AT LEAST 2 DRIVE LANES SHALL BE PASSABLE AT ALL TIMES
3. AT LEAST 1 ENTRANCE MUST REMAIN OPEN AND CIRCLE DRIVE REMAIN PASSABLE TO PEDESTRIANS AT ALL TIMES.
4. ALL MARKING, SIGNAGE, BARRICADES AND THEIR RELOCATION FOR ALL PHASES SHALL BE CONSIDERED INCIDENTAL TO ITEM AR9104030 TRAFFIC MAINTENANCE (ROADWAY)
5. LANE CLOSURES FOR AIRPORT DRIVE SHALL BE PLACED ACCORDING TO IDOT LANE CLOSURE STANDARD DETAILS.



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ROCKFORD, ILLINOIS

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AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
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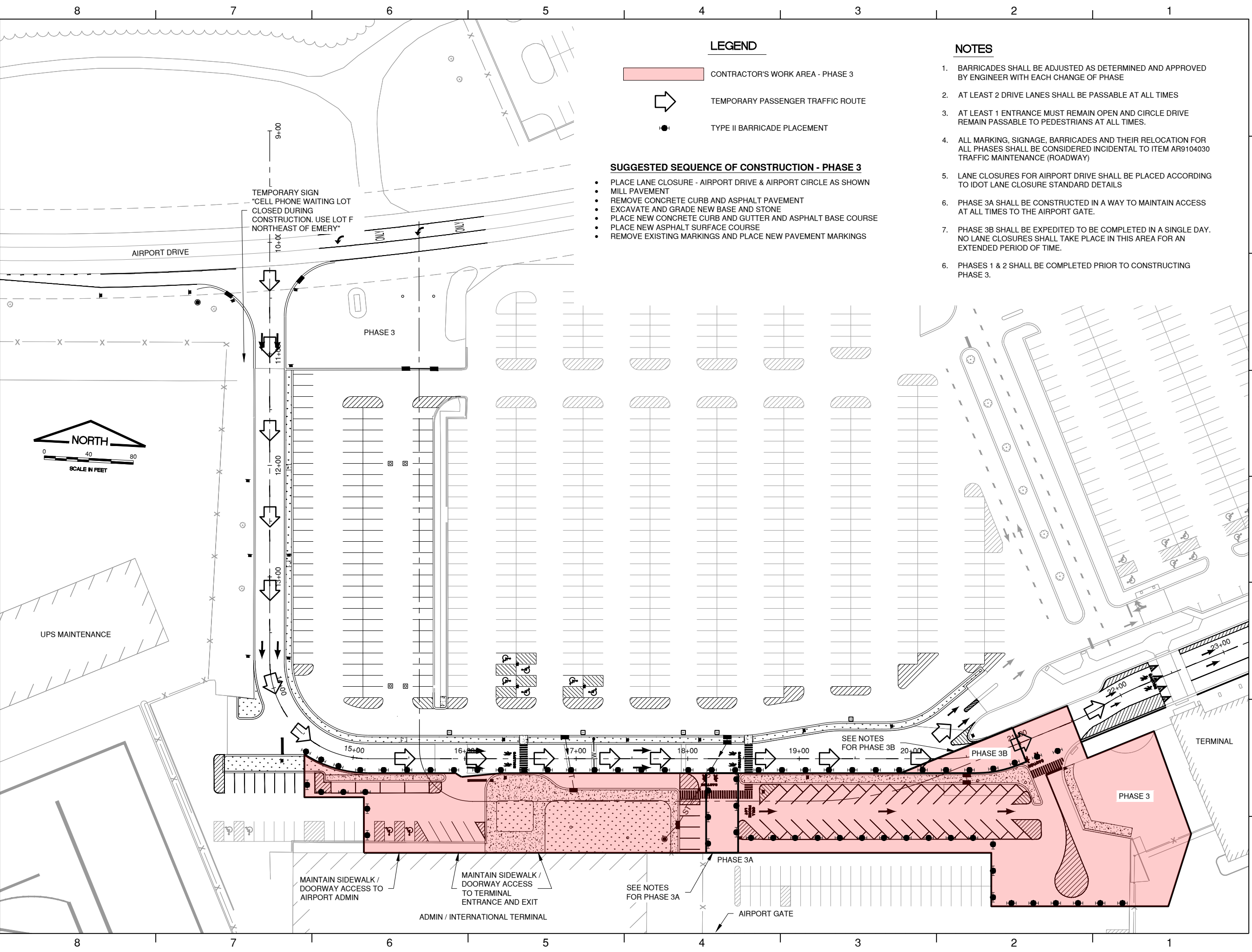
PROJECT NAME:  
**RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**SEQUENCE OF  
CONSTRUCTION PLAN -  
PHASE 3**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **7** OF **40**



**LEGEND**

- CONTRACTOR'S WORK AREA - PHASE 3
- TEMPORARY PASSENGER TRAFFIC ROUTE
- TYPE II BARRICADE PLACEMENT

**SUGGESTED SEQUENCE OF CONSTRUCTION - PHASE 3**

- PLACE LANE CLOSURE - AIRPORT DRIVE & AIRPORT CIRCLE AS SHOWN
- MILL PAVEMENT
- REMOVE CONCRETE CURB AND ASPHALT PAVEMENT
- EXCAVATE AND GRADE NEW BASE AND STONE
- PLACE NEW CONCRETE CURB AND GUTTER AND ASPHALT BASE COURSE
- PLACE NEW ASPHALT SURFACE COURSE
- REMOVE EXISTING MARKINGS AND PLACE NEW PAVEMENT MARKINGS

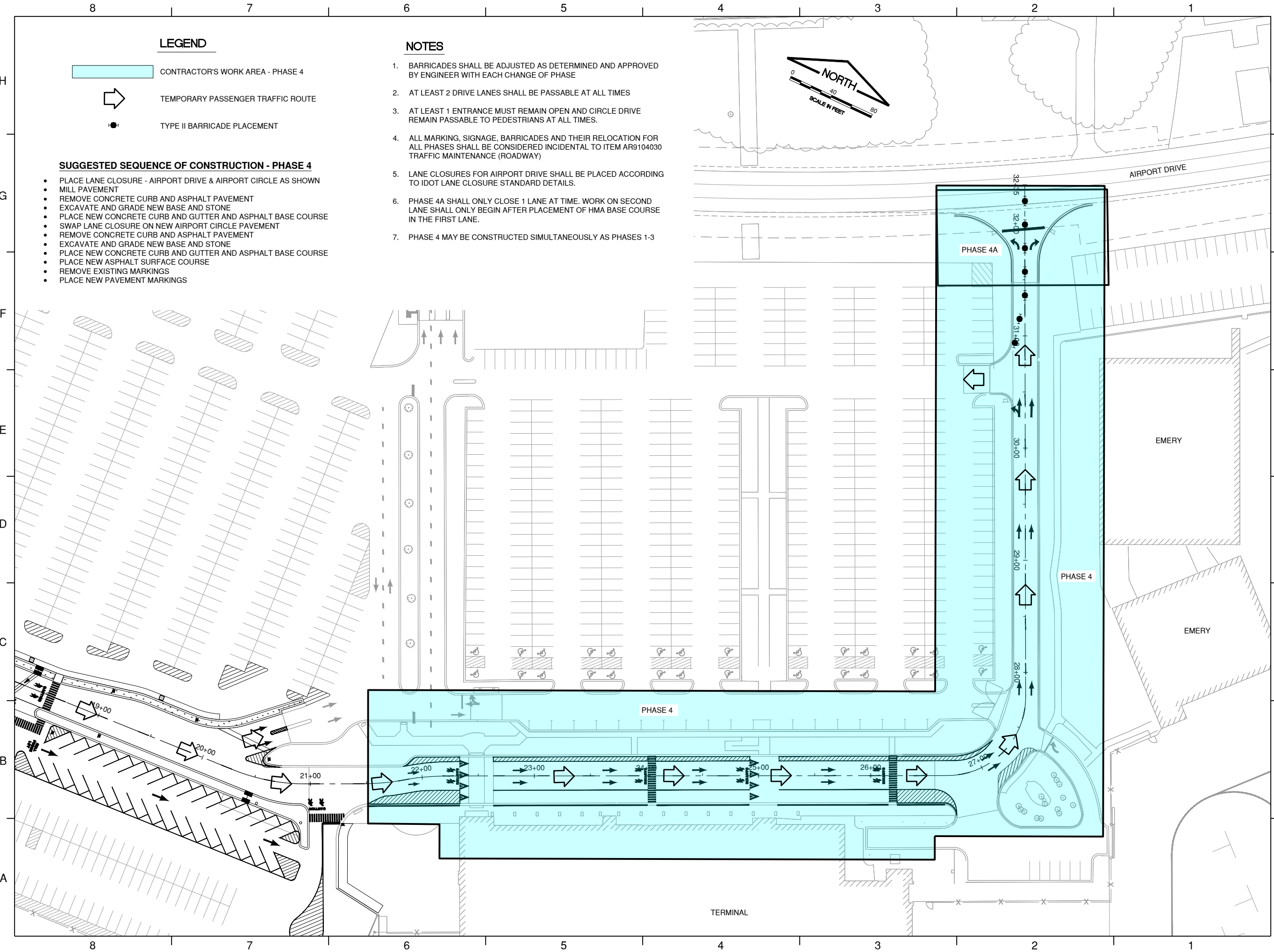
**NOTES**

1. BARRICADES SHALL BE ADJUSTED AS DETERMINED AND APPROVED BY ENGINEER WITH EACH CHANGE OF PHASE
2. AT LEAST 2 DRIVE LANES SHALL BE PASSABLE AT ALL TIMES
3. AT LEAST 1 ENTRANCE MUST REMAIN OPEN AND CIRCLE DRIVE REMAIN PASSABLE TO PEDESTRIANS AT ALL TIMES.
4. ALL MARKING, SIGNAGE, BARRICADES AND THEIR RELOCATION FOR ALL PHASES SHALL BE CONSIDERED INCIDENTAL TO ITEM AR9104030 TRAFFIC MAINTENANCE (ROADWAY)
5. LANE CLOSURES FOR AIRPORT DRIVE SHALL BE PLACED ACCORDING TO IDOT LANE CLOSURE STANDARD DETAILS
6. PHASE 3A SHALL BE CONSTRUCTED IN A WAY TO MAINTAIN ACCESS AT ALL TIMES TO THE AIRPORT GATE.
7. PHASE 3B SHALL BE EXPEDITED TO BE COMPLETED IN A SINGLE DAY. NO LANE CLOSURES SHALL TAKE PLACE IN THIS AREA FOR AN EXTENDED PERIOD OF TIME.
6. PHASES 1 & 2 SHALL BE COMPLETED PRIOR TO CONSTRUCTING PHASE 3.

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**LEGEND**

- CONTRACTOR'S WORK AREA - PHASE 4
- TEMPORARY PASSENGER TRAFFIC ROUTE
- TYPE II BARRICADE PLACEMENT

**SUGGESTED SEQUENCE OF CONSTRUCTION - PHASE 4**

- PLACE LANE CLOSURE - AIRPORT DRIVE & AIRPORT CIRCLE AS SHOWN
- MILL PAVEMENT
- REMOVE CONCRETE CURB AND ASPHALT PAVEMENT
- EXCAVATE AND GRADE NEW BASE AND STONE
- PLACE NEW CONCRETE CURB AND GUTTER AND ASPHALT BASE COURSE
- SWAP LANE CLOSURE ON NEW AIRPORT CIRCLE PAVEMENT
- REMOVE CONCRETE CURB AND ASPHALT PAVEMENT
- EXCAVATE AND GRADE NEW BASE AND STONE
- PLACE NEW CONCRETE CURB AND GUTTER AND ASPHALT BASE COURSE
- PLACE NEW ASPHALT SURFACE COURSE
- REMOVE EXISTING MARKINGS
- PLACE NEW PAVEMENT MARKINGS

**NOTES**

1. BARRICADES SHALL BE ADJUSTED AS DETERMINED AND APPROVED BY ENGINEER WITH EACH CHANGE OF PHASE
2. AT LEAST 2 DRIVE LANES SHALL BE PASSABLE AT ALL TIMES
3. AT LEAST 1 ENTRANCE MUST REMAIN OPEN AND CIRCLE DRIVE REMAIN PASSABLE TO PEDESTRIANS AT ALL TIMES.
4. ALL MARKING, SIGNAGE, BARRICADES AND THEIR RELOCATION FOR ALL PHASES SHALL BE CONSIDERED INCIDENTAL TO ITEM AR9104030 TRAFFIC MAINTENANCE (ROADWAY)
5. LANE CLOSURES FOR AIRPORT DRIVE SHALL BE PLACED ACCORDING TO IDOT LANE CLOSURE STANDARD DETAILS.
6. PHASE 4A SHALL ONLY CLOSE 1 LANE AT TIME. WORK ON SECOND LANE SHALL ONLY BEGIN AFTER PLACEMENT OF HMA BASE COURSE IN THE FIRST LANE.
7. PHASE 4 MAY BE CONSTRUCTED SIMULTANEOUSLY AS PHASES 1-3



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AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

SHEET TITLE:  
SEQUENCE OF  
CONSTRUCTION PLAN -  
PHASE 4

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024



PLOT DATE: 1/29/2024 12:25 PM LAST SAVED BY: RHEINZ FILE: K:\Rockford\Ap2200\4583\00\_Reconstruct\Term\InRfd\Draw\Sheets\sequence Of Construction - Notes.dwg

**PHASING PLAN PROJECT NOTES:**

**1. APPROVED PROGRESS SCHEDULE:**

PRIOR TO THE START OF CONSTRUCTION, AN APPROVED PROGRESS SCHEDULE SHALL BE EXECUTED BY THE CONTRACTOR AND MONITORED BY THE RESIDENT ENGINEER AND CONSTRUCTION MANAGER (CM). THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL ROADWAYS PHASES, INCLUDING ALL AOA WORK REQUIRING DAYTIME ONLY CLOSURES OF TAXIWAYS AND RUNWAYS. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES AT LEAST 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS (I.E. AIRSHOW). SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT.

**2. NOTAM (NOTICE TO AIRMEN) COORDINATION:**

THE CONTRACTOR SHALL COORDINATE WITH OWNER TO ISSUE A NOTAM AND FAA FACILITY COORDINATION WITH AIRPORT / FAA PERSONNEL.

**3. CONSTRUCTION SITE ACCESS AND STAGING AREA:**

THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA TO ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED. THIS WORK AREA SHALL BE RESTRICTED FROM ACTIVE AOA AREAS WITH THE BARRICADE/FENCING PERIMETERS SHOWN.

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

**4. CONSTRUCTION EQUIPMENT FLAGGING / BEACON REQUIREMENTS:**

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

**5. GATE SECURITY:**

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

**6. UNAUTHORIZED ACCESS TO AIRFIELD:**

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

**7. BARRICADES:**

BARRICADES AND TEMPORARY CONCRETE BARRIER SHALL BE PER IDOT STANDARD 701901-08 AND 704001-08.

**PHASING PLAN GENERAL NOTES:**

**1. SUGGESTED SEQUENCE OF CONSTRUCTION:**

TOTAL CONTRACT TIME SHALL BE 82 CALENDAR DAYS.

THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE RESIDENT ENGINEER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DEPUTY DIRECTOR OF OPERATIONS.

**2. STAGING AREA RESTORATION:**

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

**3. HAUL ROUTE / HAUL ROUTE RESTORATION:**

THE CONTRACTOR SHALL USE THE HAUL ROUTE(S) AS SHOWN IN THESE PLANS. THE COST OF MAINTAINING THE HAUL ROUTE(S) SHALL BE INCIDENTAL TO CONTRACT. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DEPUTY DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO CONTRACT.

**4. AIRPORT APPROVAL OF PHASING:**

THE RESIDENT ENGINEER, CONSTRUCTION MANAGER AND AIRPORT DEPUTY DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC AND CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

**5. AIRFIELD PAVEMENT / SITE DEBRIS REMOVAL:**

THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING AIRFIELD RUNWAYS, TAXIWAYS AND APRONS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. 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. PROJECT LIGHTING OUTSIDE OF DAYLIGHT HOURS:**

WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.

**7. EXISTING UTILITY COORDINATION:**

COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SECTION 70-17 OF THE

SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATIONS.

**8. TRAFFIC CONTROL PAYMENT:** PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES USED ON THE AIRFIELD MUST BE INTERLOCKING LOW PROFILE BARRICADES. INTERLOCKING LOW PROFILE BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE RESIDENT ENGINEER. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS (TOWER CONTROLLED AREAS) SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH, RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "TOWER CONTROL AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE." ALL NON AIRFIELD LOCATIONS REQUIRING BARRICADES SHALL BE TYPE II BARRICADES AND SHALL CONFORM TO IDOT STANDARD 701901. LOCATIONS REQUIRING TEMPORARY CONCRETE BARRIER SHALL CONFORM TO IDOT STANDARD 704001. FOR AIRSIDE BARRICADE PLACEMENT, SEE PHASING PLAN SUMMARY SHEETS.

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

**10. DUST CONTROL REQUIREMENTS:** THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DEPUTY DIRECTOR OF OPERATIONS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

**11. OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION (AC 150/5370-2G):** ALL WORK SHALL CONFORM TO AC 150/5370-2G OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION. THIS AC IS AVAILABLE AT [www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5370-2G.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5370-2G.pdf)

**12. STAGING AREA:** THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN

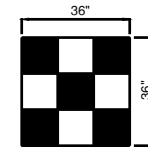
NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.

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

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

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT:

- NONE ANTICIPATED



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**  
NOT TO SCALE



CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

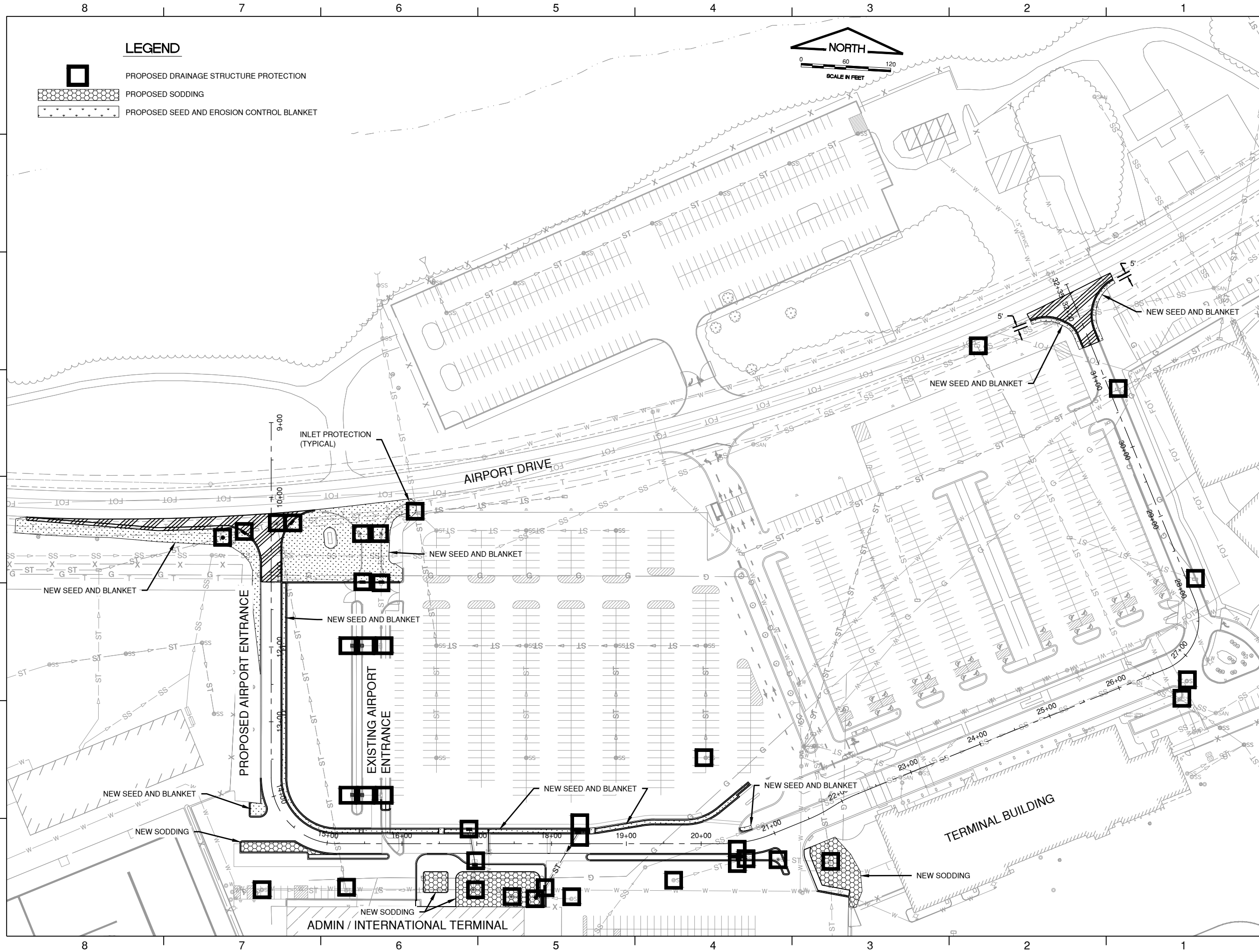
SHEET TITLE:  
**SEQUENCE OF CONSTRUCTION - GENERAL NOTES AND DETAILS**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.

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**LEGEND**

- PROPOSED DRAINAGE STRUCTURE PROTECTION
- PROPOSED SODDING
- PROPOSED SEED AND EROSION CONTROL BLANKET



CHICAGO ROCKFORD  
INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD  
AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**STORM WATER POLLUTION  
PREVENTION PLAN**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.  
**10 OF 40**



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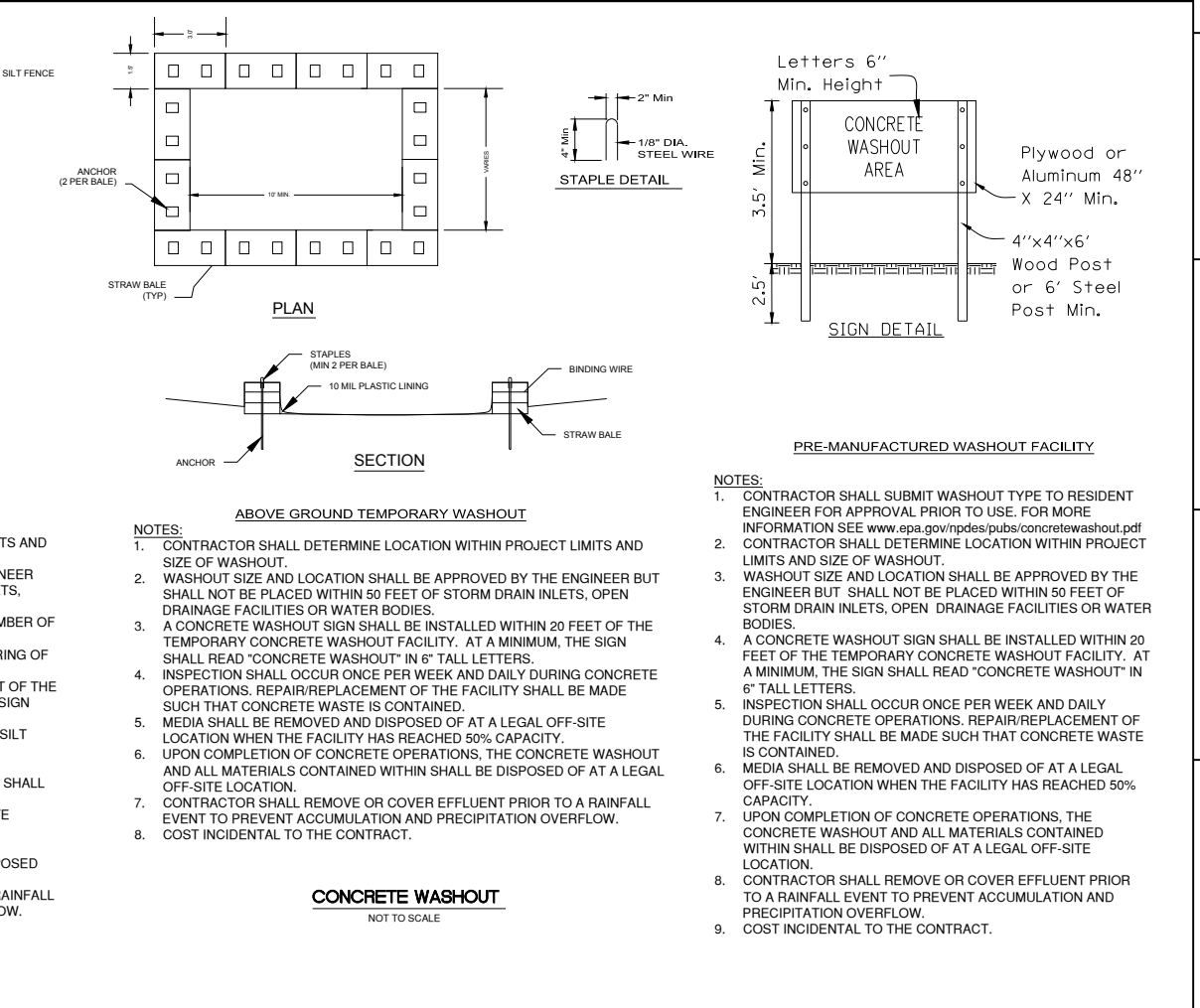
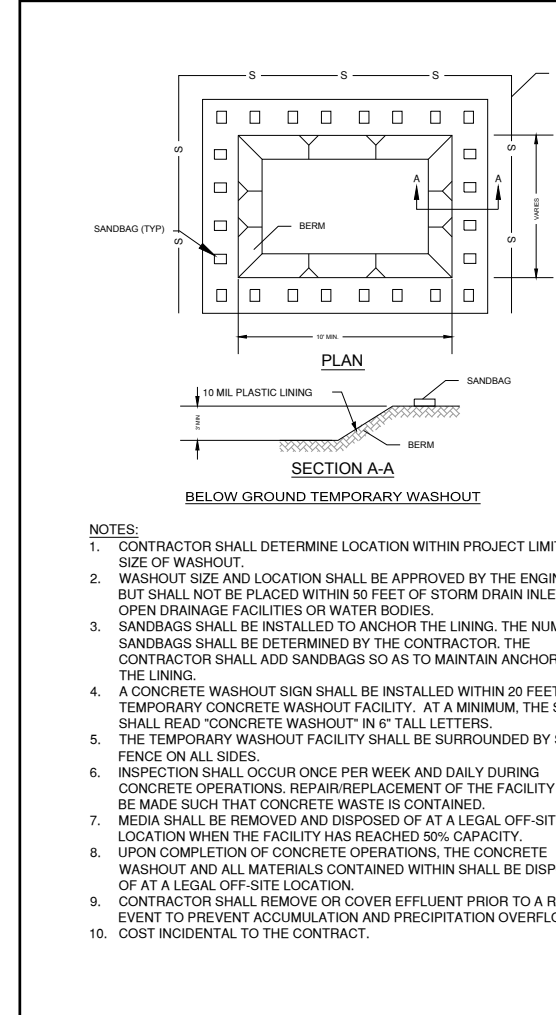
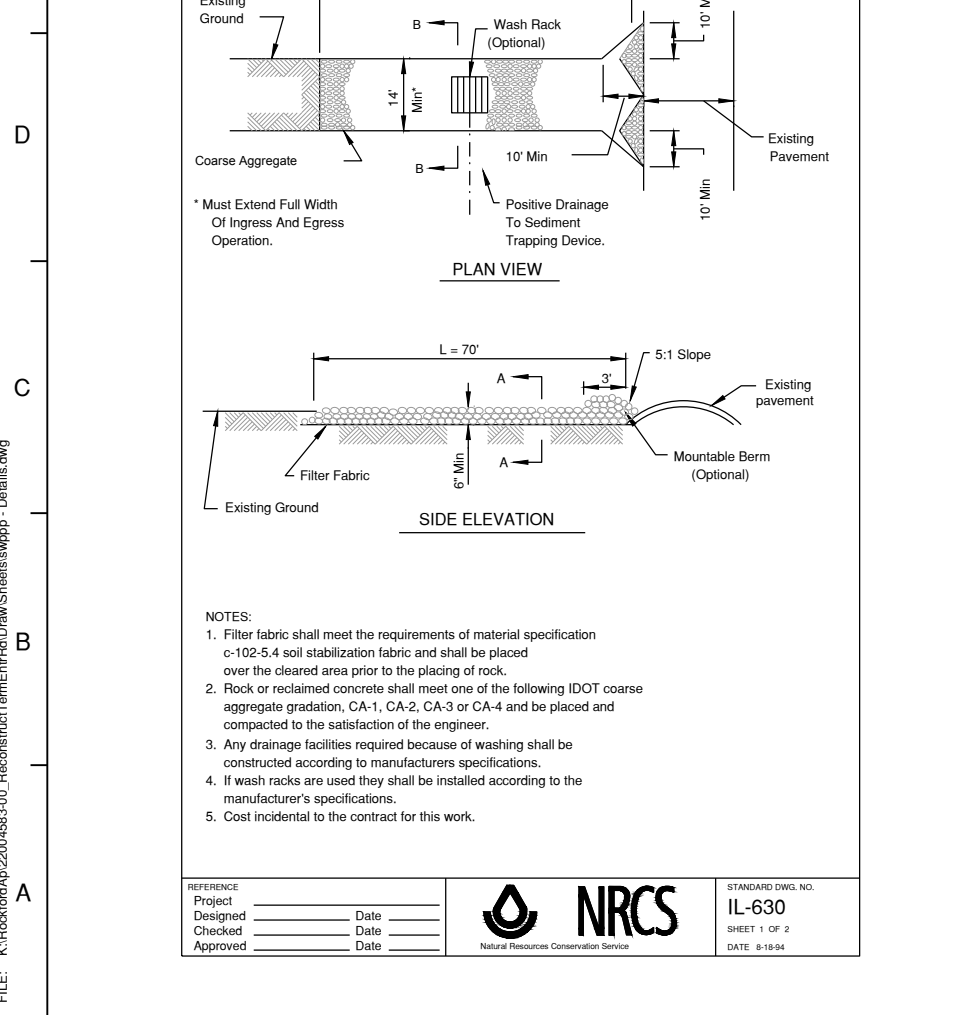
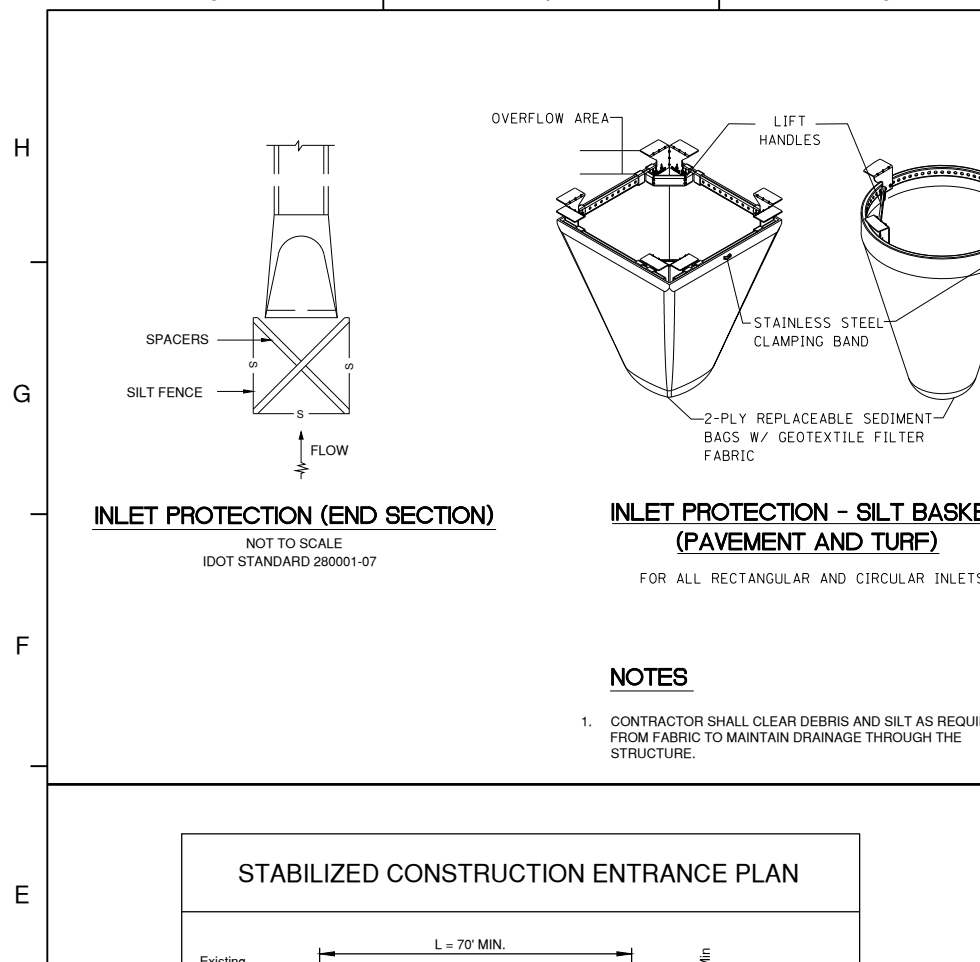
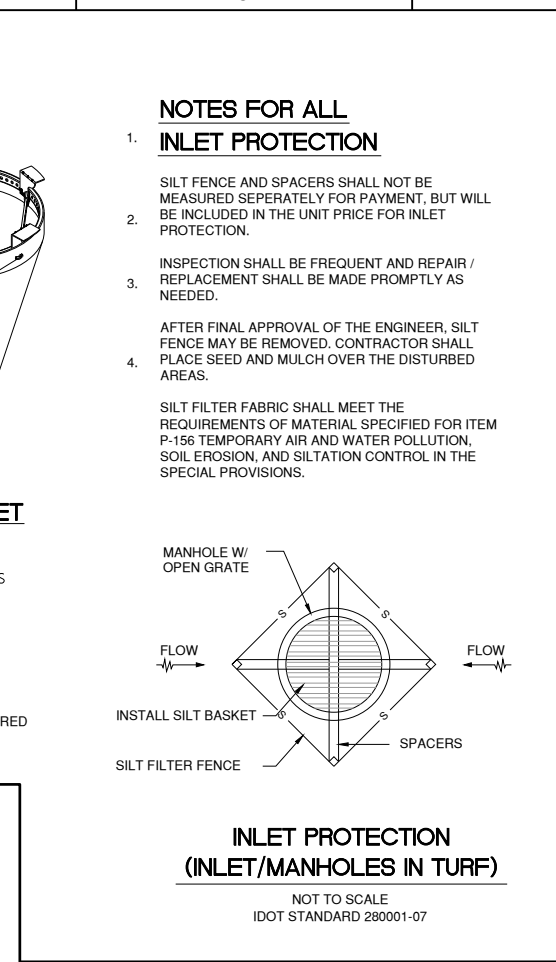
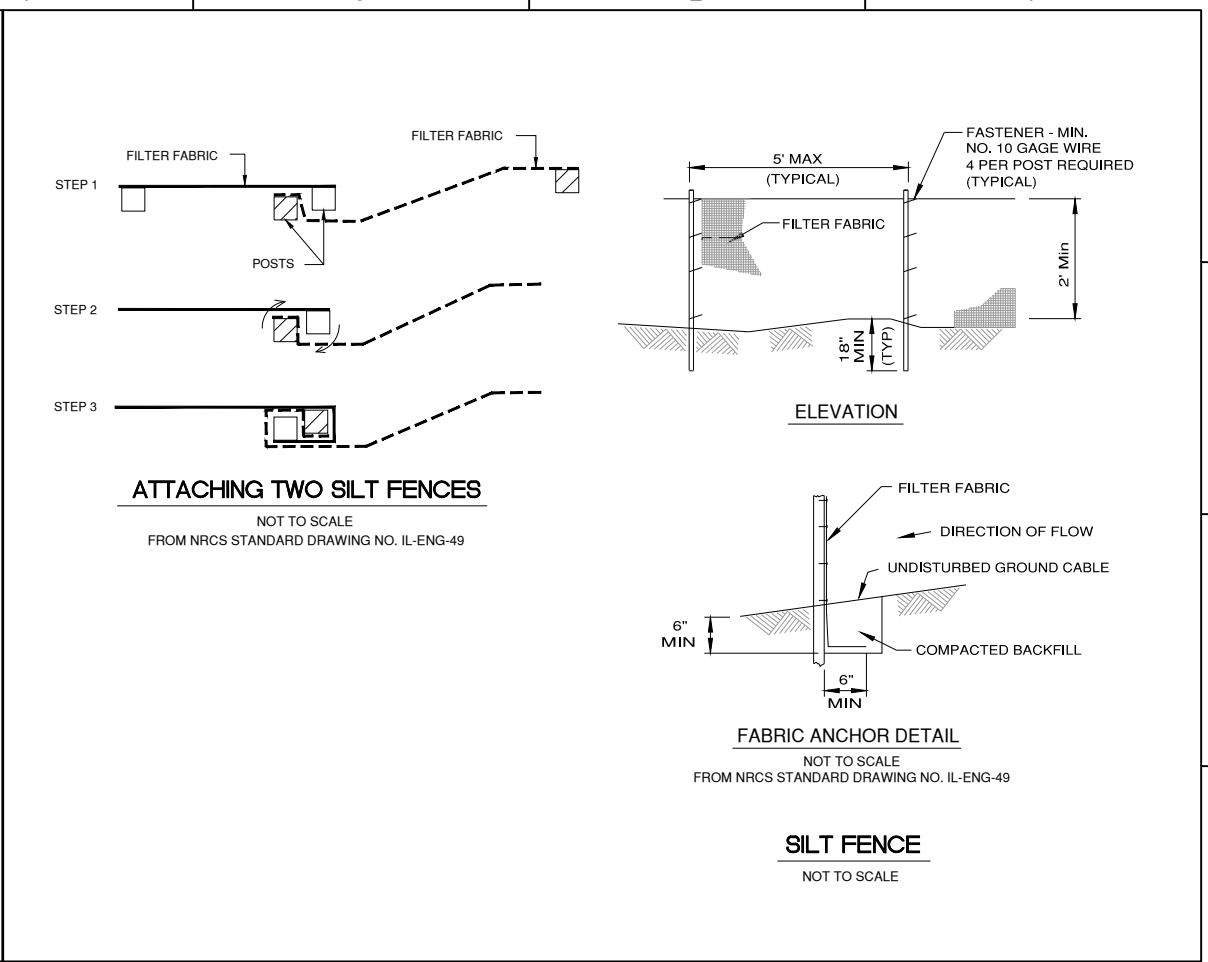
PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**STORM WATER POLLUTION PREVENTION PLAN NOTES**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **11** OF **40**



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### 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 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 CONSTRUCTING THE SITEWORK FOR THE MIDFIELD CARGO BUILDING EXPANSION AT THE GREATER ROCKFORD AIRPORT. THE PROJECT INCLUDES GRADING, DRAINAGE, EXCAVATION, FILL, STORM SEWER, SANITARY SEWER, TEMPORARY EROSION CONTROL AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

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

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

#### AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.0 ACRES OF WHICH 0.9 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

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

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

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

#### CONTROLS-EROSION CONTROLS AND SEDIMENT CONTROL

##### DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

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

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

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

1. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

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

B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.

C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.

D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

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

5. THE AIRPORT OR THE AIRPORT'S REPRESENTATIVE SHALL INSPECT THE SITE WEEKLY DURING THE PERMIT COVERAGE OR ONCE PER MONTH DURING WINTER SHUT DOWN. INSPECTIONS SHALL ALSO OCCUR WITHIN 24 HOURS OF A 0.5 INCH - 24 HOUR RAIN EVENT OR WITHIN 24 HOURS OF AN EQUIVALENT SNOW MELT EVENT (~6 INCHES)

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

7. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE AIRPORT 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.

##### MAINTENANCE:

WHEN REQUESTED BY THE CONTRACTOR, THE AIRPORT WILL PROVIDE GENERAL MAINTENANCE GUIDES TO THE CONTRACTOR FOR THE PRACTICES ASSOCIATED WITH THIS PROJECT. THE FOLLOWING ADDITIONAL PROCEDURES WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ATTAIN MAINTENANCE GUIDELINES FOR ANY MANUFACTURED BMP'S WHICH ARE TO BE INSTALLED AND MAINTAINED PER MANUFACTURE'S SPECIFICATIONS.

1. SEEDING - WHERE TEMPORARY CESSATION OF THE EARTH DISTURBING ACTIVITIES OCCURS, STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY IF WORK WILL NOT RESUME FOR A PERIOD EXCEEDING 14 DAYS.
2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED WHEN SEDIMENT REACHES ONE-THIRD HEIGHT OF BARRIER AND ANY FENCE KNOCKED DOWN, TORN OR UNDERMINED WILL BE REPAIRED IMMEDIATELY.
3. INLET PROTECTION/FILTERS - SEDIMENT WILL BE REMOVED WHEN INLET FILTER BASKET IS 25% FULL. 50% OF FABRIC PORES ARE COVERED OR STANDING WATER IS PRESENT LONGER THAN ONE HOUR AFTER A RAIN EVENT. SILT BASKETS SHALL BE INSTALLED AT ALL IN PAVEMENT AND TURF DRAINAGE STRUCTURES.

##### 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.

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

##### MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE AIRPORT. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

### TEMPORARY EROSION CONTROL GENERAL NOTES

EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE CITY OF ROCKFORD STORMWATER MANAGEMENT COMMISSION TYPICAL CONSTRUCTION SEQUENCING.

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, CURRENT EDITION.

THE PROJECT WILL DISTURB GREATER THAN 1 ACRE. AN NPDES PERMIT WILL BE REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE CONSTRUCTION MANAGER FOR OBTAINING THE NPDES PERMIT AND IMPLEMENTATION OF BMP'S TO CONTROL EROSION, SEDIMENT, AND OTHER PROJECT RELATED POLLUTANTS NOTED IN THE IL GENERAL NPDES PERMIT.

THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.

NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE SITE OTHER THAN THROUGH EROSION CONTROL PROTECTIVE MEASURES. THE CONTRACTOR SHALL INSTALL ADDITIONAL MEASURES AS NECESSARY TO PREVENT SEDIMENT FROM LEAVING SITE.

ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED DAILY OR AS DIRECTED BY THE RESIDENT ENGINEER. NO DIRECT PAYMENT SHALL BE MADE FOR STREET CLEANING, BUT SHALL BE CONSIDERED INCIDENTAL TO THE WORK.

THE CONTRACTOR IS RESPONSIBLE FOR PROPER INSTALLATION, INSPECTION, AND MAINTENANCE OF ALL EROSION CONTROL DEVICES. ALL EROSION CONTROL DEVICES SHALL BE MAINTAINED, REPAIRED, AND REPLACED THROUGHOUT THE ENTIRE CONSTRUCTION OF PROJECT. AFTER ACHIEVING PERMANENT VEGETATION, ALL EROSION CONTROL DEVICES SHALL BE REMOVED, ALL DRAINAGE STRUCTURES CLEANED, AND ALL AREAS DISTURBED BY INSTALLATION OF EROSION CONTROL DEVICES RESTORED. COST OF RESTORATION SHALL BE INCLUDED IN THE UNIT PRICE OF THE RESPECTIVE PAY ITEM.

ANY PUMPING TO DEWATER TRENCHES AND EXCAVATIONS SHALL BE FILTERED BY A SEDIMENT CONTROL DEVICE SUCH AS SEDIMENT TRAP OR DEWATERING BAG. ALL DEWATERING DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS REQUIRED BY THE MANUFACTURER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION.

TEMPORARY MULCH SHALL BE APPLIED AS DIRECTED BY THE ENGINEER. TEMPORARY MULCH SHALL MEET SECTION 280 OF THE STANDARD SPECIFICATIONS AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT..

PRIOR TO CONDUCTING ANY PROFESSIONAL SERVICES AT THE SITE COVERED BY THIS CONTRACT, THE CONTRACTOR AND EVERY SUBCONTRACTOR MUST COMPLETE AND RETURN TO THE CONSTRUCTION MANAGER THE FOLLOWING CERTIFICATION. A SEPARATE CERTIFICATION MUST BE SUBMITTED BY EACH FIRM. ATTACH TO THIS CERTIFICATION ALL ITEMS REQUIRED BY THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WHICH WILL BE HANDLED BY THE CONTRACTOR/SUBCONTRACTOR COMPLETING THIS FORM.

#### VEGETATIVE BUFFER NOTES

1. CONTRACTOR SHALL MARK THE VEGETATIVE BUFFER WITH LATHE AND RIBBON. THE AREA SHALL NOT BE DISTURBED BY CONSTRUCTION EQUIPMENT OR VEHICLES.
2. VEGETATIVE BUFFER SHALL BE INSPECTED FOR PROPER DISTRIBUTION OF FLOWS, SEDIMENT ACCUMULATION AND SIGNS OF RILL FORMATION. THEY SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PROVIDED 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD.
3. IF THE BUFFER BECOMES SILT COVERED, CONTAINS RILLS OR IS OTHERWISE RENDERED INEFFECTIVE, OTHER PERIMETER SEDIMENT CONTROL MEASURES SHALL BE INSTALLED. ERODED AREAS SHALL BE REPAIRED AND STABILIZED, REPAIR SHALL BE COMPLETED AS SOON AS POSSIBLE WITH CONSIDERATION TO SITE CONDITIONS.
4. THE BUFFER VEGETATION SHALL BE MAINTAINED BETWEEN A HEIGHT OF 4-12 INCHES.
5. AFTER PERMANENT SEEDING HAS BECOME ESTABLISHED WITHIN GRADING LIMITS, CONTRACTOR SHALL TRIM VEGETATIVE BUFFER AS DIRECTED BY ENGINEER TO MATCH EXISTING TURF CONDITIONS.
6. MAINTENANCE OF THE BUFFER AREA WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PROJECT INFORMATION:  
MIDFIELD CARGO BUILDING SITEWORK

LOCATION: 60 AIRPORT DR. ROCKFORD, IL, 61109 WINNEBAGO COUNTY

PROJECT NAME: TERMINAL ENTRANCE ROAD

THIS CERTIFICATION STATEMENT IS A PART OF SWPPP FOR THE PROJECT DESCRIBED ABOVE. IN ACCORDANCE WITH THE GENERAL NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS OF THE PERMIT NO. ILR 10 THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

IN ADDITION, I HAVE READ AND UNDERSTAND ALL OF THE INFORMATION AND REQUIREMENTS STATED IN SWPPP FOR THE ABOVE MENTIONED PROJECT; I HAVE RECEIVED COPIES OF ALL APPROPRIATE MAINTENANCE PROCEDURES; AND, I HAVE PROVIDED ALL DOCUMENTATION REQUIRED TO BE IN COMPLIANCE WITH THE PERMIT ILR10 AND SWPPP AND WILL PROVIDE TIMELY UPDATES TO THESE DOCUMENTS AS NECESSARY.

- CONTRACTOR  
 SUB-CONTRACTOR

PRINT NAME

SIGNATURE

TITLE

DATE

NAME OF FIRM

TELEPHONE

STREET ADDRESS

CITY/STATE/ZIP



CHICAGO ROCKFORD  
INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD  
AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

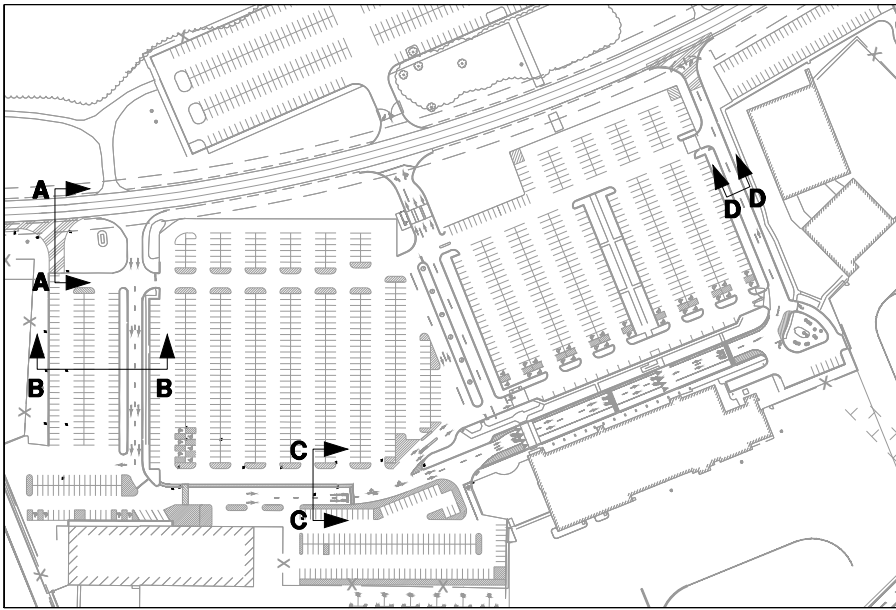
SHEET TITLE:  
STORM WATER POLLUTION  
PREVENTION PLAN NOTES

DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.





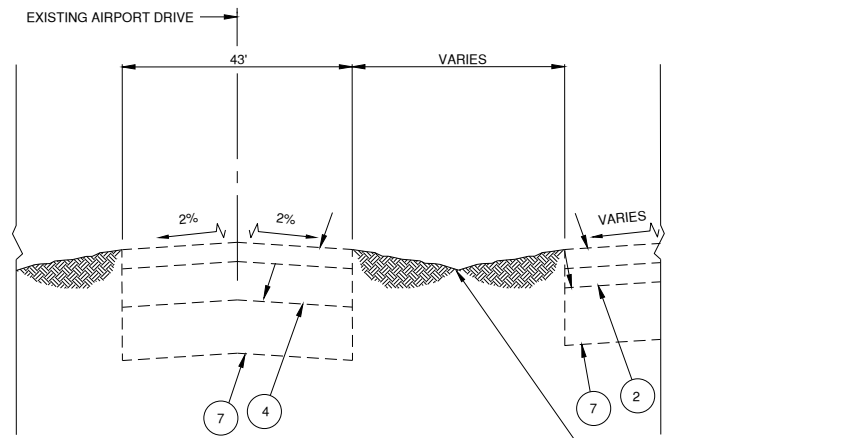
KEY MAP

**NOTE**

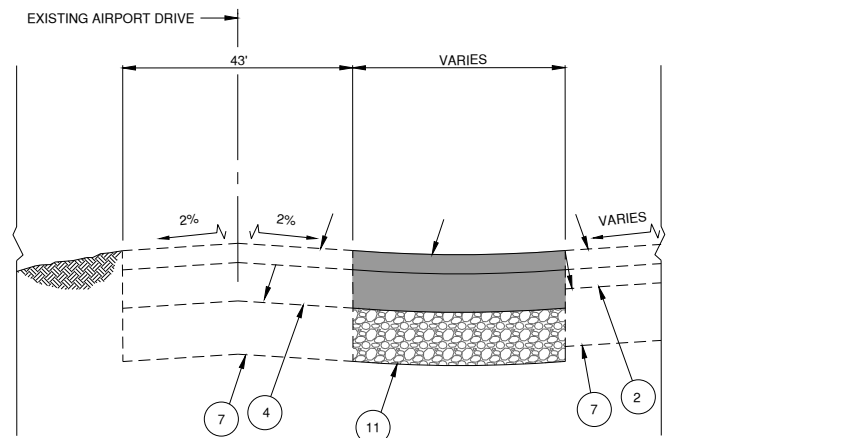
1. ALL NEW CURB AND GUTTER SHALL HAVE 4" CRUSHED STONE BASE (COST INCIDENTAL TO CURB)
2. NEW 4" AGGREGATE BASE COURSE SHALL BE PLACED UNDER NEW 4" PCC SIDEWALK.

**LEGEND**

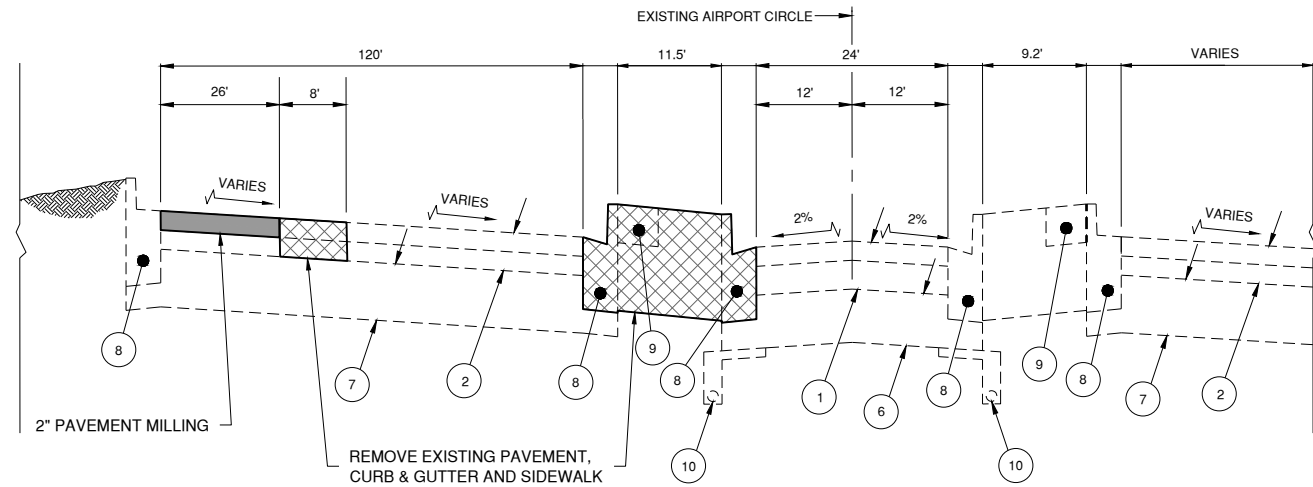
- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 EXISTING 5" BITUMINOUS PAVEMENT<br/>2" BITUMINOUS SURFACE COURSE<br/>3" BITUMINOUS BASE COURSE</li> <li>2 EXISTING 4" BITUMINOUS PAVEMENT<br/>2" BITUMINOUS SURFACE COURSE<br/>2" BITUMINOUS BASE COURSE</li> <li>3 EXISTING 3" BITUMINOUS PAVEMENT<br/>1.5" BITUMINOUS SURFACE COURSE<br/>1.5" BITUMINOUS BASE COURSE</li> <li>4 EXISTING 6" BITUMINOUS PAVEMENT<br/>2" BITUMINOUS SURFACE COURSE<br/>4" BITUMINOUS BASE COURSE</li> <li>5 EXISTING 6" CRUSHED AGGREGATE BASE COURSE</li> <li>6 EXISTING 7" CRUSHED AGGREGATE BASE COURSE</li> <li>7 EXISTING 8" CRUSHED AGGREGATE BASE COURSE</li> <li>8 EXISTING COMBINATION CURB &amp; GUTTER M-6.12</li> <li>9 EXISTING 4" PCC SIDEWALK</li> <li>10 EXISTING 6" PERFORATED UNDERDRAIN WITH SOCK</li> </ul> | <ul style="list-style-type: none"> <li>11 NEW 2" BITUMINOUS SURFACE COURSE<br/>NEW BITUMINOUS TACK COAT<br/>NEW 4" BITUMINOUS BASE COURSE<br/>NEW BITUMINOUS PRIME COAT<br/>NEW 12" CRUSHED AGGREGATE BASE</li> <li>12 NEW 2" BITUMINOUS SURFACE COURSE<br/>NEW BITUMINOUS TACK COAT<br/>NEW 2" BITUMINOUS BASE COURSE<br/>NEW BITUMINOUS PRIME COAT<br/>NEW 12" CRUSHED AGGREGATE BASE</li> <li>13 NEW 2" BITUMINOUS SURFACE COURSE OVERLAY<br/>NEW BITUMINOUS TACK COAT<br/>NEW 2" BITUMINOUS BASE COURSE<br/>EXISTING 8" CRUSHED AGGREGATE BASE</li> <li>14 NEW 4" TOPSOIL<br/>NEW VARIABLE DEPTH UNCLASSIFIED FILL</li> <li>15 NEW 4" PCC SIDEWALK<br/>NEW 4" CRUSHED AGGREGATE BASE</li> <li>16 NEW 2" BITUMINOUS SURFACE COURSE OVERLAY<br/>NEW BITUMINOUS TACK COAT<br/>EXISTING 3" BITUMINOUS BASE COURSE<br/>EXISTING 7" CRUSHED AGGREGATE BASE</li> </ul> |
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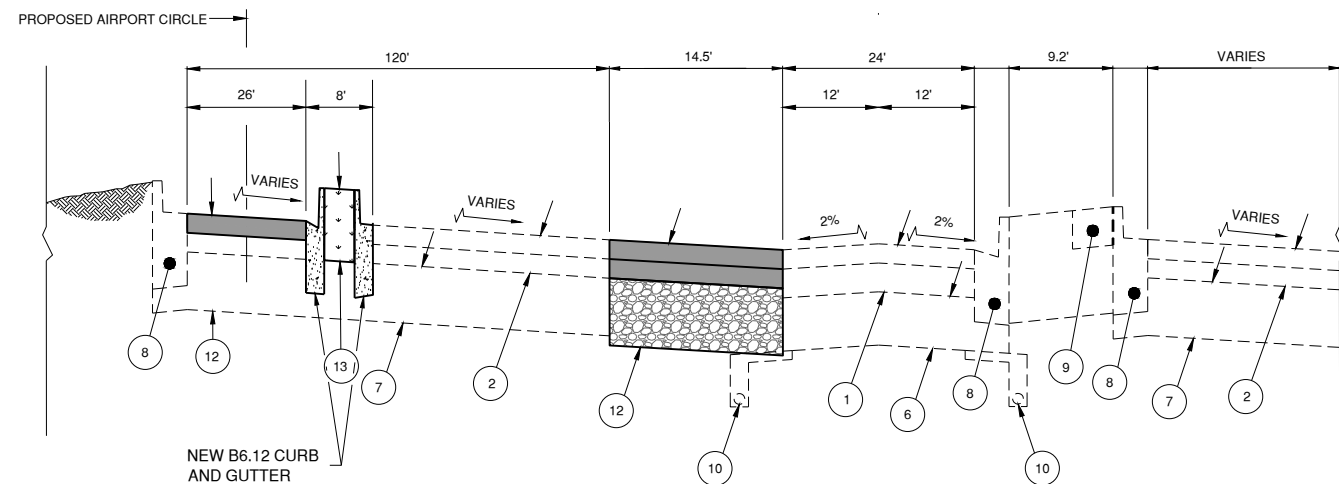
TYPICAL SECTION A-A  
EXISTING AIRPORT CIRCLE NEW ENTRANCE  
NO SCALE



TYPICAL SECTION A-A  
PROPOSED AIRPORT CIRCLE NEW ENTRANCE  
NO SCALE



TYPICAL SECTION B-B  
EXISTING AIRPORT CIRCLE  
NO SCALE



TYPICAL SECTION B-B  
PROPOSED AIRPORT CIRCLE  
NO SCALE



CHICAGO ROCKFORD  
INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD  
AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

SHEET TITLE:

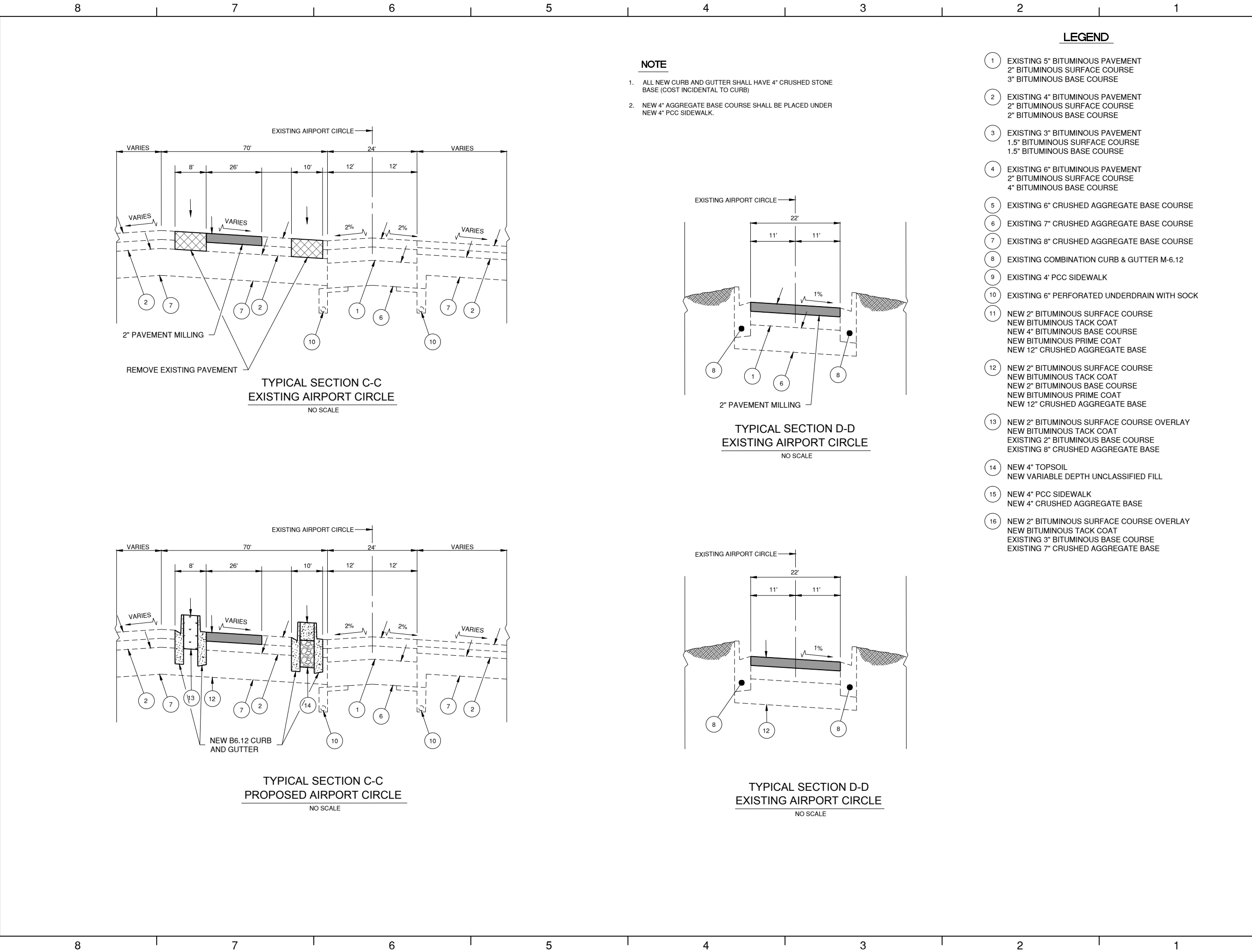
TYPICAL SECTIONS - 1

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.

PLOT DATE: 1/29/2024 12:27 PM LAST SAVED BY: RHEINZ  
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- NOTE**
1. ALL NEW CURB AND GUTTER SHALL HAVE 4" CRUSHED STONE BASE (COST INCIDENTAL TO CURB)
  2. NEW 4" AGGREGATE BASE COURSE SHALL BE PLACED UNDER NEW 4" PCC SIDEWALK.

- LEGEND**
- 1 EXISTING 5" BITUMINOUS PAVEMENT  
2" BITUMINOUS SURFACE COURSE  
3" BITUMINOUS BASE COURSE
  - 2 EXISTING 4" BITUMINOUS PAVEMENT  
2" BITUMINOUS SURFACE COURSE  
2" BITUMINOUS BASE COURSE
  - 3 EXISTING 3" BITUMINOUS PAVEMENT  
1.5" BITUMINOUS SURFACE COURSE  
1.5" BITUMINOUS BASE COURSE
  - 4 EXISTING 6" BITUMINOUS PAVEMENT  
2" BITUMINOUS SURFACE COURSE  
4" BITUMINOUS BASE COURSE
  - 5 EXISTING 6" CRUSHED AGGREGATE BASE COURSE
  - 6 EXISTING 7" CRUSHED AGGREGATE BASE COURSE
  - 7 EXISTING 8" CRUSHED AGGREGATE BASE COURSE
  - 8 EXISTING COMBINATION CURB & GUTTER M-6.12
  - 9 EXISTING 4" PCC SIDEWALK
  - 10 EXISTING 6" PERFORATED UNDERDRAIN WITH SOCK
  - 11 NEW 2" BITUMINOUS SURFACE COURSE  
NEW BITUMINOUS TACK COAT  
NEW 4" BITUMINOUS BASE COURSE  
NEW BITUMINOUS PRIME COAT  
NEW 12" CRUSHED AGGREGATE BASE
  - 12 NEW 2" BITUMINOUS SURFACE COURSE  
NEW BITUMINOUS TACK COAT  
NEW 2" BITUMINOUS BASE COURSE  
NEW BITUMINOUS PRIME COAT  
NEW 12" CRUSHED AGGREGATE BASE
  - 13 NEW 2" BITUMINOUS SURFACE COURSE OVERLAY  
NEW BITUMINOUS TACK COAT  
EXISTING 2" BITUMINOUS BASE COURSE  
EXISTING 8" CRUSHED AGGREGATE BASE
  - 14 NEW 4" TOPSOIL  
NEW VARIABLE DEPTH UNCLASSIFIED FILL
  - 15 NEW 4" PCC SIDEWALK  
NEW 4" CRUSHED AGGREGATE BASE
  - 16 NEW 2" BITUMINOUS SURFACE COURSE OVERLAY  
NEW BITUMINOUS TACK COAT  
EXISTING 3" BITUMINOUS BASE COURSE  
EXISTING 7" CRUSHED AGGREGATE BASE



CHICAGO ROCKFORD  
INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD  
AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

SHEET TITLE:  
TYPICAL SECTIONS - 2

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.  
**14** OF **40**



PLOT DATE: 1/29/2024 12:28 PM LAST SAVED BY: RHEINZ  
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**EXISTING CONDITIONS AND REMOVALS LEGEND**

- 2" DEPTH BITUMINOUS PAVEMENT MILLING
- FULL DEPTH PAVEMENT REMOVAL
- 4" PCC SIDEWALK REMOVAL
- TOPSOIL STRIPPING / UNCLASSIFIED EXCAVATION
- CURB & GUTTER REMOVAL
- EXISTING CONDUIT/DUCT BANK
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM INLET
- EXISTING SLOPE BOX
- EXISTING FLARED END SECTION
- EXISTING HEADWALL
- EXISTING WATER VALVE
- EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT
- EXISTING ELECTRICAL HANDHOLE
- EXISTING PARKING LOT LIGHT POLE
- EXISTING ELECTRICAL CABLE
- EXISTING OVERHEAD ELECTRICAL CABLE
- EXISTING FIBER OPTIC CABLE
- EXISTING TELEPHONE LINE
- EXISTING TREE / BUSHES
- EXISTING SIGN TO BE RELOCATED

**NOTES**

1. THE CONTRACTOR SHALL SAWCUT THE EXISTING PAVEMENT STRUCTURE FULL DEPTH AT THE PAVEMENT REMOVAL TO PROVIDE A NEAT VERTICAL SURFACE EDGE. COST OF SAWCUTTING SHALL BE INCLUDED IN THE UNIT COSTS FOR THE ASSOCIATED PAY ITEM.
2. THE CONTRACTOR SHALL SAWCUT THE EXISTING PAVEMENT STRUCTURE PARTIAL DEPTH AT THE LIMITS OF THE BUTT JOINT TO PROVIDE NEAT AND VERTICAL SURFACE EDGE. COST OF SAWCUTTING SHALL BE INCIDENTAL TO THE BUTT JOINT PAY ITEM.
3. THE CONTRACTOR SHALL RETURN CONCRETE BASE SIGN POSTS TO THE AIRPORT FOR FIRST RIGHT OF REFUSAL. SIGN POSTS REMAINING SHALL BE REMOVED AND DISPOSED PROPERLY.
4. EXISTING CABLE FENCE AND CONCRETE POST SIGNS FOR CAR RENTAL PARKING (NOT SHOWN FOR CLARITY) SHALL BE REMOVED OTHERS. COORDINATE WITH THE RESIDENT ENGINEER AND AIRPORT FOR REMOVAL.
5. SIGNS TO BE RELOCATED SHALL HAVE THE SIGN RELOCATED TO A NEW LOCATION ON A NEW TELESCOPING POST. SIGN S7 IS POST REMOVAL ONLY. SIGN S16 TO BE ADDED TO BACK SIDE OF RELOCATED SIGN S18 AND SHALL BE PAID FOR AS SIGN REMOVAL. SIGN S19 TO BE REMOVED.

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.



CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
 ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
 IL. CONTRACT: R0028  
 IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN BY:

REV	DATE	DESCRIPTION

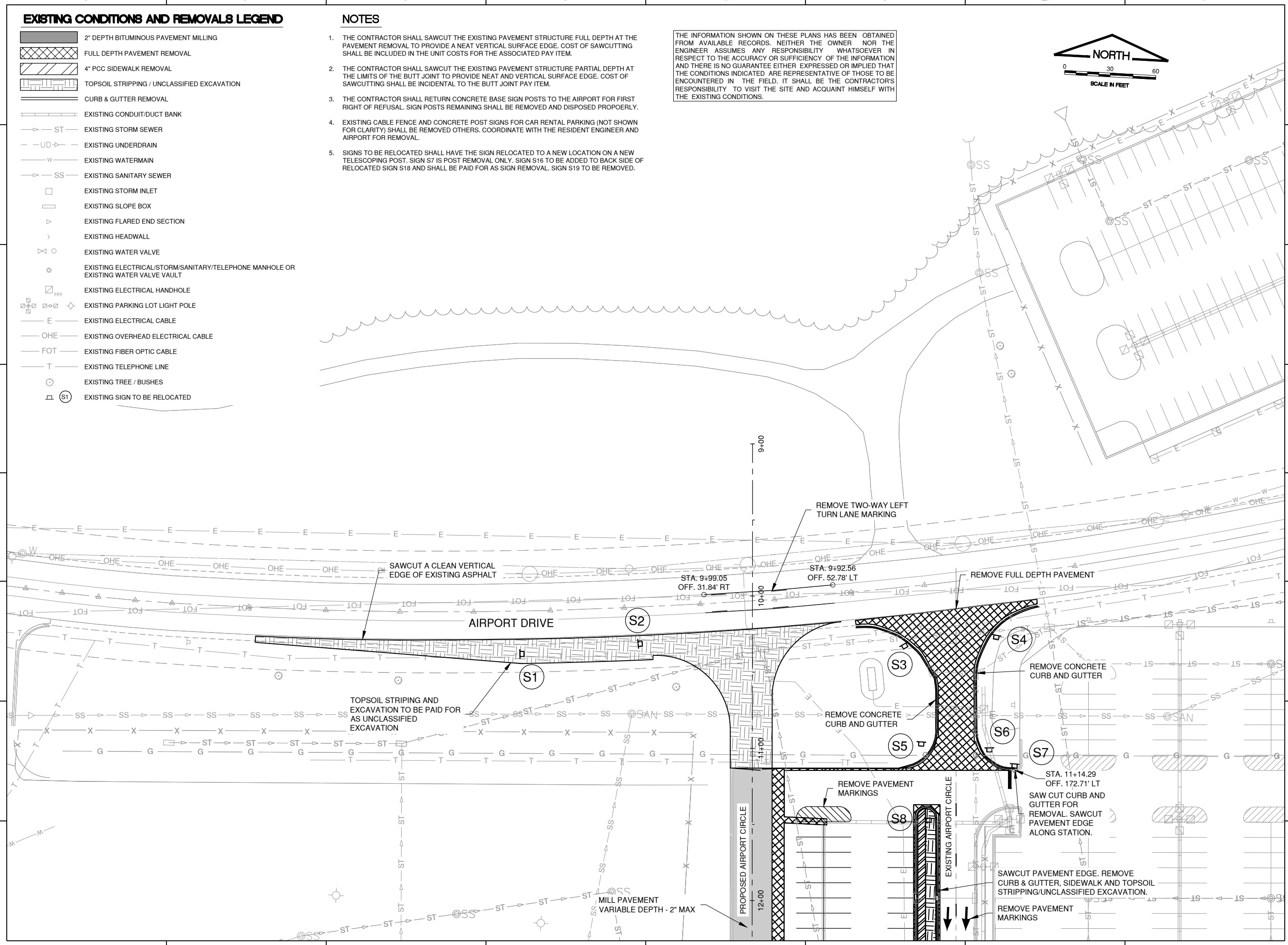
PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**EXISTING CONDITIONS AND PROPOSED REMOVALS - 1**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
 SUBMITTAL DATE: 1/12/2024

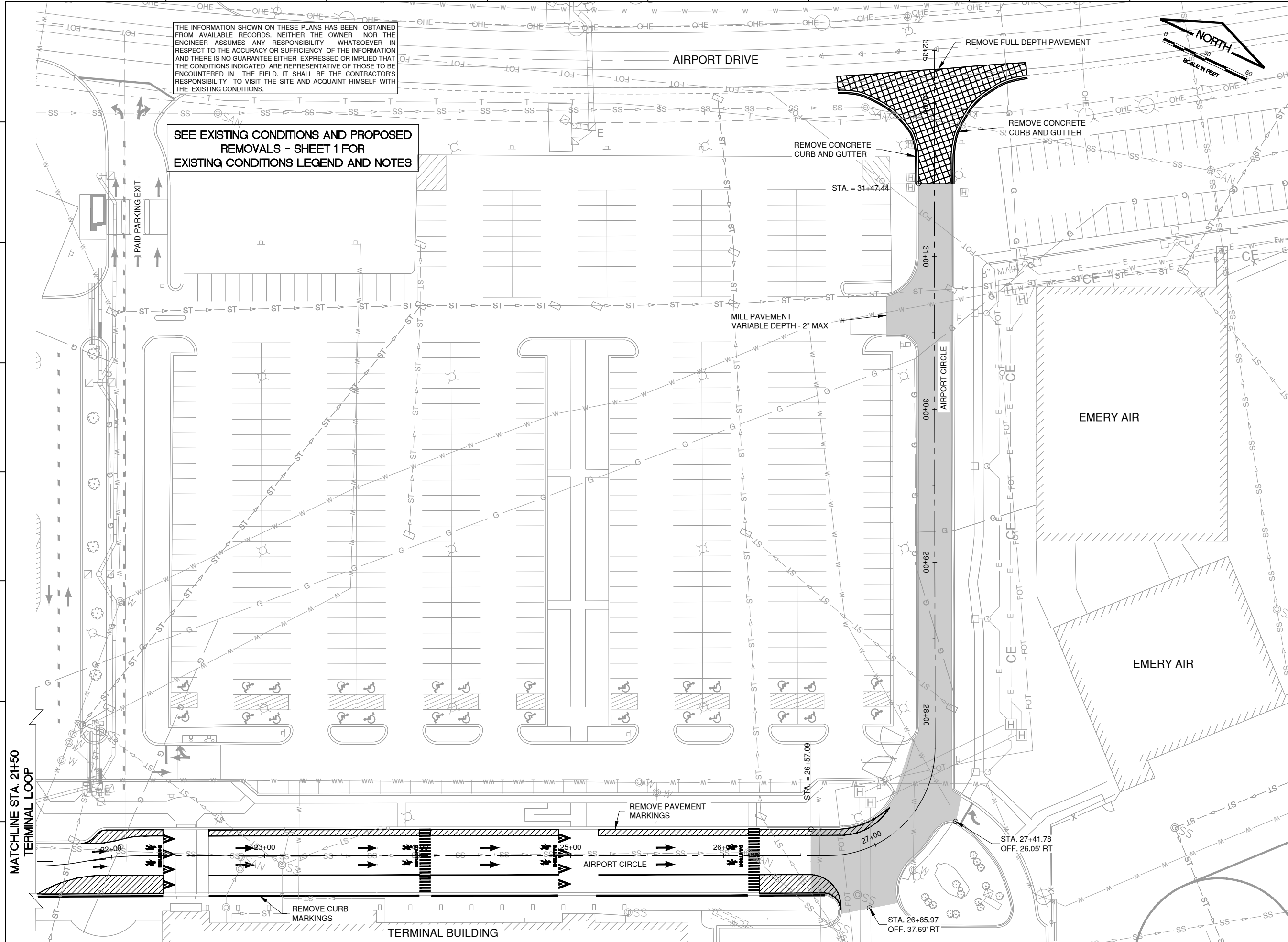
SHEET NO. **15** OF **40**







PLOT DATE: 1/29/2024 12:29 PM LAST SAVED BY: RHEINZ  
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SEE EXISTING CONDITIONS AND PROPOSED REMOVALS - SHEET 1 FOR EXISTING CONDITIONS LEGEND AND NOTES



CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
 ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
 IL. CONTRACT: RO028  
 IL. LETTING ITEM: 03A

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 BY:

REV	DATE	DESCRIPTION

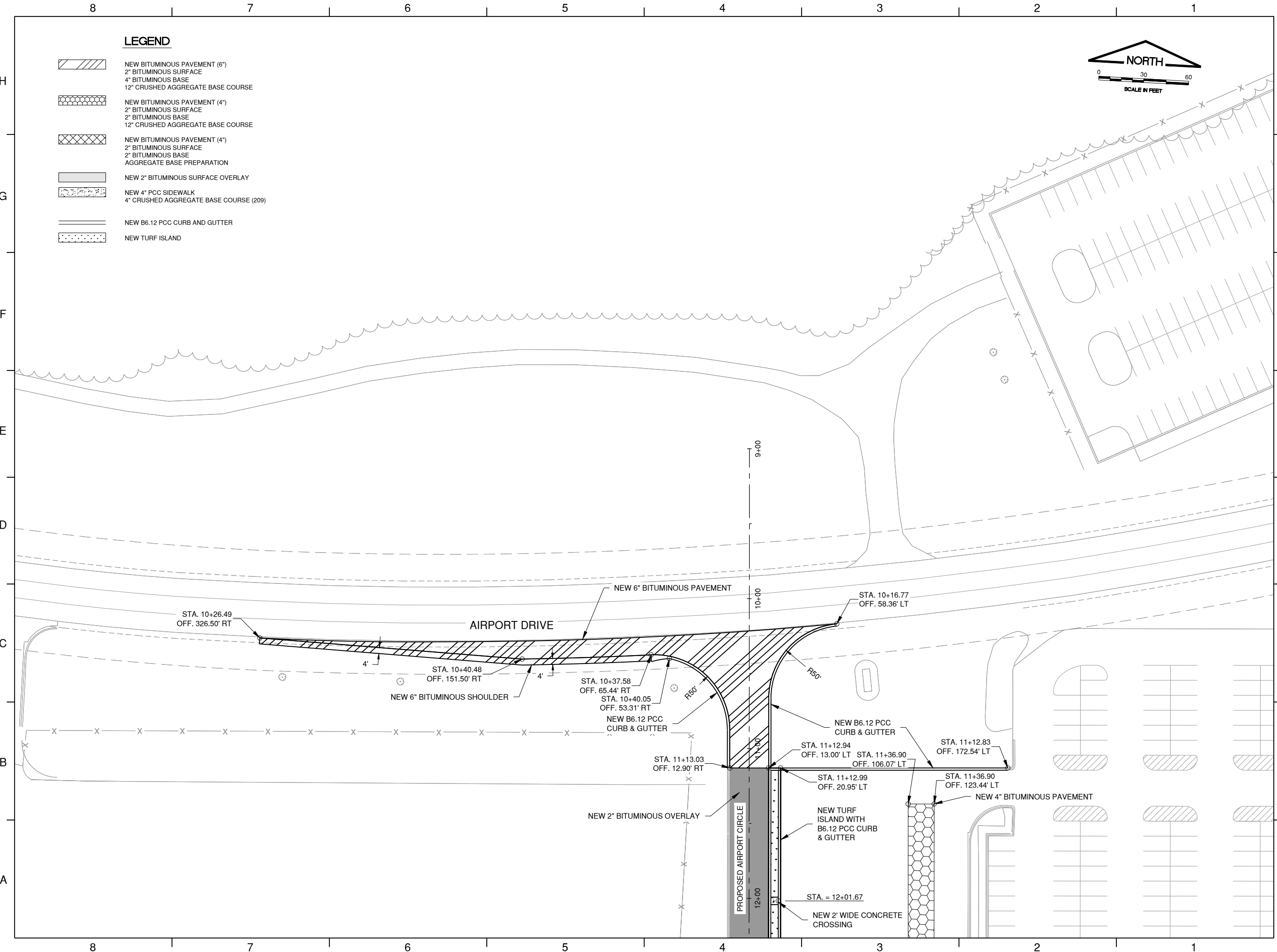
PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**EXISTING CONDITIONS AND PROPOSED REMOVALS - 3**

DESIGNED: CMT-RFD  
 DRAWN: CMT-RFD  
 CHECKED: CMT-RFD

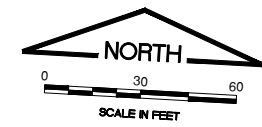
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 SUBMITTAL DATE: 1/12/2024

PLOT DATE: 1/29/2024 12:29 PM LAST SAVED BY: RHEINZ  
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**LEGEND**

	NEW BITUMINOUS PAVEMENT (6") 2" BITUMINOUS SURFACE 4" BITUMINOUS BASE 12" CRUSHED AGGREGATE BASE COURSE
	NEW BITUMINOUS PAVEMENT (4") 2" BITUMINOUS SURFACE 2" BITUMINOUS BASE 12" CRUSHED AGGREGATE BASE COURSE
	NEW BITUMINOUS PAVEMENT (4") 2" BITUMINOUS SURFACE 2" BITUMINOUS BASE AGGREGATE BASE PREPARATION
	NEW 2" BITUMINOUS SURFACE OVERLAY
	NEW 4" PCC SIDEWALK 4" CRUSHED AGGREGATE BASE COURSE (209)
	NEW B6.12 PCC CURB AND GUTTER
	NEW TURF ISLAND



**ROCKFORD**  
RFD  
CHICAGO ROCKFORD INTERNATIONAL AIRPORT

**CMT**  
Crawford, Murphy & Tilly  
Engineers and Consultants  
License No. 184-000613

CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**PROPOSED PAVEMENT, CURB AND SIDEWALK PLAN - 1**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **18** OF **40**





CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

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REV	DATE	DESCRIPTION

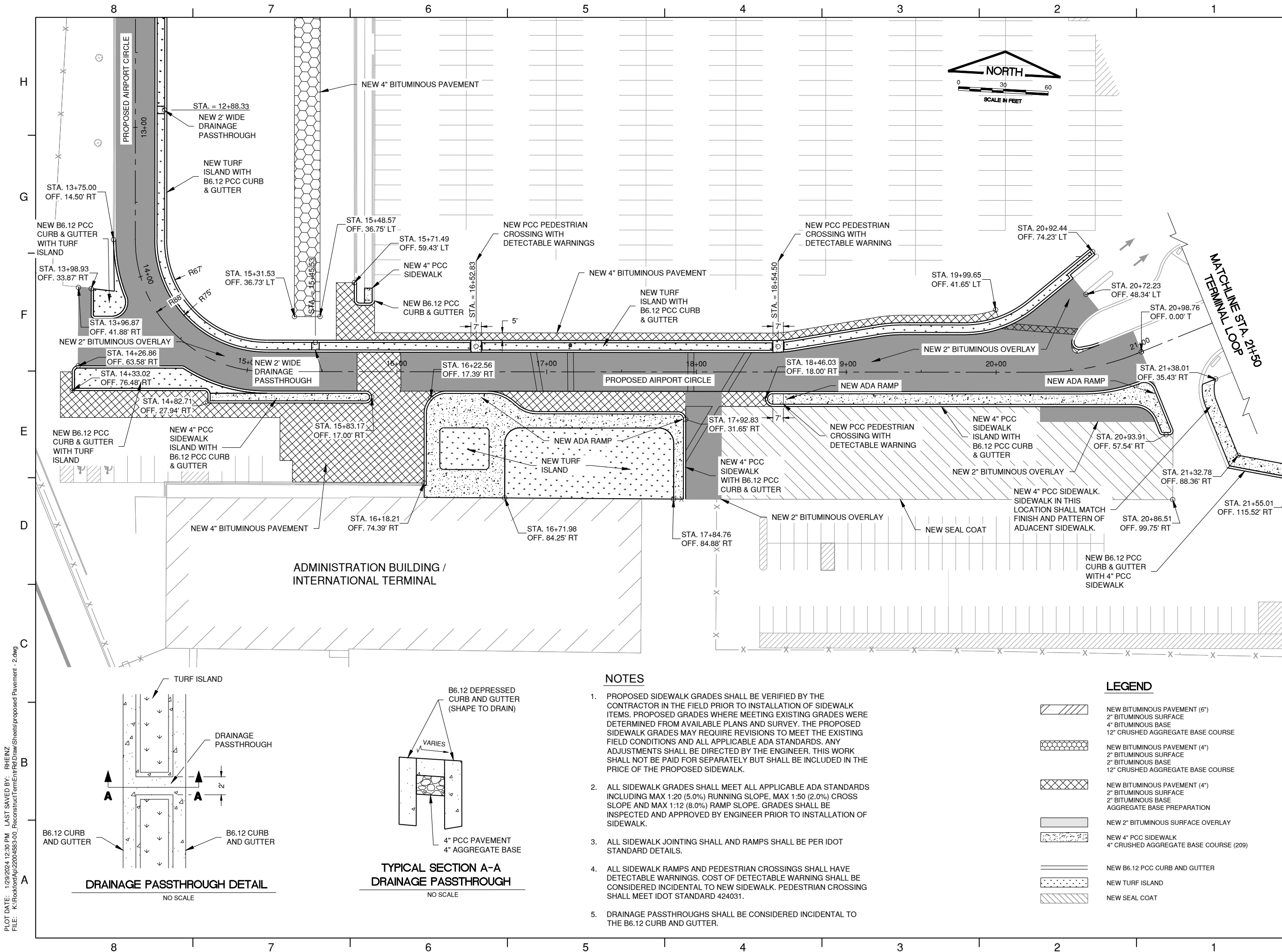
PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**PROPOSED PAVEMENT, CURB AND SIDEWALK PLAN - 2**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.

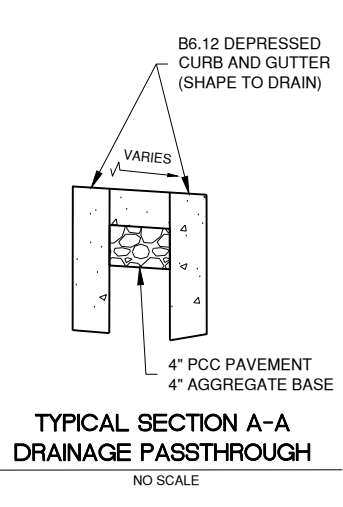
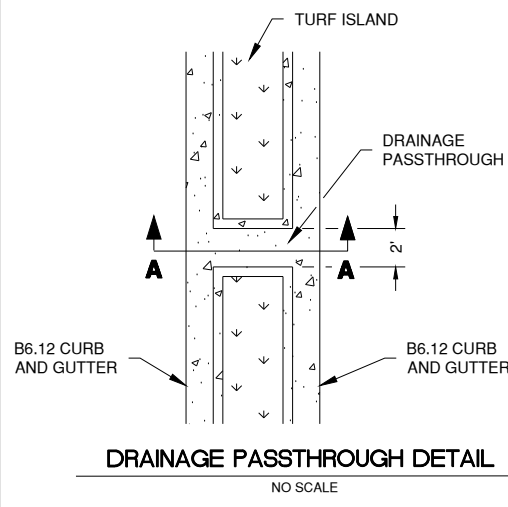


**NOTES**

- PROPOSED SIDEWALK GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF SIDEWALK ITEMS. PROPOSED GRADES WHERE MEETING EXISTING GRADES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE PROPOSED SIDEWALK GRADES MAY REQUIRE REVISIONS TO MEET THE EXISTING FIELD CONDITIONS AND ALL APPLICABLE ADA STANDARDS. ANY ADJUSTMENTS SHALL BE DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED SIDEWALK.
- ALL SIDEWALK GRADES SHALL MEET ALL APPLICABLE ADA STANDARDS INCLUDING MAX 1:20 (5.0%) RUNNING SLOPE, MAX 1:50 (2.0%) CROSS SLOPE AND MAX 1:12 (8.0%) RAMP SLOPE. GRADES SHALL BE INSPECTED AND APPROVED BY ENGINEER PRIOR TO INSTALLATION OF SIDEWALK.
- ALL SIDEWALK JOINTING SHALL AND RAMPS SHALL BE PER IDOT STANDARD DETAILS.
- ALL SIDEWALK RAMPS AND PEDESTRIAN CROSSINGS SHALL HAVE DETECTABLE WARNINGS. COST OF DETECTABLE WARNING SHALL BE CONSIDERED INCIDENTAL TO NEW SIDEWALK. PEDESTRIAN CROSSING SHALL MEET IDOT STANDARD 424031.
- DRAINAGE PASSTHROUGHS SHALL BE CONSIDERED INCIDENTAL TO THE B6.12 CURB AND GUTTER.

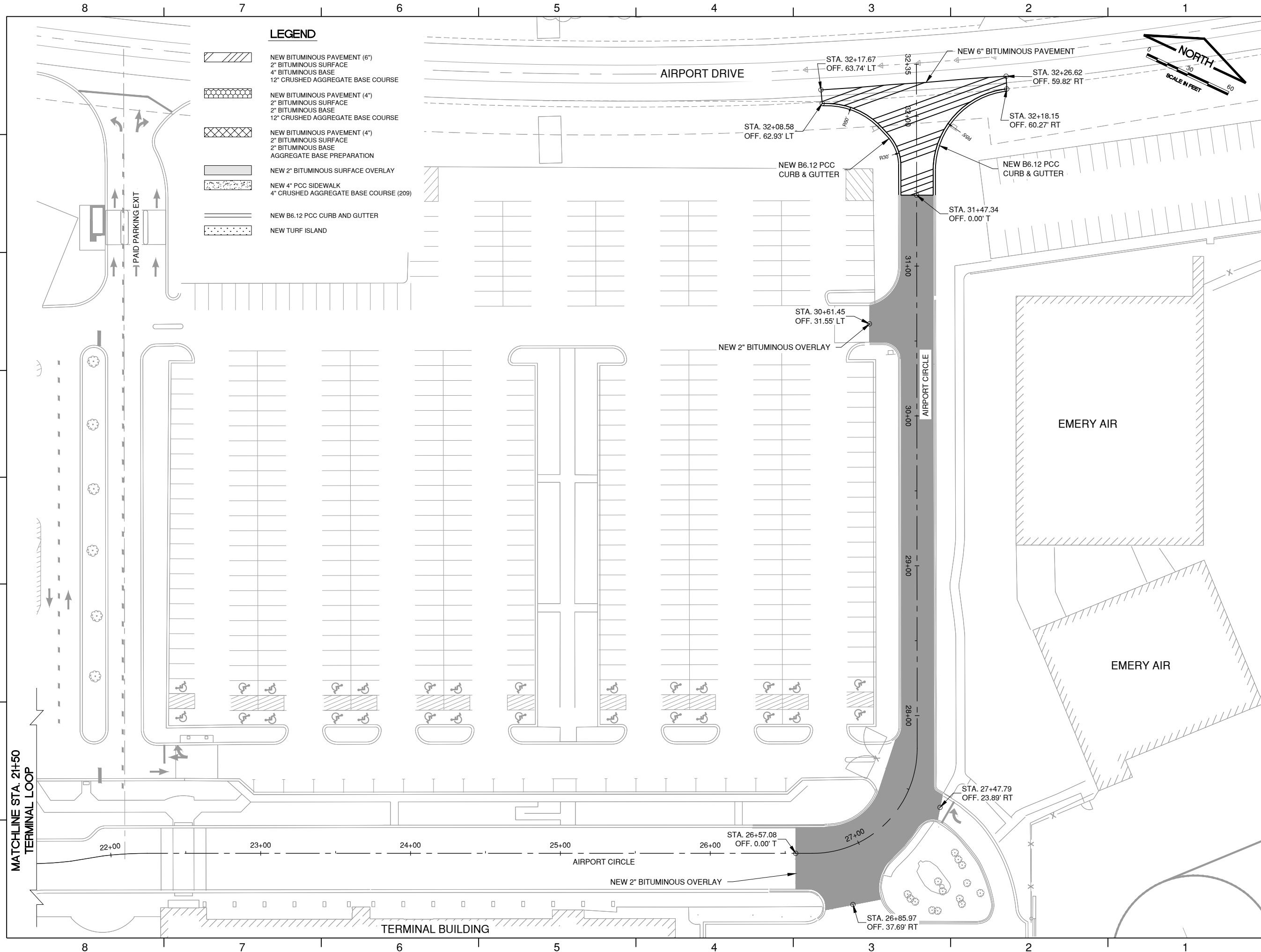
**LEGEND**

- NEW BITUMINOUS PAVEMENT (6")  
2" BITUMINOUS SURFACE  
4" BITUMINOUS BASE  
12" CRUSHED AGGREGATE BASE COURSE
- NEW BITUMINOUS PAVEMENT (4")  
2" BITUMINOUS SURFACE  
2" BITUMINOUS BASE  
12" CRUSHED AGGREGATE BASE COURSE
- NEW BITUMINOUS PAVEMENT (4")  
2" BITUMINOUS SURFACE  
2" BITUMINOUS BASE  
AGGREGATE BASE PREPARATION
- NEW 2" BITUMINOUS SURFACE OVERLAY
- NEW 4" PCC SIDEWALK  
4" CRUSHED AGGREGATE BASE COURSE (209)
- NEW B6.12 PCC CURB AND GUTTER
- NEW TURF ISLAND
- NEW SEAL COAT



PLOT DATE: 1/29/2024 12:30 PM    LAST SAVED BY: RHEINZ  
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**LEGEND**

	NEW BITUMINOUS PAVEMENT (6") 2" BITUMINOUS SURFACE 4" BITUMINOUS BASE 12" CRUSHED AGGREGATE BASE COURSE
	NEW BITUMINOUS PAVEMENT (4") 2" BITUMINOUS SURFACE 2" BITUMINOUS BASE 12" CRUSHED AGGREGATE BASE COURSE
	NEW BITUMINOUS PAVEMENT (4") 2" BITUMINOUS SURFACE 2" BITUMINOUS BASE AGGREGATE BASE PREPARATION
	NEW 2" BITUMINOUS SURFACE OVERLAY
	NEW 4" PCC SIDEWALK 4" CRUSHED AGGREGATE BASE COURSE (209)
	NEW B6.12 PCC CURB AND GUTTER
	NEW TURF ISLAND

**CMT**  
Crawford, Murphy & Tilly  
Engineers and Consultants  
License No. 184-00613

CHICAGO ROCKFORD  
INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD  
AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**PROPOSED PAVEMENT,  
CURB AND SIDEWALK PLAN -  
3**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **20** OF **40**





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AIRPORT AUTHORITY

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REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:

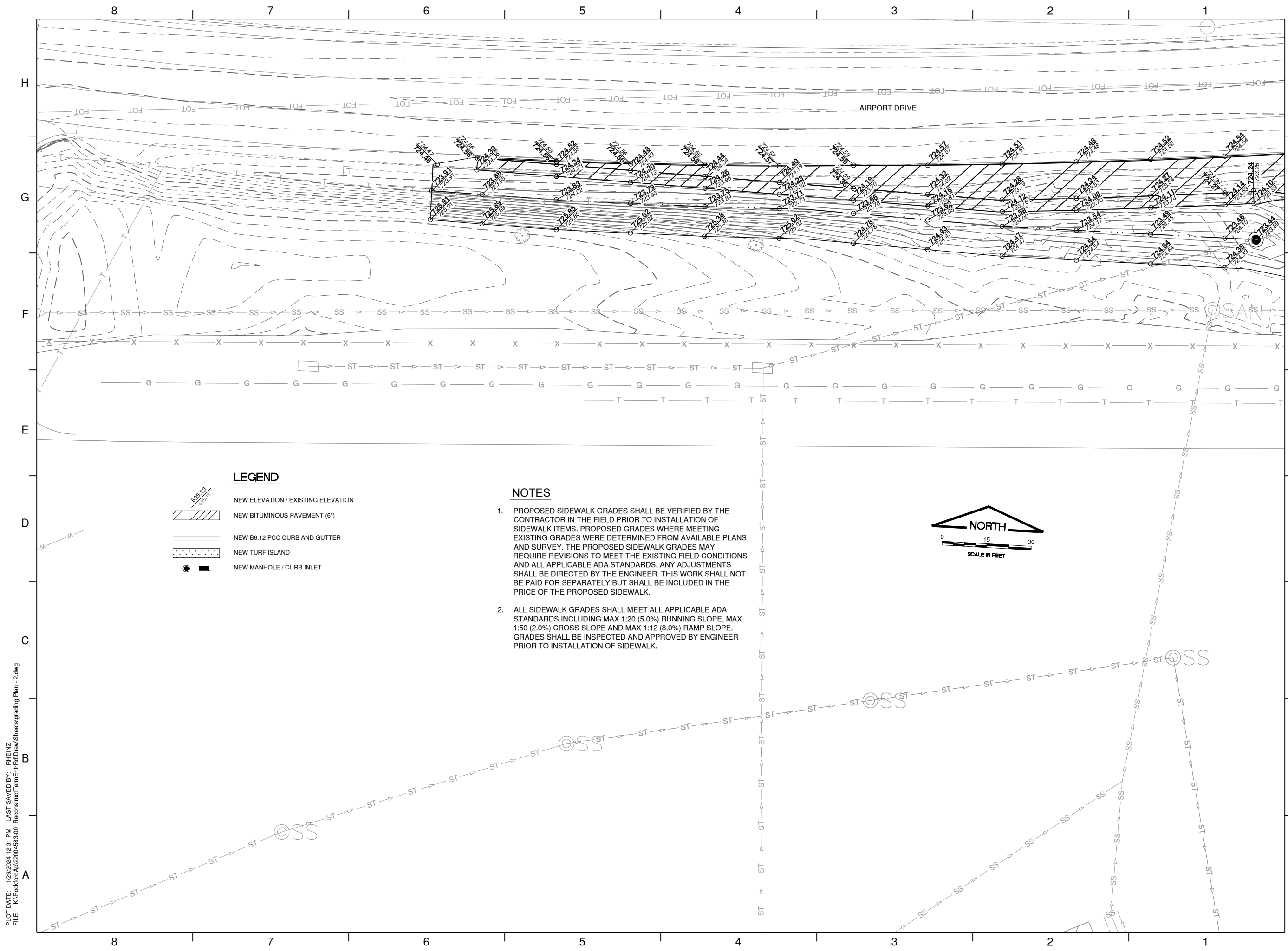
**GRADING PLAN - 1**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.

**21** OF **40**

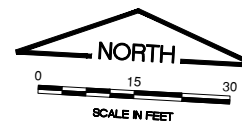


**LEGEND**

- NEW ELEVATION / EXISTING ELEVATION
- NEW BITUMINOUS PAVEMENT (6")
- NEW B6.12 PCC CURB AND GUTTER
- NEW TURF ISLAND
- NEW MANHOLE / CURB INLET

**NOTES**

1. PROPOSED SIDEWALK GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF SIDEWALK ITEMS. PROPOSED GRADES WHERE MEETING EXISTING GRADES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE PROPOSED SIDEWALK GRADES MAY REQUIRE REVISIONS TO MEET THE EXISTING FIELD CONDITIONS AND ALL APPLICABLE ADA STANDARDS. ANY ADJUSTMENTS SHALL BE DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED SIDEWALK.
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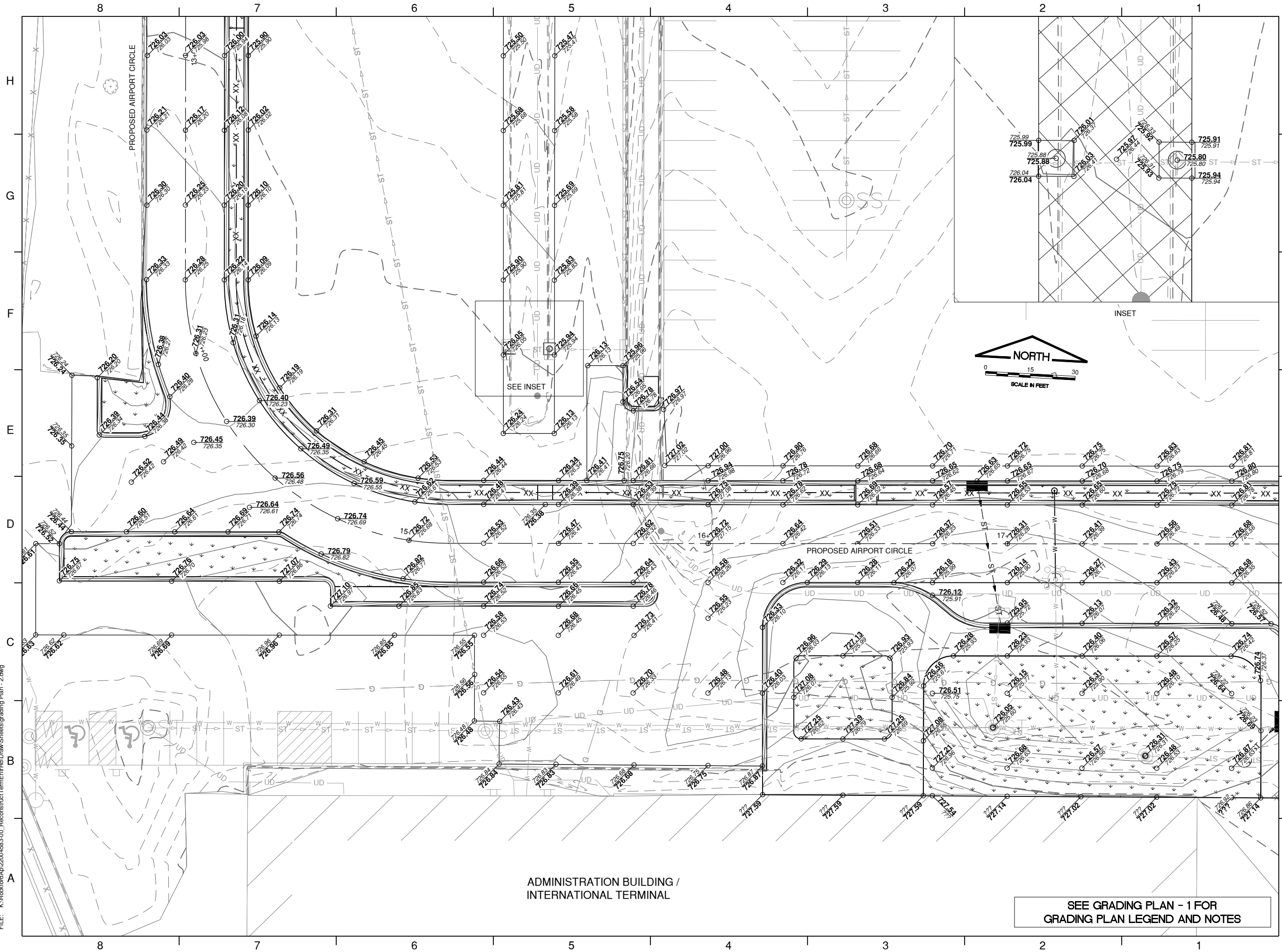


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GREATER ROCKFORD  
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IL. PROJ: RFD-4804  
 IL. CONTRACT: RO028  
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APPROVED AS WORKING PLAN  
 BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
 RECONSTRUCT AIRPORT  
 TERMINAL ENTRANCE ROAD  
 INCLUDING RELOCATION OF  
 MAIN TERMINAL ENTRANCE

SHEET TITLE:  
 GRADING PLAN - 3

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

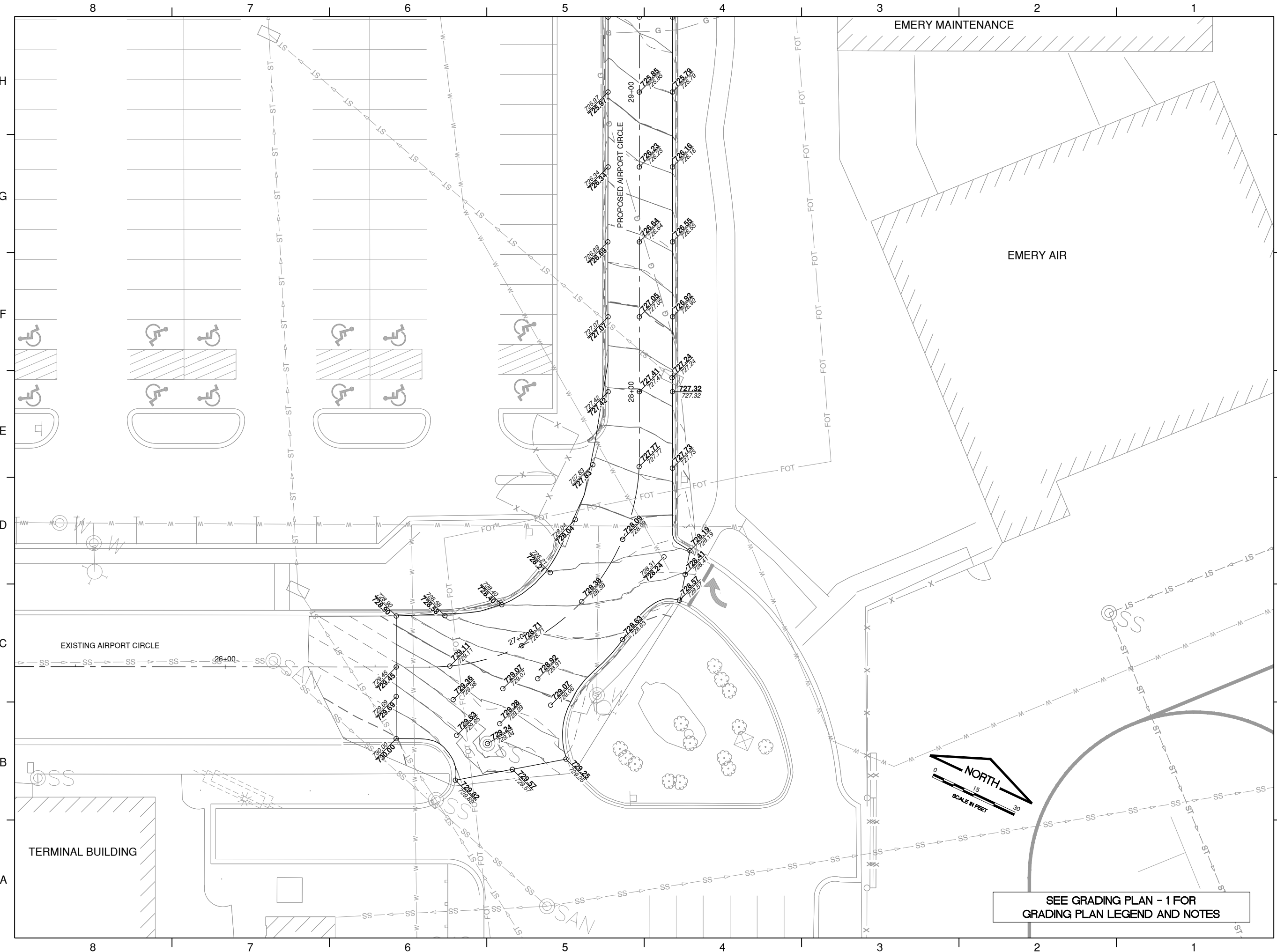
CMT PROJECT NO.: 2200458300  
 SUBMITTAL DATE: 1/12/2024

SHEET NO. **23** OF **40**





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IL. PROJ: RFD-4804  
 IL. CONTRACT: RO028  
 IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
 BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
 RECONSTRUCT AIRPORT  
 TERMINAL ENTRANCE ROAD  
 INCLUDING RELOCATION OF  
 MAIN TERMINAL ENTRANCE

SHEET TITLE:  
 GRADING PLAN - 5

DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
 SUBMITTAL DATE: 1/12/2024

SHEET NO.  
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CHICAGO ROCKFORD  
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IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:

**GRADING PLAN - 6**

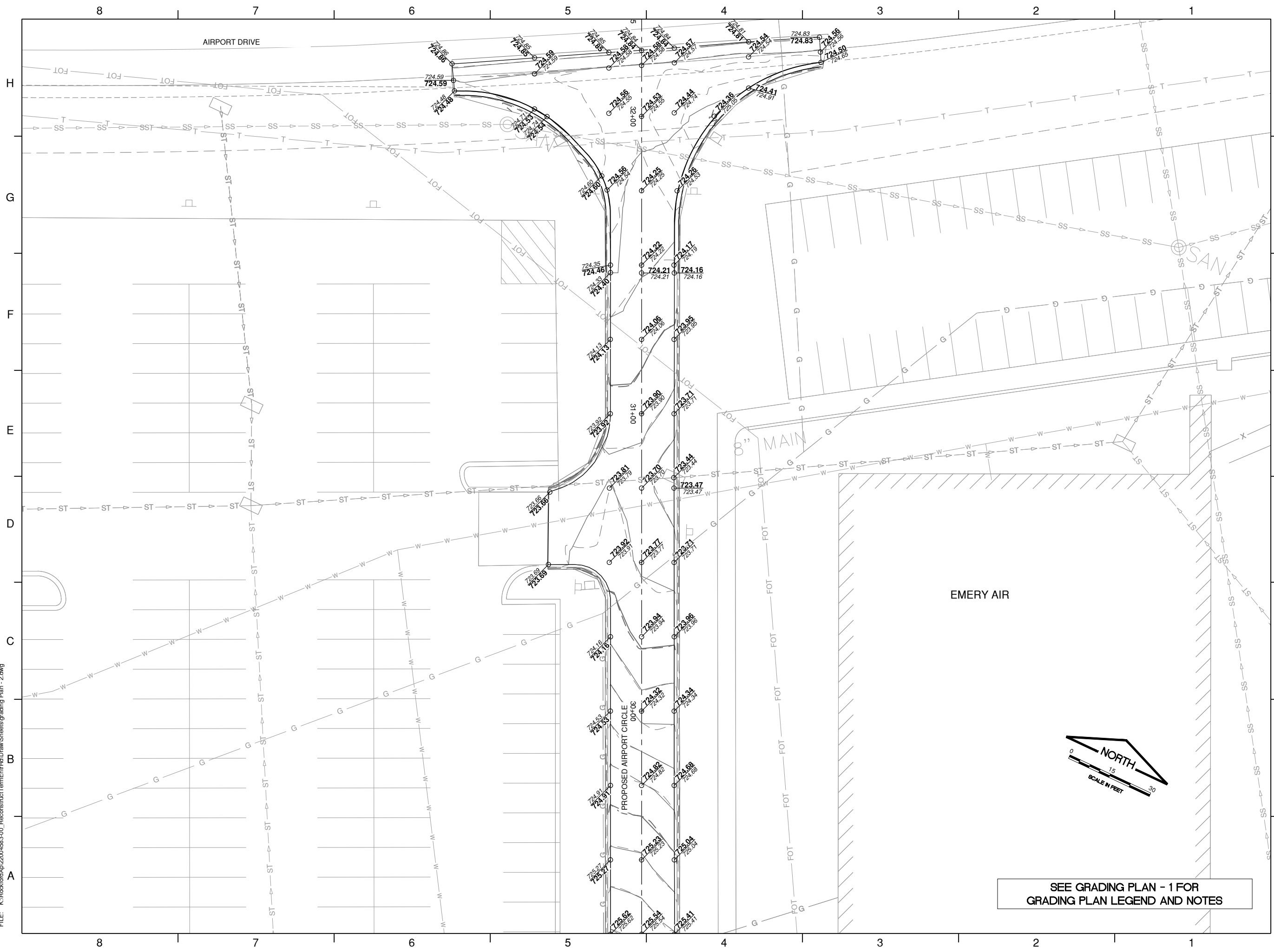
DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.

**26 OF 40**

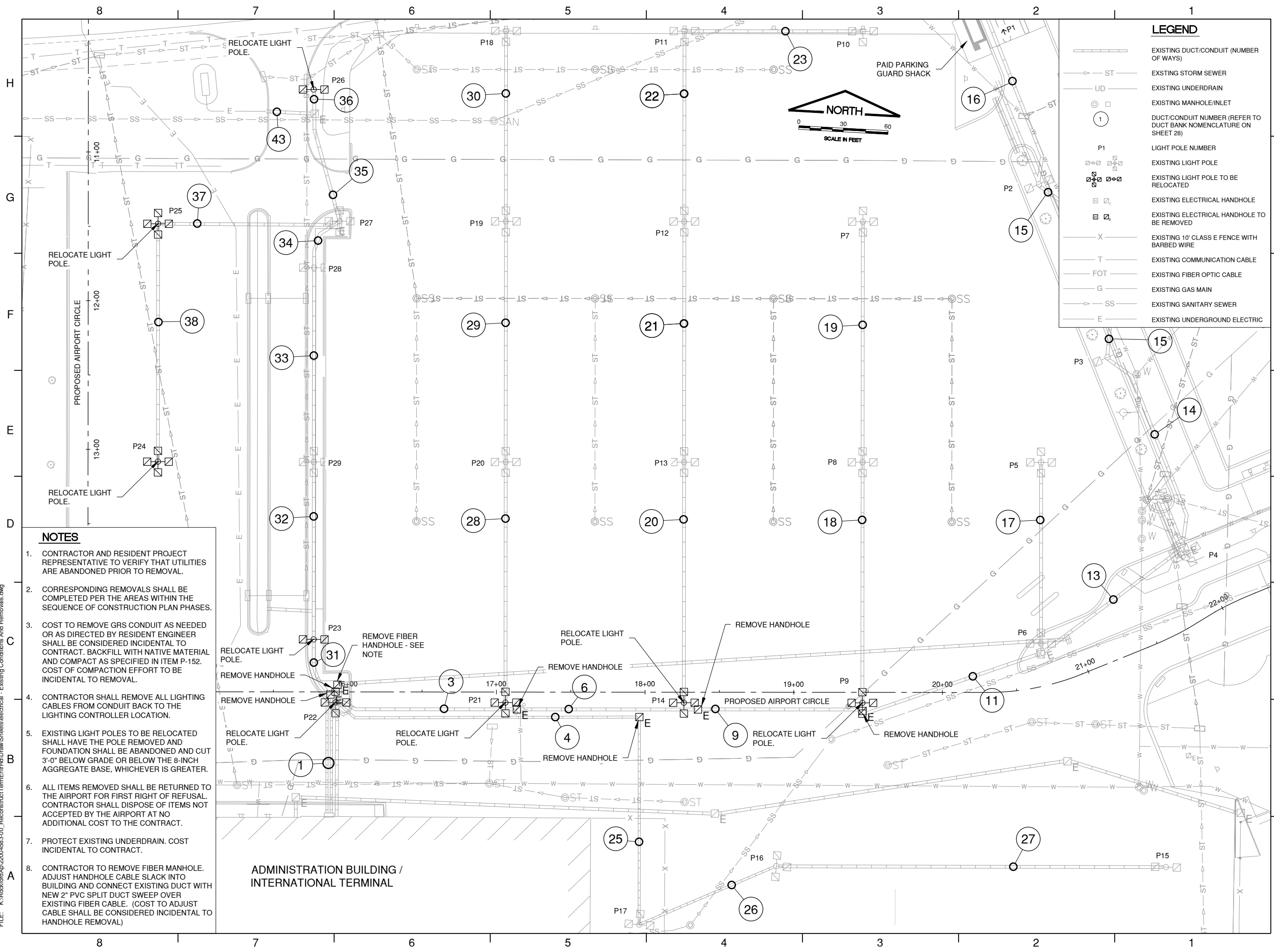
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**SEE GRADING PLAN - 1 FOR  
GRADING PLAN LEGEND AND NOTES**



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**LEGEND**

- EXISTING DUCT/CONDUIT (NUMBER OF WAYS)
- ST — EXISTING STORM SEWER
- UD — EXISTING UNDERDRAIN
- ⊙ ⊚ EXISTING MANHOLE/INLET
- ① DUCT/CONDUIT NUMBER (REFER TO DUCT BANK NOMENCLATURE ON SHEET 28)
- P1 LIGHT POLE NUMBER
- ⊕ ⊗ EXISTING LIGHT POLE
- ⊕ ⊗ EXISTING LIGHT POLE TO BE RELOCATED
- ⊕ ⊗ EXISTING ELECTRICAL HANDHOLE
- ⊕ ⊗ EXISTING ELECTRICAL HANDHOLE TO BE REMOVED
- X EXISTING 10' CLASS E FENCE WITH BARBED WIRE
- T EXISTING COMMUNICATION CABLE
- FOT EXISTING FIBER OPTIC CABLE
- G EXISTING GAS MAIN
- SS EXISTING SANITARY SEWER
- E EXISTING UNDERGROUND ELECTRIC

**NOTES**

1. CONTRACTOR AND RESIDENT PROJECT REPRESENTATIVE TO VERIFY THAT UTILITIES ARE ABANDONED PRIOR TO REMOVAL.
2. CORRESPONDING REMOVALS SHALL BE COMPLETED PER THE AREAS WITHIN THE SEQUENCE OF CONSTRUCTION PLAN PHASES.
3. COST TO REMOVE GRS CONDUIT AS NEEDED OR AS DIRECTED BY RESIDENT ENGINEER SHALL BE CONSIDERED INCIDENTAL TO CONTRACT. BACKFILL WITH NATIVE MATERIAL AND COMPACT AS SPECIFIED IN ITEM P-152. COST OF COMPACTION EFFORT TO BE INCIDENTAL TO REMOVAL.
4. CONTRACTOR SHALL REMOVE ALL LIGHTING CABLES FROM CONDUIT BACK TO THE LIGHTING CONTROLLER LOCATION.
5. EXISTING LIGHT POLES TO BE RELOCATED SHALL HAVE THE POLE REMOVED AND FOUNDATION SHALL BE ABANDONED AND CUT 3'-0" BELOW GRADE OR BELOW THE 8-INCH AGGREGATE BASE, WHICHEVER IS GREATER.
6. ALL ITEMS REMOVED SHALL BE RETURNED TO THE AIRPORT FOR FIRST RIGHT OF REFUSAL. CONTRACTOR SHALL DISPOSE OF ITEMS NOT ACCEPTED BY THE AIRPORT AT NO ADDITIONAL COST TO THE CONTRACT.
7. PROTECT EXISTING UNDERDRAIN. COST INCIDENTAL TO CONTRACT.
8. CONTRACTOR TO REMOVE FIBER MANHOLE. ADJUST HANDHOLE CABLE SLACK INTO BUILDING AND CONNECT EXISTING DUCT WITH NEW 2" PVC SPLIT DUCT SWEEP OVER EXISTING FIBER CABLE. (COST TO ADJUST CABLE SHALL BE CONSIDERED INCIDENTAL TO HANDHOLE REMOVAL)



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GREATER ROCKFORD  
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IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**EXISTING ELECTRICAL  
CONDITIONS AND  
REMOVALS**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **27** OF **40**

PLOT DATE: 1/29/2024 12:34 PM LAST SAVED BY: RHEINZ  
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### EXISTING DUCTBANK NOMENCLATURE

NOTE: ALL CABLES TO BE REMOVED, UNLESS OTHERWISE NOTED.

- |   |  |
|---|--|
| <p>1 EXISTING 2-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.<br/>1-3" EXISTING GRS CONDUIT WITH:<br/>6-#4, 3-#8 GND.</p> <p>2 N/A</p> <p>3 EXISTING 1-WAY DUCT BANK WITH:<br/>1-3" EXISTING GRS CONDUIT<br/>6-#4, 3-#8 GND.</p> <p>4 EXISTING 1-WAY DUCT BANK WITH:<br/>1-3" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>5 N/A</p> <p>6 EXISTING 1-WAY DUCT BANK WITH:<br/>1-3" EXISTING GRS CONDUIT<br/>6-#4, 3-#8 GND.</p> <p>7 N/A</p> <p>8 N/A</p> <p>9 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>10 N/A</p> <p>11 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>12 N/A</p> <p>13 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>14 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>15 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>16 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>17 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>18 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>19 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>20 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>21 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> | <p>22 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>23 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>24 N/A</p> <p>25 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>26 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>27 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>28 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>29 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>30 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>31 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>32 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>33 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>34 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>35 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>36 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>37 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>38 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>4-#4, 2-#8 GND.</p> <p>39 N/A</p> <p>40 N/A</p> <p>41 N/A</p> <p>42 N/A</p> <p>43 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>2-#4, 1-#8 GND.</p> |
|---|--|

### PROPOSED DUCTBANK NOMENCLATURE

NOTE: ALL CABLES TO BE NEW OF SIZE INDICATED (600V, TYPE XLP-USE), UNLESS OTHERWISE NOTED. ALL NEW CABLES SHALL BE COLOR CODED AS SPECIFIED IN THE CONTRACT. TERMINATE NEW CABLES AT EXISTING CONTACTORS AND LABEL ALL CIRCUITS.

- |  |   |
|--|---|
| <p>1 EXISTING 2-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>6-#6, 3-#8 GND.<br/>1-3" EXISTING GRS CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>2 NEW 2-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>6-#6, 3-#8 GND.<br/>1-3" NEW PVC CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>3 EXISTING 1-WAY DUCT BANK WITH:<br/>1-3" EXISTING GRS CONDUIT<br/>ABANDONED IN PLACE - CABLE REMOVED</p> <p>4 EXISTING 1-WAY DUCT BANK WITH:<br/>1-3" EXISTING GRS CONDUIT<br/>ABANDONED IN PLACE - CABLE REMOVED</p> <p>5 NEW 2-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>2-#6, 1-#8 GND.<br/>1-3" NEW PVC CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>6 EXISTING 1-WAY DUCT BANK WITH:<br/>1-3" EXISTING GRS CONDUIT<br/>ABANDONED IN PLACE - CABLE REMOVED</p> <p>7 NEW 1-WAY DUCT BANK WITH:<br/>1-3" NEW PVC CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>8 NEW 1-WAY DUCT BANK WITH:<br/>1-3" NEW PVC CONDUIT WITH:<br/>4-#4, 2-#8 GND.</p> <p>9 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>ABANDONED IN PLACE - CABLE REMOVED</p> <p>10 NEW 1-WAY DUCT BANK WITH:<br/>1-3" NEW PVC CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>11 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>ABANDONED IN PLACE - CABLE REMOVED</p> <p>12 NEW 1-WAY DUCT BANK WITH:<br/>1-3" NEW PVC CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>13 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>14 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>15 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>16 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>17 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>18 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>19 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>20 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>21 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> | <p>22 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>23 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>24 NEW 1-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>25 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>26 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>27 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#4, 1-#8 GND.</p> <p>28 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>29 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>30 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>31 NEW 1-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>4-#6, 2-#8 GND.</p> <p>32 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#6, 2-#8 GND.</p> <p>33 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#6, 2-#8 GND.</p> <p>34 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>4-#6, 2-#8 GND.</p> <p>35 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>2-#6, 1-#8 GND.</p> <p>36 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>ABANDONED IN PLACE - CABLE REMOVED</p> <p>37 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>38 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT<br/>ABANDONED IN PLACE - CABLE REMOVED</p> <p>39 NEW 1-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>40 NEW 1-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>41 NEW 1-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>42 NEW 1-WAY DUCT BANK WITH:<br/>1-2" NEW PVC CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> <p>43 EXISTING 1-WAY DUCT BANK WITH:<br/>1-2" EXISTING GRS CONDUIT WITH:<br/>2-#6, 1-#8 GND.</p> |
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### ELECTRICAL PLAN LEGEND AND NOTES

#### LEGEND

- NEW DUCT/CONDUIT
- NEW CONDUCTORS IN EXISTING CONDUIT
- EXISTING DUCT/CONDUIT (NUMBER OF WAYS)
- NEW HANDHOLE
- EXISTING HANDHOLE
- RELOCATED LIGHT POLE
- EXISTING LIGHT POLE
- NEW FIRE HYDRANT
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING MANHOLE/INLET
- NEW DUCT/CONDUIT NUMBER
- LIGHT POLE NUMBER-NEW CIRCUIT NUMBER
- EXISTING 10' CLASS E FENCE WITH BARBED WIRE
- EXISTING COMMUNICATION CABLE
- EXISTING FIBER OPTIC CABLE
- EXISTING GAS MAIN
- EXISTING SANITARY SEWER
- EXISTING UNDERGROUND ELECTRIC

#### NOTES

1. CONTRACTOR SHALL PROVIDE MIN. 5'-0" SLACK FOR ALL PROPOSED WIRING INSTALLED IN HANDHOLE.
2. AT ANY LOCATION WHERE THE PROPOSED DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
3. THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL OPEN THE ENTIRE TRENCH BETWEEN MANHOLES BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.
4. CONTRACTOR SHALL COORDINATE THE LOCATION OF THE EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF THE PROPOSED UNIT DUCTS, CONDUITS AND DUCT BANKS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
5. CONTRACTOR SHALL CONNECT EXISTING CABLE TO PROPOSED CABLE IN SIGN/LIGHT/MANHOLE/HANDHOLE. COST OF CONNECTION INCIDENTAL TO CABLE.
6. ALL NEW CABLE UNDER EXISTING PAVEMENT TO REMAIN SHALL BE INSTALLED WITHIN EXISTING CONDUITS, UNLESS OTHERWISE NOTED. EXISTING CABLES SHALL BE REMOVED. COST OF REMOVAL SHALL BE INCIDENTAL TO NEW CABLE.
7. ALL EXISTING UNUSED CABLE SHALL BE REMOVED FROM THE EXISTING DUCT TO BE ABANDONED. COST SHALL BE INCIDENTAL TO INSTALLATION OF NEW CABLE.
8. REMOVE EXISTING CIRCUITS FROM EXISTING CONDUITS AND WIREWAY. INSTALL NEW CIRCUITS AND TERMINATE AT EXISTING LIGHTING CONTACTORS IN ELECTRICAL ROOM. COST SHALL BE INCIDENTAL TO NEW CONDUCTORS.
9. CONNECT NEW CIRCUITS TO EXISTING LUMINAIRES INSIDE POLE BASE. COST SHALL BE INCIDENTAL NEW CONDUCTORS.



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ROCKFORD, ILLINOIS

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AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

SHEET TITLE:  
DUCT BANK  
NOMENCLATURE

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **28** OF **40**





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AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

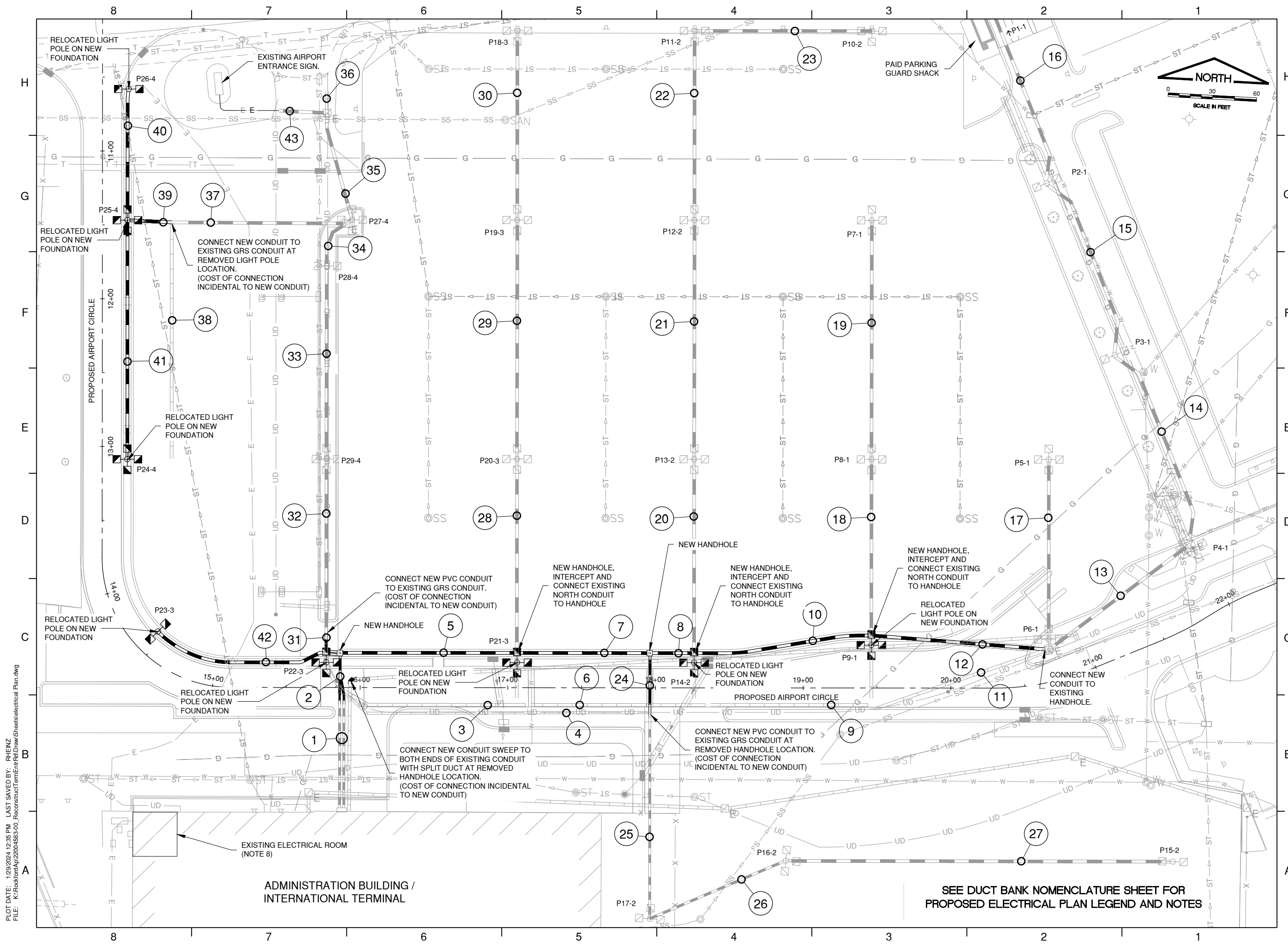
PROJECT NAME:  
**RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**ELECTRICAL PLAN**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO.  
**29 OF 40**



SEE DUCT BANK NOMENCLATURE SHEET FOR  
PROPOSED ELECTRICAL PLAN LEGEND AND NOTES

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REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**ELECTRICAL DETAILS - 2**

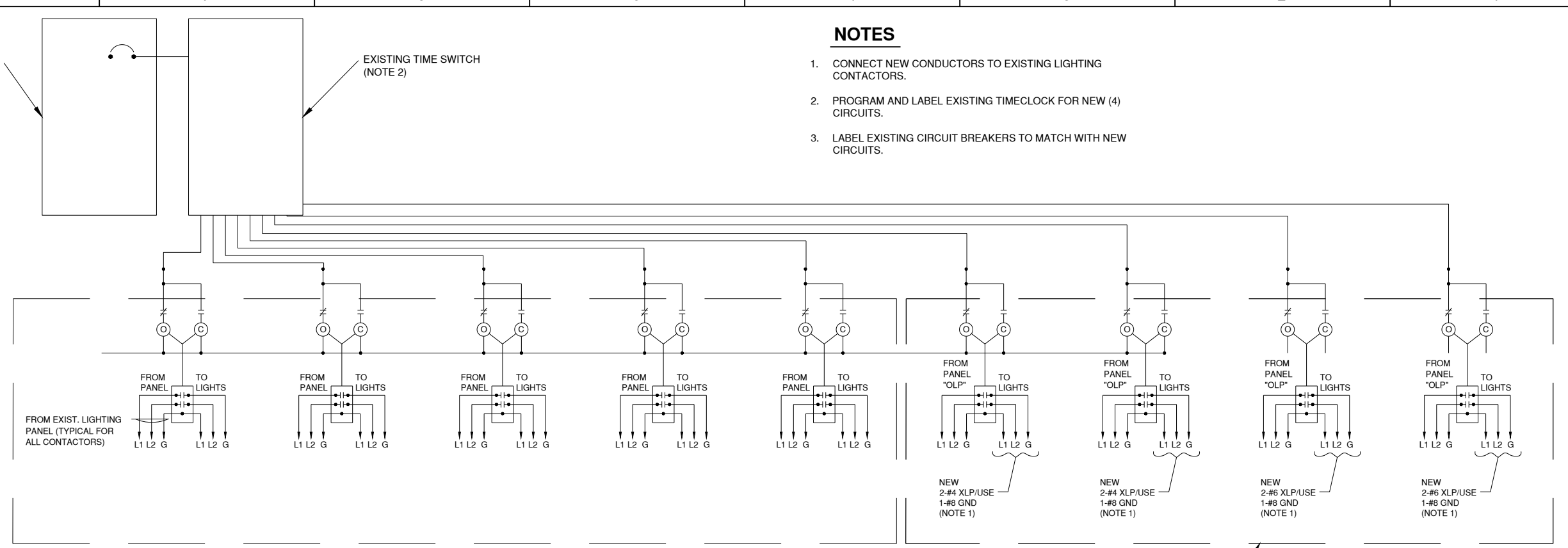
DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **31** OF **40**

**NOTES**

- CONNECT NEW CONDUCTORS TO EXISTING LIGHTING CONTACTORS.
- PROGRAM AND LABEL EXISTING TIMECLOCK FOR NEW (4) CIRCUITS.
- LABEL EXISTING CIRCUIT BREAKERS TO MATCH WITH NEW CIRCUITS.



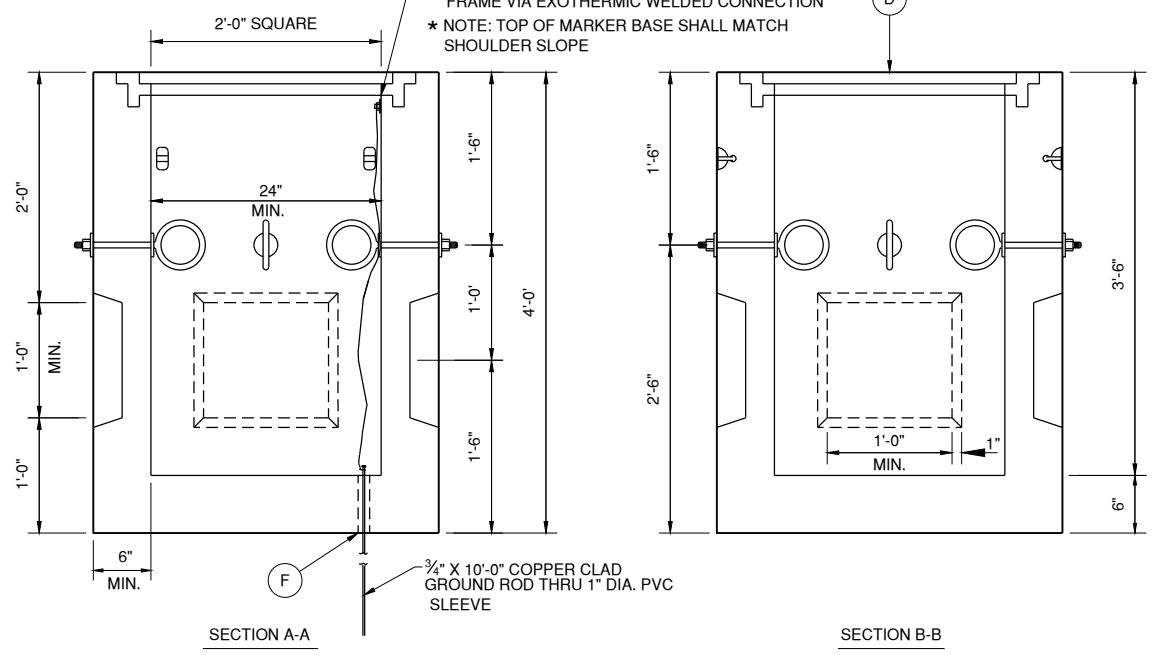
**LIGHTING CONTACTORS WIRING SCHEMATIC**  
NOT TO SCALE

EXISTING LIGHTING CONTROLLER (SEE NOTE 2)

**NEMA 4 & NEMA 4X ENCLOSURES**

TO MAINTAIN THE ENCLOSURE NEMA 4 OR NEMA 4X RATING, ALL ENCLOSURES RATED NEMA 4 OR NEMA 4X SHALL HAVE WATERTIGHT HUBS AT CONDUIT ENTRANCES WHICH ARE U.L. LISTED NEMA 4 OR NEMA 4X, AS NECESSARY, AND SUITABLE FOR USE WITH THE RESPECTIVE ENCLOSURE.

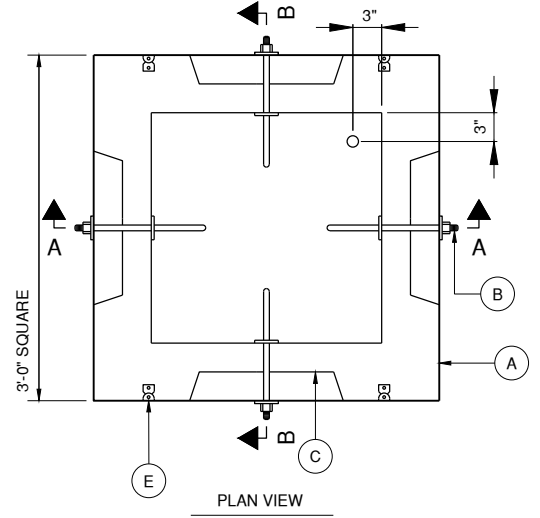
DRILL AND TAP CASTING FRAME FOR 3/8" x 1 1/2" LONG BRASS MACHINE BOLT WITH WASHERS FOR #6 AWG INSULATED GREEN EQUIPMENT GROUND CONNECTION OR CONNECT GROUND CABLE TO FRAME VIA EXOTHERMIC WELDED CONNECTION  
\* NOTE: TOP OF MARKER BASE SHALL MATCH SHOULDER SLOPE



**ELECTRICAL HANDHOLE**  
NO SCALE

**KEYED NOTES**

- (A) PRECAST CONCRETE HANDHOLE
- (B) PULLING IRONS - MINIMUM 1" DIA. STEEL, HOT DIPPED GALVANIZED (MINIMUM 2)
- (C) KNOCKOUTS SHALL BE CENTERED IN THE HANDHOLE WALL AND SHALL BE SIZED AS REQUIRED FOR PROPOSED DUCT BANK
- (D) HATCH COVER SHALL BE CAST IN - NEENAH R-3498-K2 OR APPROVED EQUAL
- (E) LIFTING ANCHORS (4)
- (F) 1-1/2" DIA. GROUND ROD HOLE (1)



**NOTES**

- CONCRETE SHALL MEET THE REQUIREMENTS OF ITEM 610.
- REBAR MEETING ASTM A-615, GRADE 60, SHALL BE INSTALLED ON 8 INCH CENTERS BOTH WAYS. REBAR SHALL BE MINIMUM #4 BARS. 3" CLEARANCE SHALL BE MAINTAINED BETWEEN THE REBAR AND THE FINISHED FACE OF THE CONCRETE.
- A 6-INCH BED OF CA-7 OR CA-11 SHALL BE PLACED BENEATH THE HANDHOLE.
- INSTALL GROUND ROD IN EACH HANDHOLE
- ANY UNUSED DUCT OPENINGS SHALL BE FITTED WITH APPROVED PLUGS PRIOR TO BACKFILLING.
- HANDHOLES SHALL HAVE A WEEP HOLE CONSTRUCTED IN THE BOTTOM OF HANDHOLE.
- HANDHOLE LIDS SHALL BE STAMPED AS SHOWN ON PLANS: "ELECTRIC"
- PRECAST HANDHOLE SHALL MEET UTILITY CONCRETE PRODUCTS ITEM #2238HH OR APPROVED EQUAL

**MANHOLE AND HANDHOLE WIRING NOTES**

- ALL WIRING IN MANHOLES AND HANDHOLES SHALL BE LABELED INSIDE MANHOLES AND HANDHOLES. LABELING MATERIALS SHALL BE SUITABLE FOR USE IN THE ENVIRONMENT AND SHALL BE WATERPROOF. LABELS SHALL IDENTIFY EACH 480V, 240V AND 120V AND MONITOR CIRCUIT PER MASTER CIRCUIT LABELING SCHEDULE DEVELOPED BY ELECTRICAL CONTRACTOR.
- WHEREVER POSSIBLE, WIRING TO INDIVIDUAL STRUCTURES AND PIECES OF EQUIPMENT SHALL BE GROUPED TOGETHER IN MANHOLES AND HANDHOLES (SEE NOTE #3, BELOW, FOR ADDITIONAL REQUIREMENTS). MULTIPLE CONDUCTORS OF INDIVIDUAL CIRCUITS SHALL BE TIE-WRAPPED TOGETHER AND LABELED.
- WHEREVER POSSIBLE, 480V WIRING, 120V/240V WIRING AND MONITOR/ALARM WIRING SHALL BE SEPARATED FROM EACH OTHER IN MANHOLES AND HANDHOLES. MONITOR WIRING SHALL BE ROUTED ABOVE 120V/240V WIRING WHICH, IN TURN, SHALL BE ROUTED ABOVE 480V WIRING.
- ALL WIRING THROUGH MANHOLES SHALL BE ATTACHED TO CABLE RACKS.

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REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

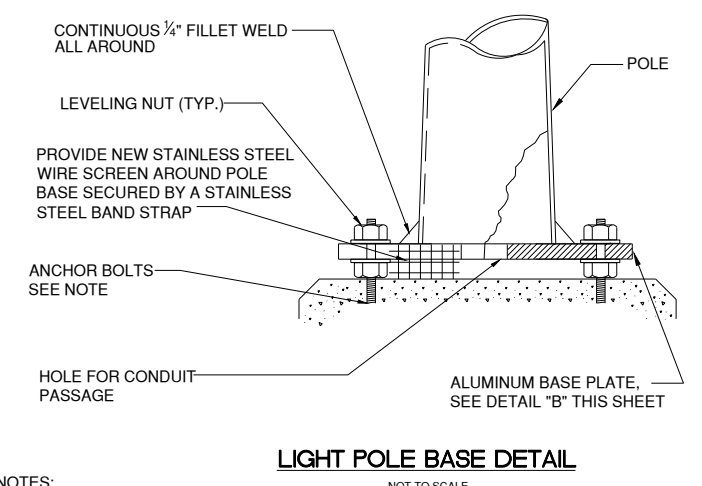
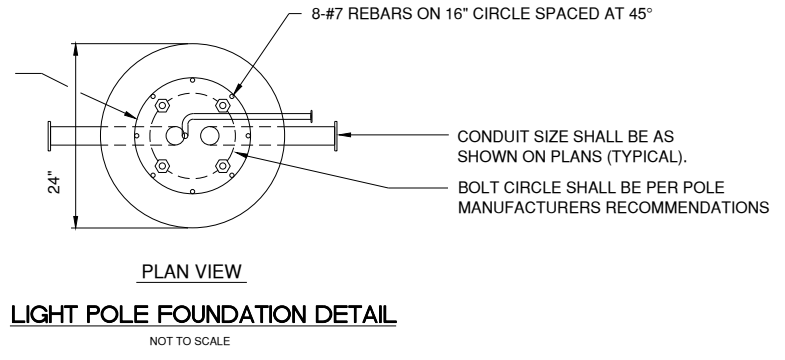
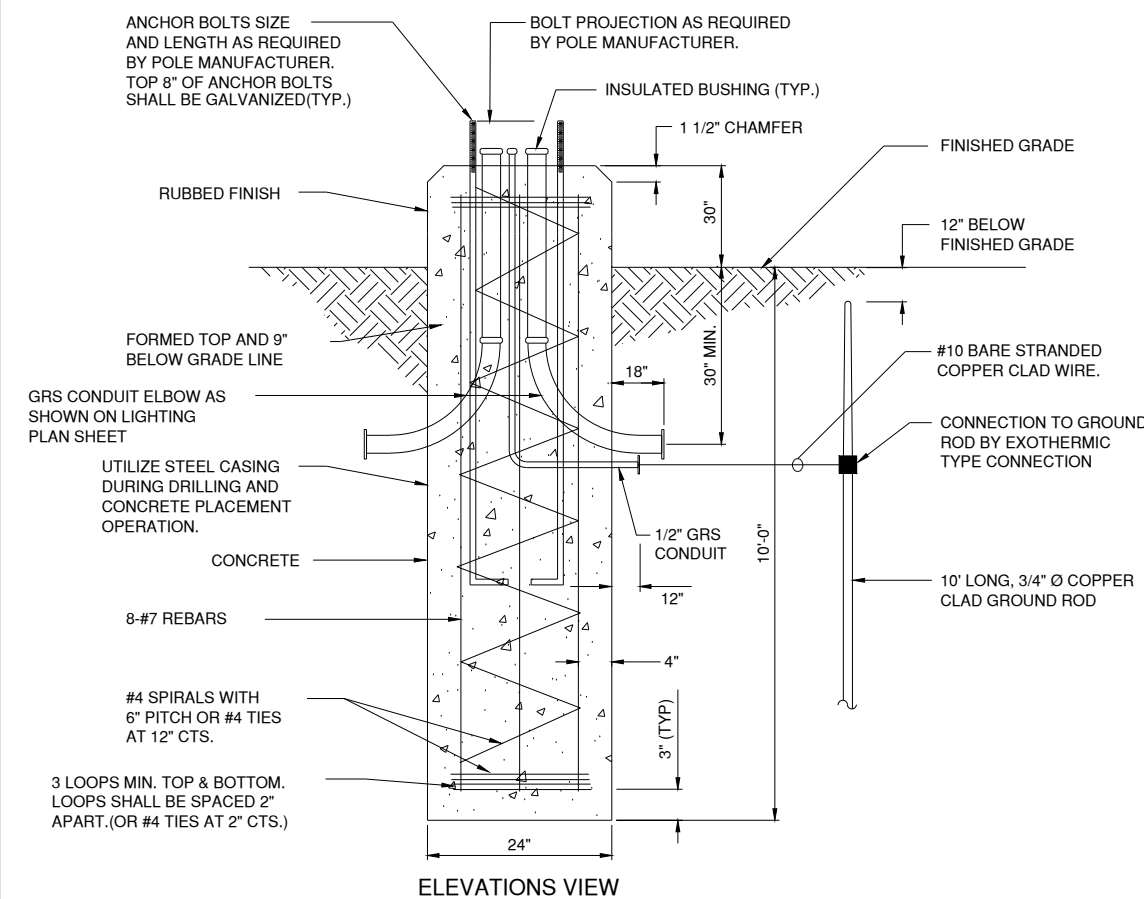
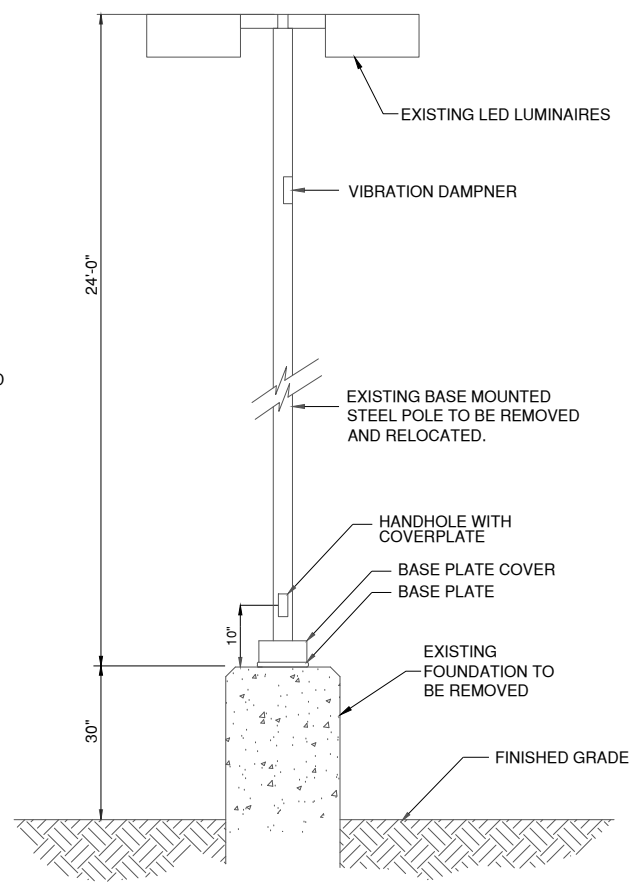
SHEET TITLE:  
**ELECTRICAL DETAILS - 3**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

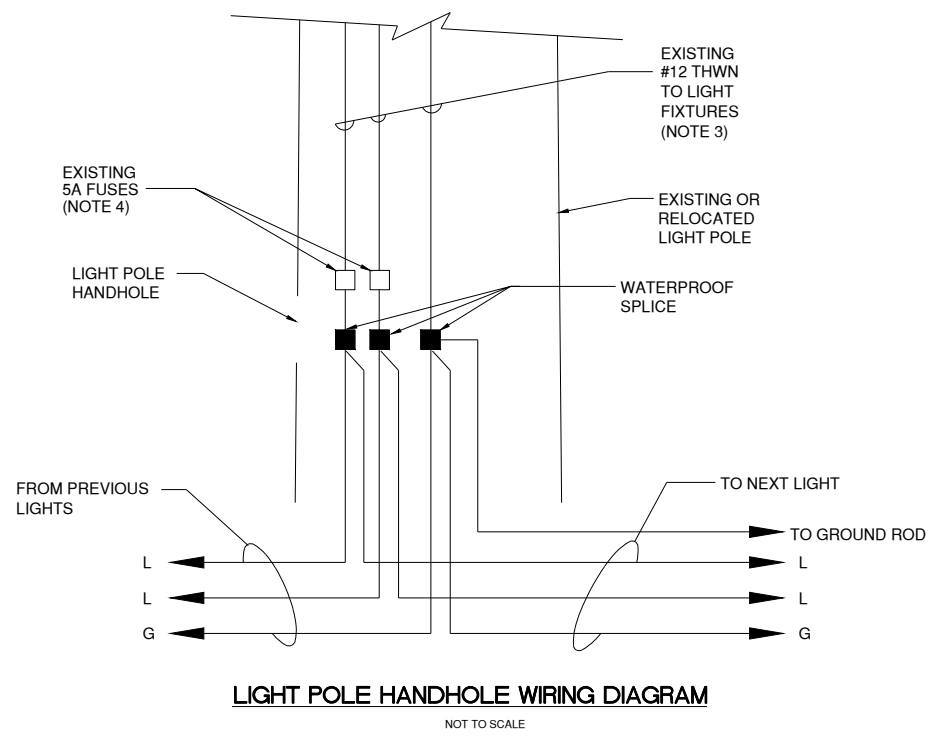
CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

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LIGHT POLE SCHEDULE				
POLE #	NO. OF FIXTURES	CIRCUIT #	STATION	OFFSET
P1	1	1	22+12.20	445.29' LT
P2	2	1	22+09.76	310.24' LT
P3	2	1	22+05.35	185.30' LT
P4	4	1	21+96.46	44.26' LT
P5	4	1	21+33.25	142.27' LT
P6	4	1	20+73.84	28.27' LT
P7	4	1	19+46.15	316.55' LT
P8	4	1	19+46.15	154.75' LT
P9	4	1	19+46.15	29.00' LT
P10	3	2	19+46.15	444.60' LT
P11	3	2	18+26.11	444.60' LT
P12	4	2	18+26.11	316.55' LT
P13	4	2	18+26.11	154.75' LT
P14	4	2	18+26.11	17.00' LT
P15	2	2	20+99.04	141.55' RT
P16	3	2	18+88.34	166.94' RT
P17	3	2	17+96.31	156.38' RT
P18	3	3	17+06.11	444.60' LT
P19	4	3	17+06.11	316.55' LT
P20	4	3	17+06.11	154.75' LT
P21	4	3	17+06.11	17.00' LT
P22	4	3	15+77.06	17.00' LT
P23	2	3	14+44.12	17.00' LT
P24	4	4	13+08.37	17.00' LT
P25	4	4	11+46.45	17.00' LT
P26	2	4	10+58.03	17.80' LT
P27	4	4	11+46.45	169.04' LT
P28	2	4	11+77.67	151.84' LT
P29	4	4	13+08.37	151.84' LT



- NOTES:
- COORDINATE AND VERIFY BOLT CIRCLE FOR EXISTING LIGHT POLES. FURNISH AND INSTALL NEW ANCHOR BOLTS.



- NOTES:
- ALL CONNECTIONS TO GROUND RODS SHALL BE MADE WITH ONE-SHOT EXOTHERMIC TYPE CONNECTORS.
  - SPLICE NEW CONDUCTORS INSIDE RELOCATED AND EXISTING LIGHT POLES.
  - CONTRACTOR SHALL PROTECT EXISTING INTERNAL WIRING DURING RELOCATION OF LIGHT POLES. ALL DAMAGED WIRING SHALL BE REPLACED AT NO ADDITIONAL COST.
  - CONNECT EXISTING FUSES TO NEW CIRCUITS. MODIFY EXISTING TWO CIRCUITS TO CONNECT WITH ONE NEW CIRCUIT.

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REV	DATE	DESCRIPTION

PROJECT NAME:  
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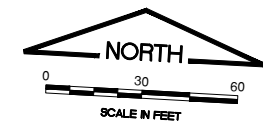
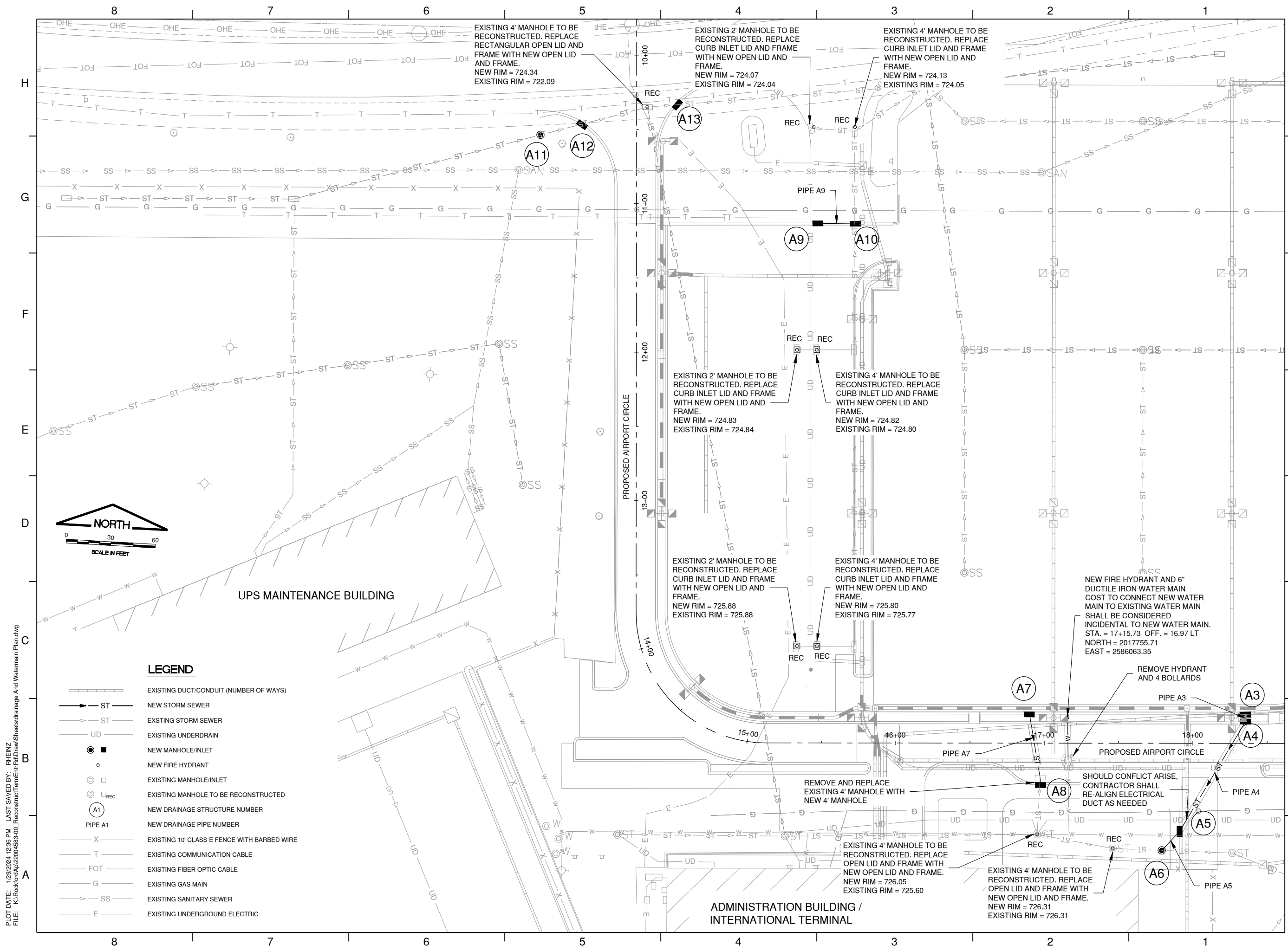
SHEET TITLE:  
**DRAINAGE AND WATERMAIN  
PLAN - 1**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

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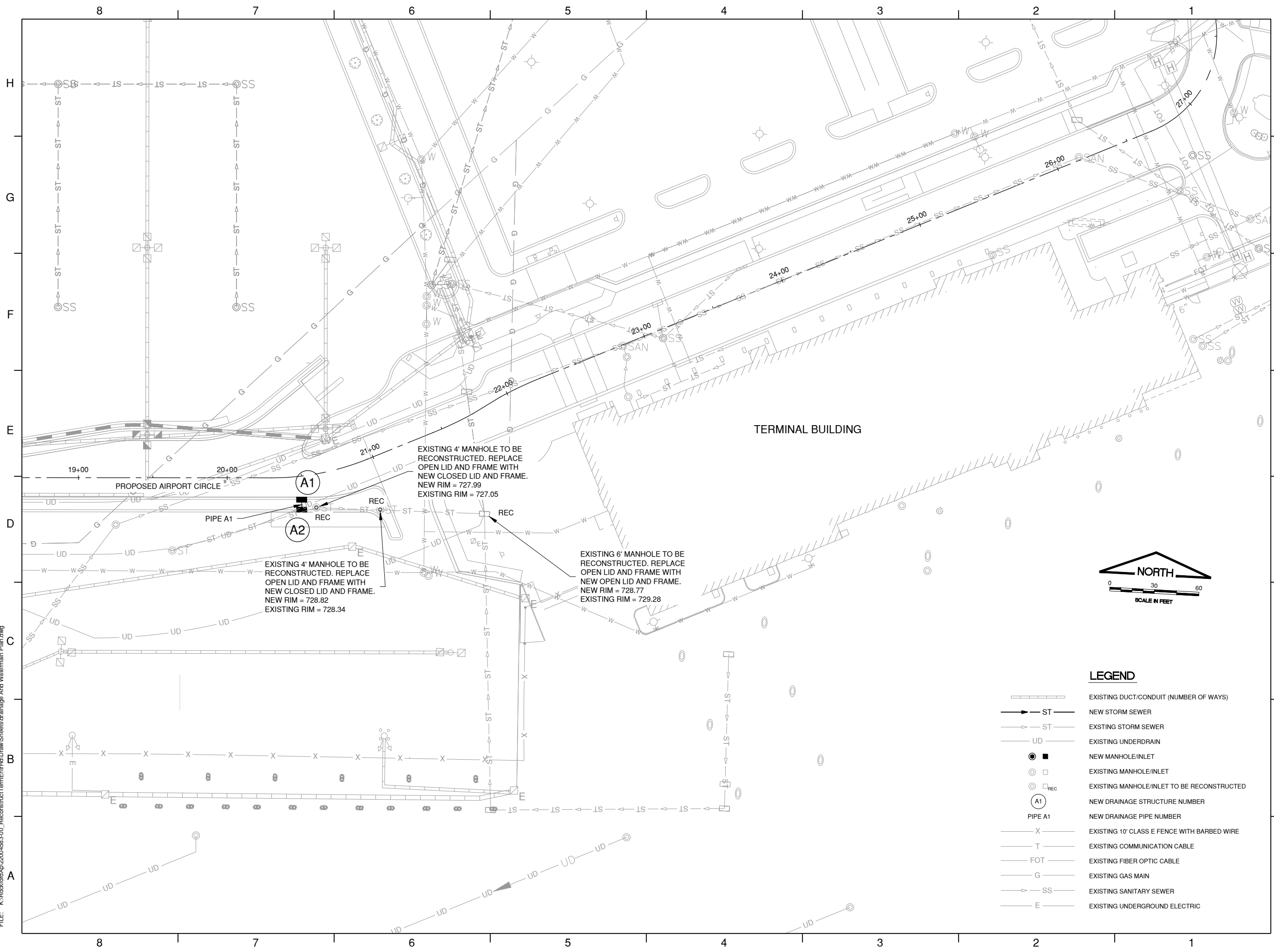
**33 OF 40**



- LEGEND**
- (with number of ways) — EXISTING DUCT/CONDUIT (NUMBER OF WAYS)
  - ST — NEW STORM SEWER
  - (dashed) ST — EXISTING STORM SEWER
  - UD — EXISTING UNDERDRAIN
  - ■ NEW MANHOLE/INLET
  - ⊗ NEW FIRE HYDRANT
  - ⊙ □ EXISTING MANHOLE/INLET
  - ⊙ □ (with REC) EXISTING MANHOLE TO BE RECONSTRUCTED
  - ⊙ (with A1) NEW DRAINAGE STRUCTURE NUMBER
  - (with A1) — NEW DRAINAGE PIPE NUMBER
  - X — EXISTING 10' CLASS E FENCE WITH BARBED WIRE
  - T — EXISTING COMMUNICATION CABLE
  - FOT — EXISTING FIBER OPTIC CABLE
  - G — EXISTING GAS MAIN
  - (with SS) — EXISTING SANITARY SEWER
  - E — EXISTING UNDERGROUND ELECTRIC

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**LEGEND**

- EXISTING DUCT/CONDUIT (NUMBER OF WAYS)
- NEW STORM SEWER
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- NEW MANHOLE/INLET
- EXISTING MANHOLE/INLET
- EXISTING MANHOLE/INLET TO BE RECONSTRUCTED
- NEW DRAINAGE STRUCTURE NUMBER
- NEW DRAINAGE PIPE NUMBER
- EXISTING 10' CLASS E FENCE WITH BARBED WIRE
- EXISTING COMMUNICATION CABLE
- EXISTING FIBER OPTIC CABLE
- EXISTING GAS MAIN
- EXISTING SANITARY SEWER
- EXISTING UNDERGROUND ELECTRIC



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TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**DRAINAGE AND WATERMAIN  
PLAN - 2**

DESIGNED:	DRAWN:	CHECKED:
CMT-RFD	CMT-RFD	CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

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REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:

**DRAINAGE DETAILS**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

### DRAINAGE STRUCTURE SCHEDULE (SEE NOTE 8)

STRUCTURE	TYPE	RIM	INVERT	NORTHING	EASTING
A1	2' TYPE A INLET WITH COMBINATION CURB BOX INLET FRAME & GRATE	727.48	NEW 12" OUT (S) = 723.78	2,017,744.06	2,586,398.89
A2	4' TYPE A MANHOLE WITH COMBINATION CURB BOX INLET FRAME & GRATE	727.34	NEW 12" IN (N) = 723.71 EXIST 12" IN (SE) = 723.71 EXIST 12" OUT (NE) = 723.71	2,017,734.07	2,586,399.43
A3	2' TYPE A INLET WITH COMBINATION CURB BOX INLET FRAME & GRATE	726.75	NEW 12" OUT (S) = 724.50	2,017,766.27	2,586,182.71
A4	4' TYPE A MANHOLE WITH COMBINATION CURB BOX INLET FRAME & GRATE	726.83	NEW 12" IN (N) = 724.44 NEW 12" OUT (SW) = 724.44	2,017,758.30	2,586,183.16
A5	4' TYPE A MANHOLE WITH COMBINATION CURB BOX INLET FRAME & GRATE	726.30	NEW 12" IN (NE) = 724.01 NEW 12" OUT (SW) = 724.01	2,017,683.67	2,586,144.49
A6	6' TYPE A MANHOLE WITH FRAME AND OPEN LID	726.85	NEW 12" IN (NE) = 723.92 EXIST 12" IN (E) = 723.92 EXIST 12" OUT (W) = 723.92	2,017,670.22	2,586,131.56
A7	2' TYPE A INLET WITH COMBINATION CURB BOX INLET FRAME & GRATE	726.63	NEW 12" OUT (S) = 722.89	2,017,758.32	2,586,037.29
A8	4' TYPE A MANHOLE WITH COMBINATION CURB BOX INLET FRAME & GRATE	725.94	NEW 12" IN (N) = 722.40 EXIST 12" OUT (S) = 722.40	2,017,711.28	2,586,047.54
A9	2' TYPE A INLET WITH COMBINATION CURB BOX INLET FRAME & GRATE	724.52	NEW 12" OUT (E) = 718.77	2,018,077.64	2,585,876.86
A10	4' TYPE A MANHOLE WITH COMBINATION CURB BOX INLET FRAME & GRATE	724.47	NEW 12" IN (W) = 718.50 EXIST 12" IN (S) = 718.50 EXIST 12" OUT (N) = 718.50	2,018,079.07	2,585,902.42
A11	4' TYPE A MANHOLE WITH FRAME AND OPEN LID	723.44	EXIST 18" IN (SW) = 720.12 EXIST 18" OUT (NE) = 720.12	2,018,127.95	2,585,687.35
A12	4' TYPE A MANHOLE WITH COMBINATION CURB BOX INLET FRAME & GRATE	724.31	EXIST 18" IN (SW) = 719.98 EXIST 18" OUT (NE) = 719.98	2,018,137.79	2,585,715.77
A13	4' TYPE A MANHOLE WITH COMBINATION CURB BOX INLET FRAME & GRATE	724.26	EXIST 18" IN (W) = 719.33 EXIST 18" OUT (E) = 719.33	2,018,154.37	2,585,776.89

### PIPE SCHEDULE

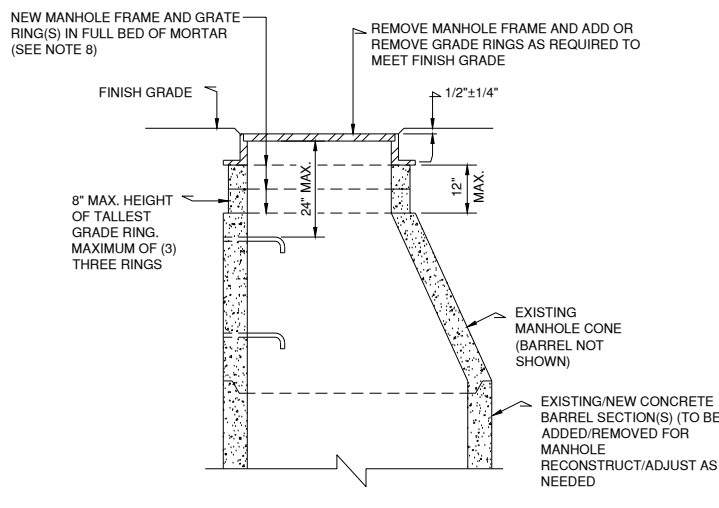
LINE	SIZE	U/S STR	D/S STR	U/S INV	D/S INV	LENGTH (FT)	SLOPE	TYPE
PIPE A1	12"	A1	A2	723.78	723.71	7	1.00%	RCCP
PIPE A3	12"	A3	A4	724.50	724.44	6	1.00%	RCCP
PIPE A4	12"	A4	A5	724.44	724.01	86	0.50%	RCCP
PIPE A5	12"	A5	A6	724.01	723.92	18	0.50%	RCCP
PIPE A7	12"	A7	A8	722.89	722.40	49	1.00%	RCCP
PIPE A9	12"	A9	A10	718.77	718.50	27	1.00%	RCCP

**GENERAL NOTES**

- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE DRAINAGE STRUCTURE COST.
- BEFORE ORDERING PIPE CULVERTS, STORM SEWER, INLETS OR MANHOLES, THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS AND FLOWLINES OF EXISTING STRUCTURES OR PIPES FOR CONNECTION. THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THE COST OF VERIFYING EXISTING UTILITIES SHALL BE INCLUDED WITH THE ASSOCIATED PAY ITEMS.
- THE COST OF CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE INCLUDED WITH THE ASSOCIATED PAY ITEMS.
- CONTRACTOR SHALL TIE-IN PROPOSED STRUCTURES TO EXISTING DRAINAGE PIPES IN LOCATIONS SHOWN IN DRAINAGE PLANS. ONE LENGTH OF PROPOSED PIPE SHALL BE USED TO CONNECT TO THE CLOSEST JOINT OF EXISTING STORM SEWER PIPE. PROPOSED PIPE LOCATION AND APPROXIMATE LENGTH OF PIPE HAVE BEEN INCLUDED IN THE PROJECT QUANTITIES. CONTRACTOR SHALL ONLY BE PAID FOR ACTUAL LENGTH OF PIPE INSTALLED.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL PERMANENT CONNECTIONS WITH THE SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF STORM SEWER ITEMS BEING INSTALLED.
- DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES OF EXISTING SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE MAY REQUIRE REVISIONS TO MEET THE EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR

- SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED STORM SEWER AND STRUCTURES.
- ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, INLET VALVE VAULT OR METER VAULT SHALL HAVE CAST INTO THE LIDS OF ONE OF THE FOLLOWING: ALL LIDS TO BE USED ON STORM SEWER SHALL BEAR THE WORD "STORM", ALL LIDS TO BE USED ON SANITARY SEWER SHALL BEAR THE WORD "SANITARY"; ALL LIDS TO BE USED ON THE WATER SYSTEM SHALL BEAR THE WORD "WATER". THIS SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND CLOSED LID PROVIDED.
  - WHEN STORM SEWER IS CONSTRUCTED NEAR WATER MAIN, SEPARATION REQUIREMENTS SHALL BE MET IN ACCORDANCE WITH THE ILLINOIS STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION.
  - ALL PROPOSED MANHOLES AND INLETS ON THIS PROJECT SHALL BE PRECAST. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLE AND INLET OF THE TYPE AND SIZE SPECIFIED.
  - ALL TRENCHING SHALL BE IN ACCORDANCE WITH OSHA STANDARDS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO EXCAVATE FAR ENOUGH IN ADVANCE OF THE PIPE LAYING OPERATION TO AVOID ANY UNNECESSARY DEFLECTION. IF THE CONTRACTOR HAS TO RE-LAY ANY PIPE BECAUSE THEY LAID TOO CLOSE TO AN OBSTRUCTION, IT WILL BE AT THEIR OWN EXPENSE.
  - IF DURING MANHOLE ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME OR LID, THEY SHALL FURNISH A NEW FRAME AND LID, SAME OR EQUAL, AT NO ADDITIONAL COST. ALL NEW MANHOLES AND INLETS AND THOSE TO BE RECONSTRUCTED SHALL BE CONSTRUCTED WITH NEW FRAMES AND GRATES.
  - FRAMES ON ALL STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THAT AREA IN WHICH THEY ARE LOCATED AS A PART OF THE STRUCTURE COST.
  - NEW MANHOLE, VALVE VAULT, AND INLET LIDS ON THIS PROJECT SHALL HAVE THE WORDS "STORM", "SANITARY" OR "WATER" ON THE LID. CITY OF ROCKFORD LOGO LIDS SHALL BE USED ON ALL CASTINGS FOR WHICH NEENAH FOUNDRY MANUFACTURES A LOGO LID. IT

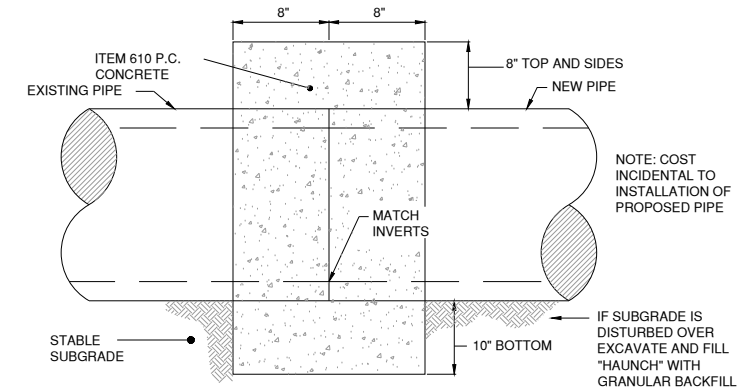
- WILL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE APPROPRIATE TYPE OF LID. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.
- VALVE BOXES, CURB STOP BOXES, AND GAS VALVE BOXES WITHIN THE RIGHT-OF-WAY SHALL BE SET TO THE FINISHED GRADE OF THE PAVEMENT OR SIDEWALK PRIOR TO PAVING. THE COST OF THIS ADJUSTMENT SHALL BE INCLUDED IN THE CONTRACT.
  - PIPE UNDERDRAIN SHALL BE OUTLETTED AT LOCATIONS WITH POSITIVE DRAINAGE. ENDS OF PIPE UNDERDRAIN SHALL BE CAPPED WITH A MANUFACTURED CAP.
  - ALL TESTING, FITTINGS, BEDDING, GRANULAR CRADLE AND GRANULAR TRENCHCUT BACKFILL WHERE NECESSARY, SHALL BE INCLUDED IN THE INSTALLATION OF UNDERGROUND FACILITIES. TRENCH BACKFILL IS REQUIRED WHEREVER UNDERGROUND PIPING AND UTILITIES PASS BENEATH OR WITHIN 2 FEET OF THE PAVEMENT, SIDEWALK OR CURB.
  - WHERE SECTION, SUBSECTION, SUBDIVISION, WINGIS, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE OWNER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY MONUMENTS DISTURBED OR DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINED BY THE ENGINEER. PROPERTY MARKERS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.



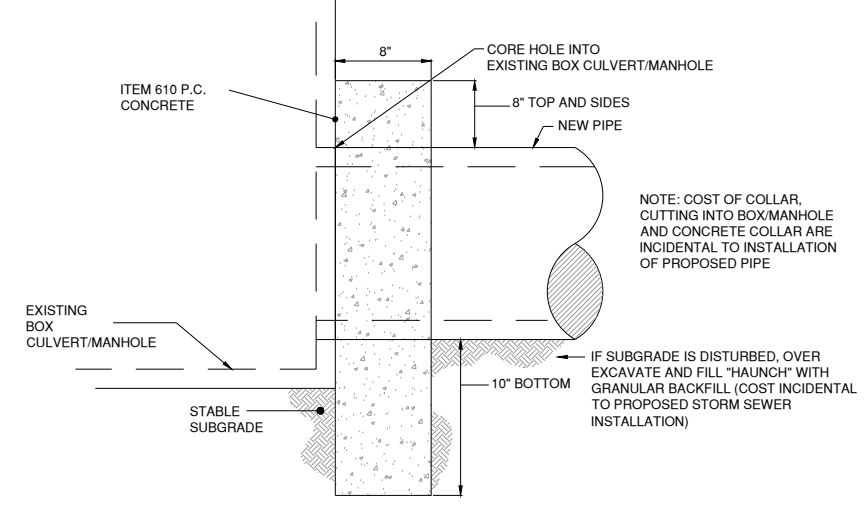
**ADJUSTMENT/RECONSTRUCT MANHOLE**  
NOT TO SCALE

**NOTES**

- REFER TO ASTM DESIGNATION C-478 FOR DESIGN AND STRENGTH REQUIREMENTS.
- WHEN AN ADJUSTMENT OF GREATER THAN 18" IN GRADE RINGS IS REQUIRED, THE MANHOLE SHALL BE RECONSTRUCTED WITH APPROVED PRE-CAST CONC. BARREL SECTIONS THE SAME SIZE AS MANHOLE DIA. AND PAID FOR AS MANHOLE RECONSTRUCT.
- ADJUSTING RINGS SHALL BE PRE-CAST REINFORCED CONCRETE. ALL ADJUSTING RINGS AND METAL FRAME SHALL BE MORTARED INTO PLACE WITHOUT THE USE OF SHIMS OF ANY TYPE.
- MORTAR SHALL HARDEN FOR 72 HOURS PRIOR TO PLACING GRAVEL OR ASPHALT DIRECTLY AROUND ADJUSTED STRUCTURE.
- THE MAXIMUM HEIGHT OF ANY SINGLE ADJUSTING RING(S) SHALL BE 8 INCHES INCLUDING EXISTING RINGS.
- THE MAXIMUM NUMBER OF RINGS IN ANY STRUCTURE IS THREE. THIS MAY REQUIRE THE CONTRACTOR TO REMOVE EXISTING RINGS AND REPLACE WITH DIFFERENT SIZE RINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING EXISTING MANHOLE CONFIGURATIONS AND SIZES FOR THE NECESSARY ADJUSTMENT AND RECONSTRUCT.
- NEW FRAME AND OPEN LID SHALL BE NEENAH R2504 OR APPROVED EQUAL. NEW COMBINATION CURB BOX INLET FRAME AND GRATE SHALL BE NEENAH R-3281-A OR APPROVED EQUAL.



**CONCRETE COLLAR - STORM SEWER**  
NOT TO SCALE

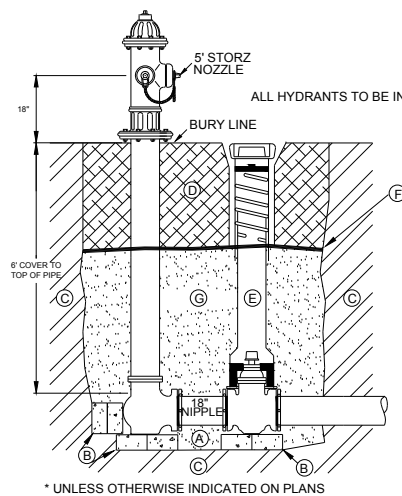


**CONCRETE COLLAR - STORM SEWER**  
NOT TO SCALE

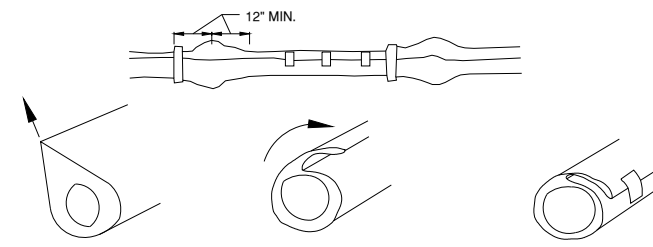
NOTE: IF EXISTING STRUCTURE THAT IS BEING CORED INTO HAS A BENCH THE CONTRACTOR MUST CUT NEW FLOWLINE. (COST INCIDENTAL TO PROPOSED STORM SEWER INSTALLATION).

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**WATERMAIN INSTALLATION DETAILS**  
 \*INSTALLATION SHALL BE PER THE CITY OF ROCKFORD STANDARDS/STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.



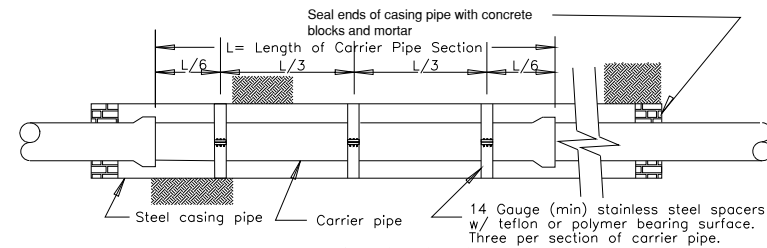
ITEM	DESCRIPTION
A	APPROVED BEDDING MATERIAL
B	8"x 4"x 4" CONCRETE BLOCKING 3500 PSI STRENGTH TYPE
C	UNDISTURBED SOIL
D	APPROVED GRANULAR, TRENCH BACKFILL MATERIAL
E	VALVE BOXES WILL BE THE TYLER / UNION CAST IRON 8850 SERIES- WITH DEBRIS CAP & ADAPTER II INSTALLED
F	A WATER PERMEABLE GEOTEXTILE IS TO BE PLACED BETWEEN 1" WASHED STONE AND BACKFILL
G	VALVE AND HYDRANT TO BE BACK FILLED WITH- 1" WASHED STONE MINIMUM OF 24 INCHES IN DEPTH



**POLYETHYLENE ENCASUREMENT**  
 NOT TO SCALE

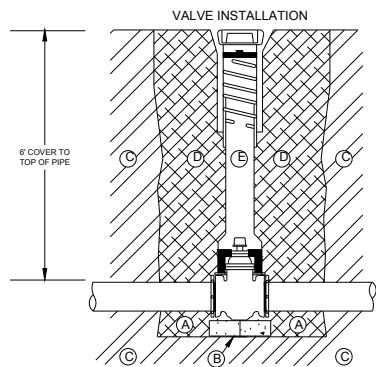
**NOTE:**

- REPAIR ALL SMALL RIPS, TEARS OR OTHER TUBE DAMAGE WITH ADHESIVE TAPE.
- ONE LENGTH OF POLYETHYLENE TUBE FOR EACH LENGTH OF PIPE, OVERLAPPED AT JOINT.

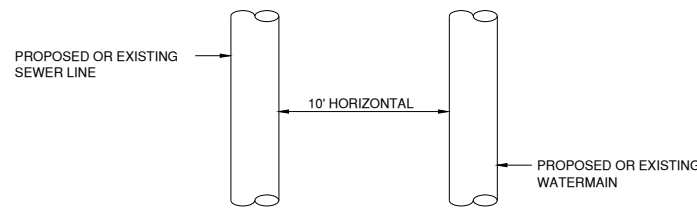


**WATER MAIN CASING DETAIL**  
 N.T.S.

THIS DETAIL IS APPLICABLE TO BORE AND JACK CASING PIPE INSTALLATIONS.

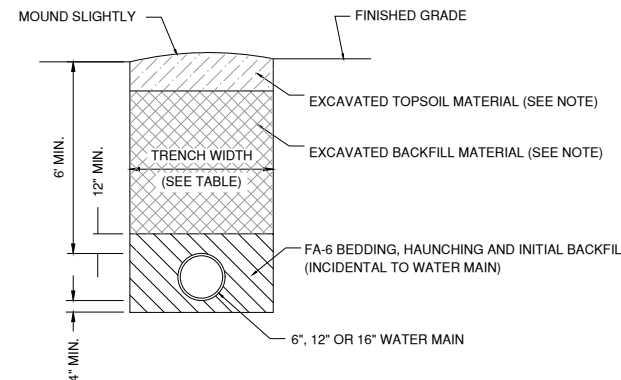


ITEM	DESCRIPTION
A	APPROVED BEDDING MATERIAL
B	16"x 8"x 4" CONCRETE BLOCKING
C	UNDISTURBED SOIL
D	APPROVED GRANULAR, TRENCH BACKFILL MATERIAL
E	VALVE BOXES WILL BE THE TYLER / UNION CAST IRON 8850 SERIES- WITH DEBRIS CAP & ADAPTER II INSTALLED



**PLAN VIEW**

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING WATER (OR SEWER), NO SPECIAL CONSTRUCTION REQUIRED. SEE SECTION 41-2.01B (1) OF STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS - 7TH EDITION..

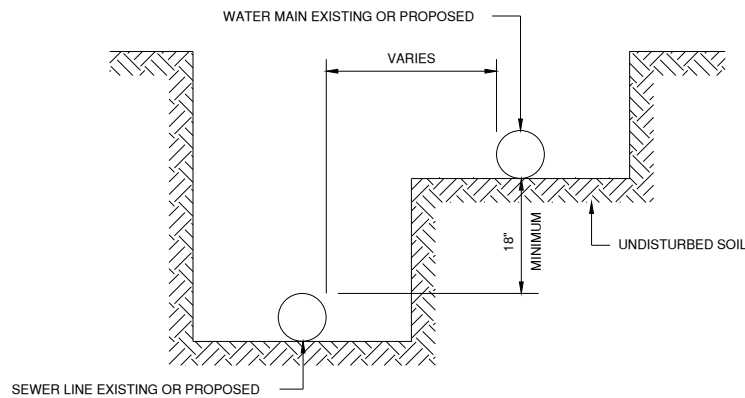


**TYPICAL TRENCH DETAIL**  
 NOT TO SCALE

NOTE: CONTRACTOR SHALL SEPARATE TOPSOIL AND CLAY/SAND EXCAVATED MATERIAL FROM TRENCH INTO TWO SEPARATE STOCKPILES. REPLACE TOPSOIL A MINIMUM OF TOP 4" OF TRENCH PER DETAIL. INCIDENTAL TO CONTRACT.

FROM STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS 5TH EDITION

INSIDE DIAMETER OF CONDUIT IN INCHES "D"	MAXIMUM TRENCH WIDTH IN FEET FOR PAYMENT
6	3.58
8	3.78
10	3.97
12	4.17
14	4.36
15	4.46
16	4.56
18	4.75
20	4.94
21	5.04
24	5.33



**WATER AND SEWER SEPARATION REQUIREMENTS**  
 HORIZONTAL SEPARATION NOT TO SCALE  
 DIV. V/STANDARD DRAWING NO. 18

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER), DETAILS BELOW SHALL APPLY. SEE SECTION 41-2.01B (2) OF STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS - 7TH EDITION.

**REQUIREMENTS FOR WATER MAIN VALVE SHUT OFF:**

- CONTRACTOR SHALL OBTAIN THE PERMISSION OF THE WATER SUPERINTENDENT, OR HIS DESIGNEE, PRIOR TO ANY WATER MAIN SHUT OFF.
- CONTRACTOR SHALL NOTIFY ALL WATER CUSTOMERS AFFECTED BY THE WATER MAIN VALVE SHUT OFF AT LEAST 24 HOURS IN ADVANCE, USING FORMS SUPPLIED BY THE WATER DIVISION.
- CONTRACTOR SHALL NOTIFY THE WATER DIVISION OPERATIONS CENTER OPERATOR (779-348-7368) PRIOR TO ANY WATER MAIN VALVE SHUT OFF AND PROVIDE THE FOLLOWING INFORMATION (PURSUANT TO ILLINOIS MUNICIPAL CODE 65 ILCS 5/11-20-10.5)
- CONTRACTOR SHALL NOTIFY WATER DIVISION CENTER OPERATOR UPON COMPLETION OF REPAIRS AND RESTORATION OF WATER SERVICE.
- CONTRACTOR SHALL DEMONSTRATE, TO THE SATISFACTION OF THE OWNER, THAT WATER SERVICE AT EACH RESIDENCE OR BUSINESS AFFECTED BY THE SHUTDOWN HAS BEEN RESTORED ONCE THE WATER SERVICE LINE HAS BEEN RECONNECTED.
- CONTRACTOR SHALL MEET WITH WATER DIVISION PERSONNEL AT LEAST (5) DAYS PRIOR TO STATE OF CONSTRUCTION TO COORDINATE EXERCISING VALVES AND DETERMINING VALVE SHUT OFF PATTERNS DURING CONSTRUCTION. THE SHUTDOWN SHALL BE ALLOWED TO PROCEED ONLY AFTER THE WATER DIVISION REPRESENTATIVE HAS DETERMINED THAT THE REQUIRED VALVES ARE FUNCTIONING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING VALVES ON AND OFF DURING CONSTRUCTION AND ACCEPTS THE RESPONSIBILITY FOR ANY AND ALL DAMAGE TO CITY PROPERTY DURING CONSTRUCTION.
- ALL COST OF WORK ASSOCIATED WITH SCHEDULED WATER MAIN VALVE SHUT OFF SHALL BE INCLUDED IN THE INDIVIDUAL BID ITEMS AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

**REQUIREMENTS FOR UNSCHEDULED (EMERGENCY) WATERMAIN VALVE SHUT OFF:**

- IN THE EVENT THE CONTRACTOR MUST PERFORM AN UNSCHEDULED WATER MAIN VALVE SHUT OFF; THE CONTRACTOR SHALL NOTIFY THE WATER DIVISION OPERATIONS CENTER OPERATOR (779-348-7368) AS SOON AS POSSIBLE.
- THE CONTRACTOR SHALL NOTIFY ALL WATER CUSTOMERS AFFECTED BY THE WATER MAIN VALVE SHUT OFF AND THE NEED TO BOIL WATER AS SOON AS POSSIBLE, USING FORMS SUPPLIED BY THE WATER DIVISION.
- THE CONTRACTOR SHALL PROVIDE THE FOLLOWING INFORMATION (PURSUANT TO ILLINOIS MUNICIPAL CODE 65 ILCS 5/11-20-10.5):
  - STREETS AND BOUNDARIES OF SHUT DOWN
  - TIME OF SHUT DOWN
  - APPROXIMATE DURATION OF SHUT DOWN
  - NUMBER CUSTOMERS AFFECTED
  - IF NON-RESIDENTIAL CUSTOMERS (HOSPITALS, NURSING HOMES, RESTAURANTS, ETC.) ARE AFFECTED, A COUNT OF HOW MANY INDIVIDUALS AFFECTED WILL BE PROVIDED.
- IF THE CONTRACTOR IS INVOLVED IN REPAIRS, THE CONTRACTOR SHALL NOTIFY WATER DIVISION OPERATIONS CENTER OPERATOR UPON COMPLETION OF REPAIRS WHEN WATER SERVICE HAS BEEN RESTORED.



CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
 ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
 IL. CONTRACT: RO028  
 IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**WATERMAIN DETAILS AND NOTES**

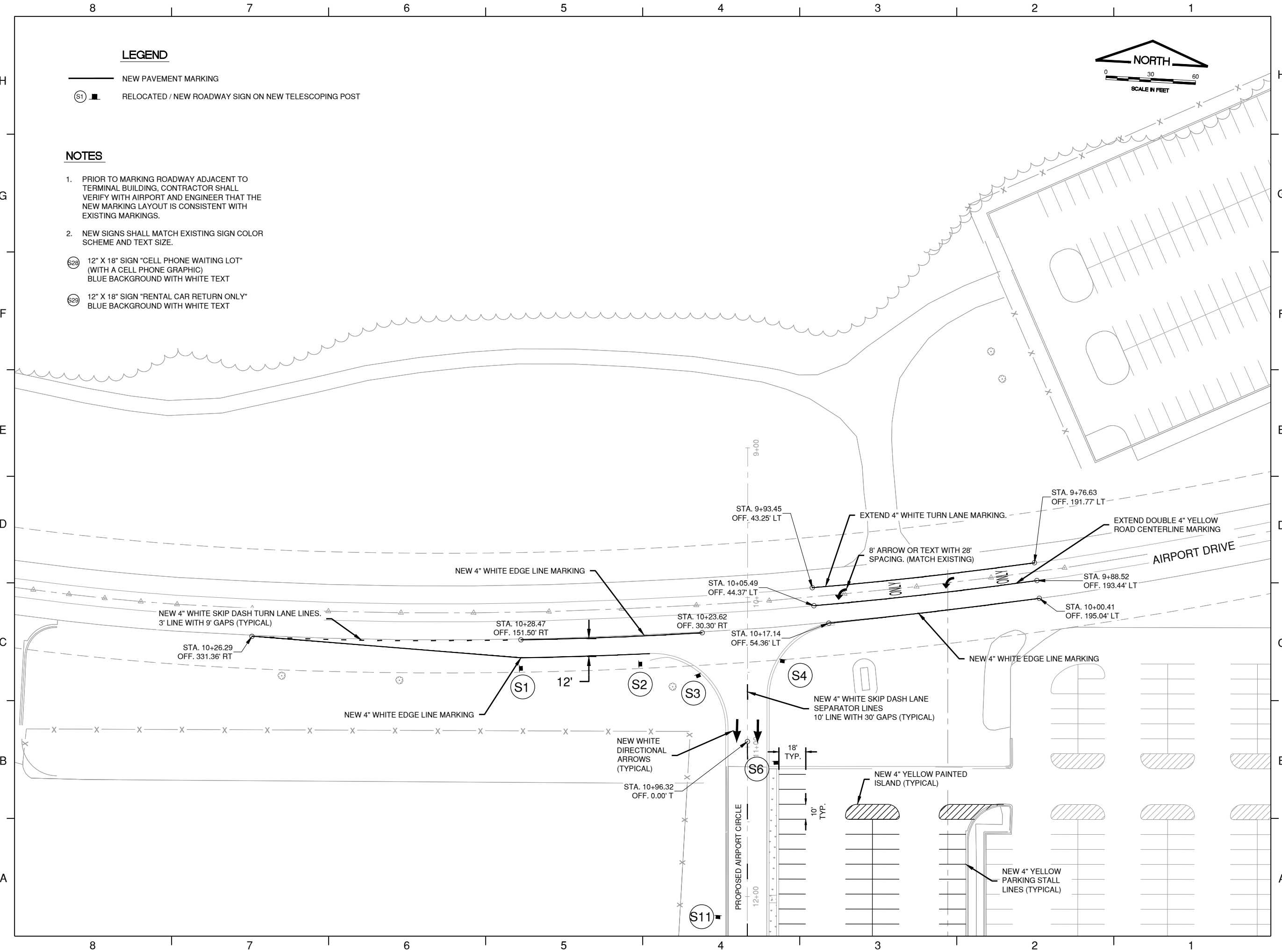
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CMT PROJECT NO.: 2200458300  
 SUBMITTAL DATE: 1/12/2024

SHEET NO. **36** OF **40**

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CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT TERMINAL ENTRANCE ROAD INCLUDING RELOCATION OF MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**PAVEMENT MARKING AND SIGNAGE PLAN - 1**

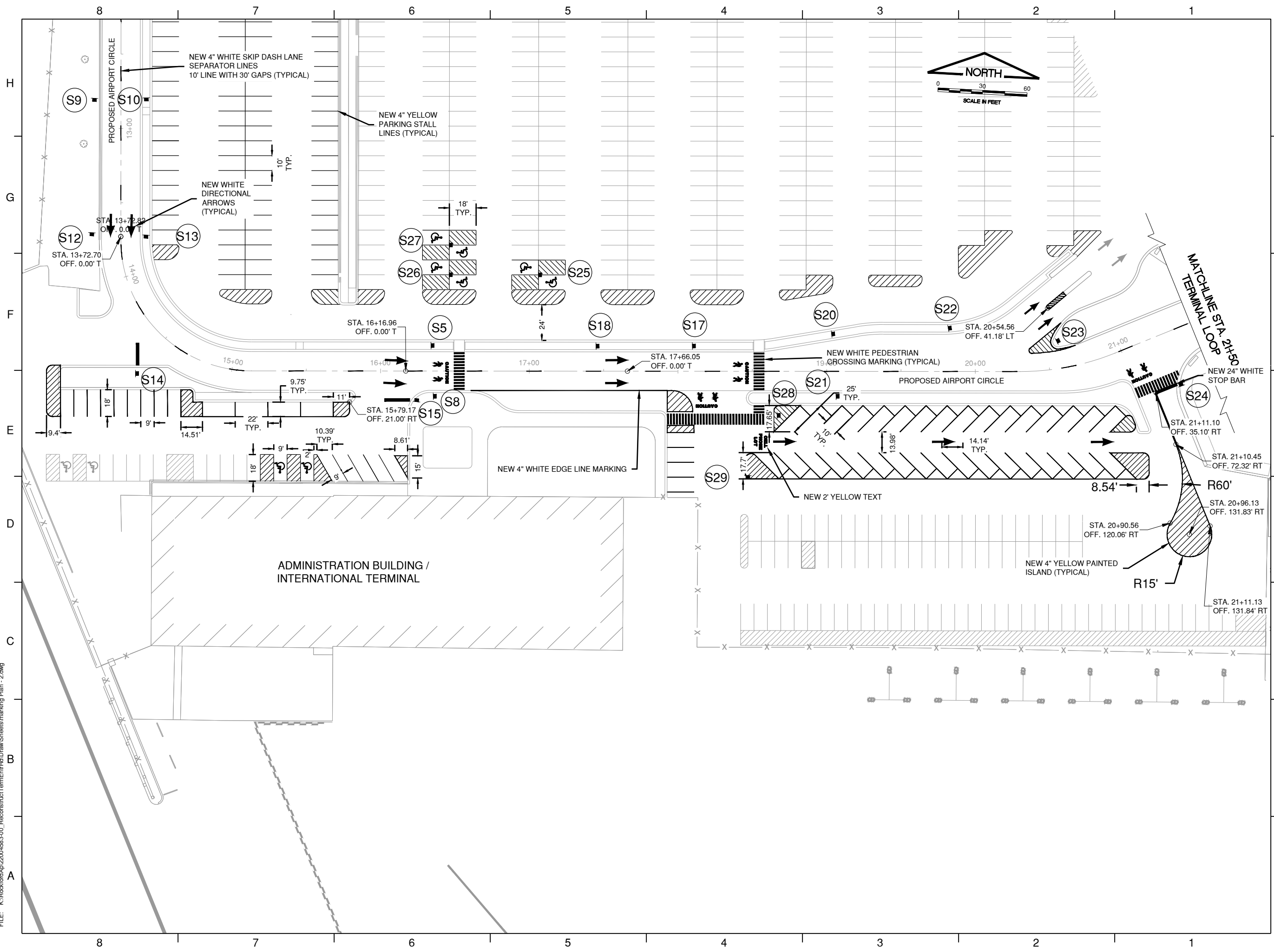
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CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024

SHEET NO. **37** OF **40**



PLOT DATE: 1/29/2024 12:37 PM LAST SAVED BY: RHEINZ  
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 AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
 IL. CONTRACT: RO028  
 IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
 BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
**RECONSTRUCT AIRPORT  
 TERMINAL ENTRANCE ROAD  
 INCLUDING RELOCATION OF  
 MAIN TERMINAL ENTRANCE**

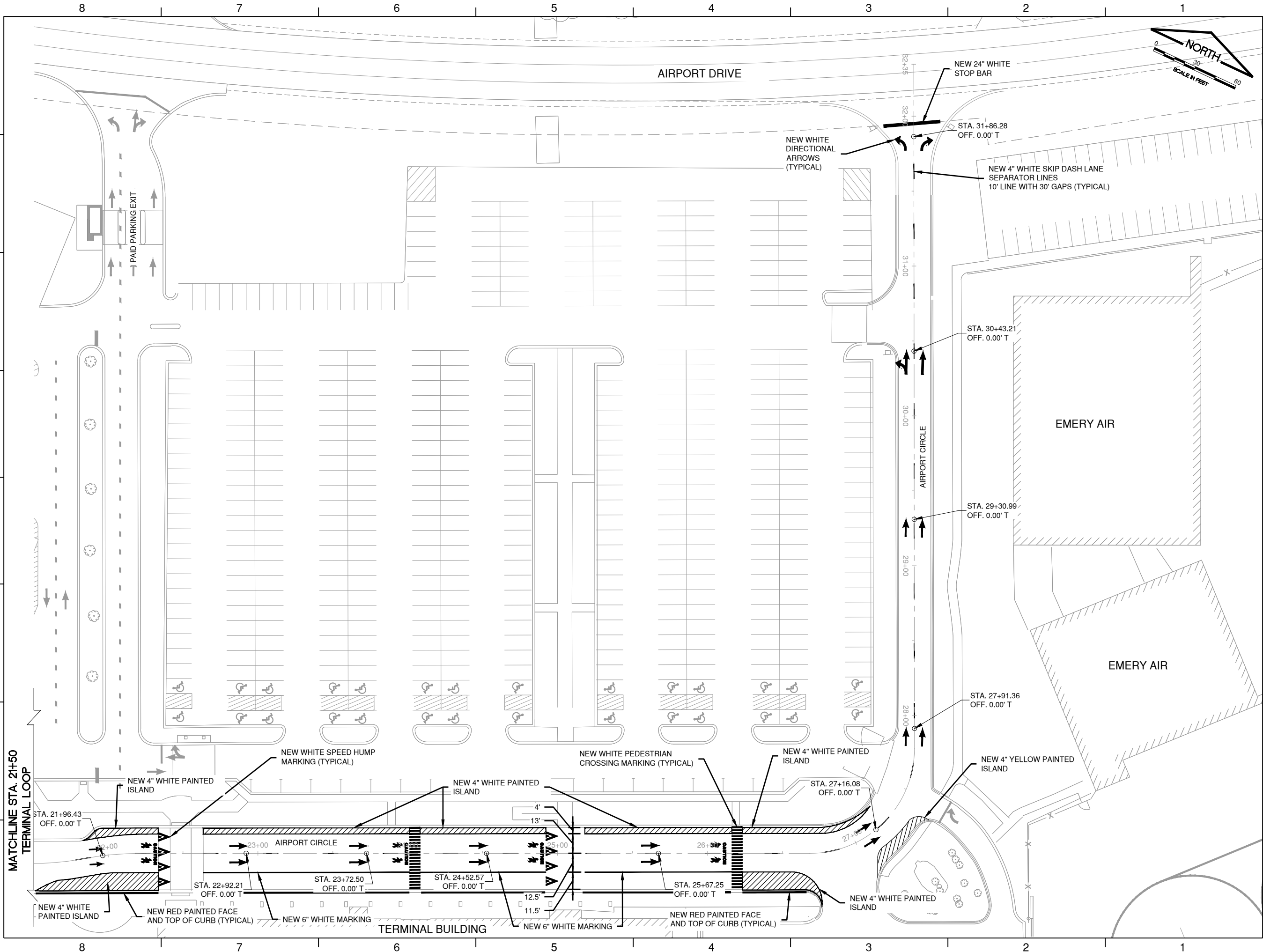
SHEET TITLE:  
**PAVEMENT MARKING AND  
 SIGNAGE PLAN - 2**

DESIGNED: CMT-RFD      DRAWN: CMT-RFD      CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
 SUBMITTAL DATE: 1/12/2024

SHEET NO.  
**38 OF 40**

PLOT DATE: 1/29/2024 12:38 PM LAST SAVED BY: RHEINZ  
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GREATER ROCKFORD  
 AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
 IL. CONTRACT: RO028  
 IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
 BY:

REV	DATE	DESCRIPTION

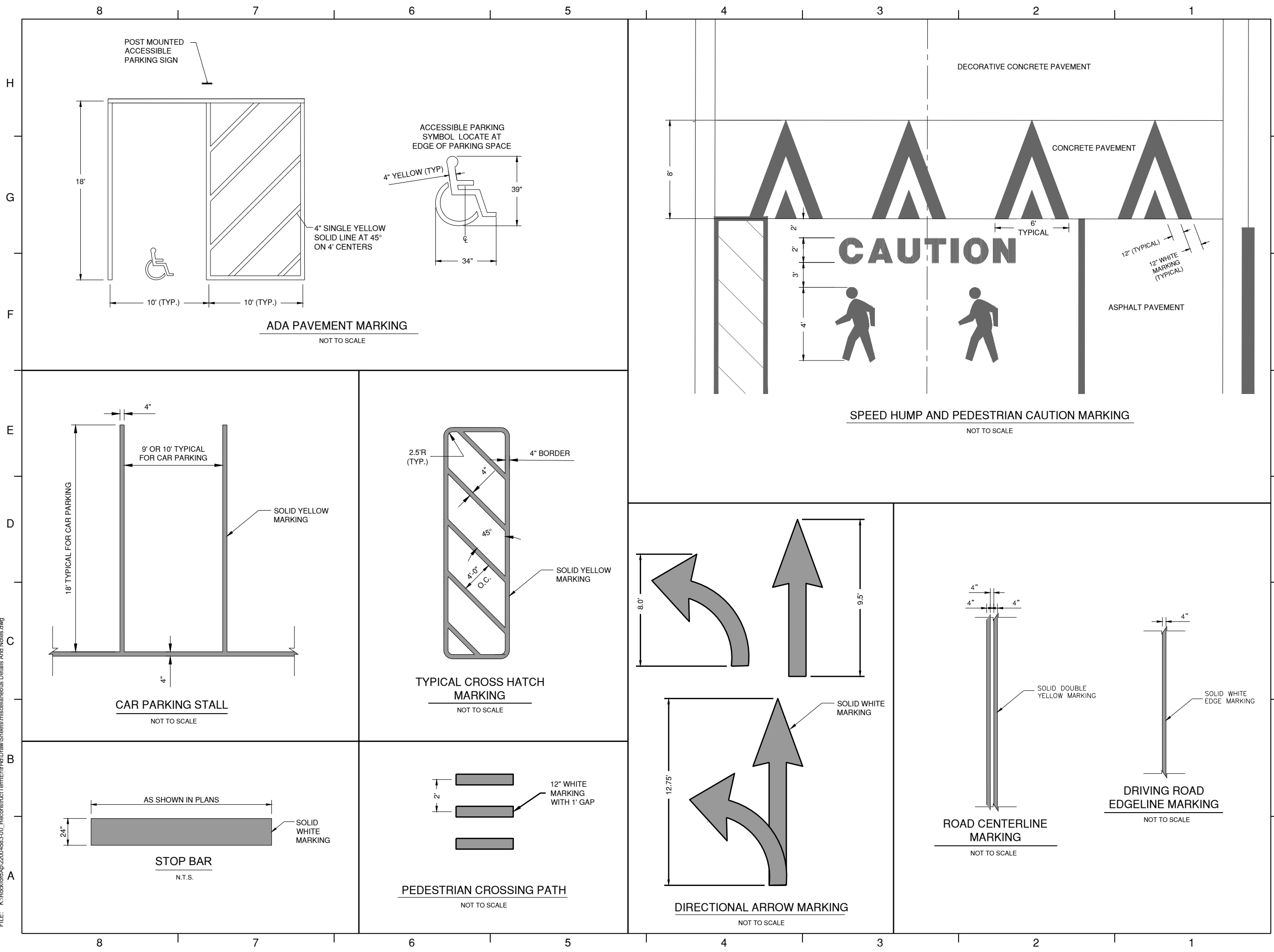
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**RECONSTRUCT AIRPORT  
 TERMINAL ENTRANCE ROAD  
 INCLUDING RELOCATION OF  
 MAIN TERMINAL ENTRANCE**

SHEET TITLE:  
**PAVEMENT MARKING AND  
 SIGNAGE PLAN - 3**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD  
 SUBMITTAL DATE: 1/12/2024

CMT PROJECT NO.: 2200458300  
 SHEET NO.

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INTERNATIONAL AIRPORT  
ROCKFORD, ILLINOIS

GREATER ROCKFORD  
AIRPORT AUTHORITY

IL. PROJ: RFD-4804  
IL. CONTRACT: RO028  
IL. LETTING ITEM: 03A

APPROVED AS WORKING PLAN  
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:  
RECONSTRUCT AIRPORT  
TERMINAL ENTRANCE ROAD  
INCLUDING RELOCATION OF  
MAIN TERMINAL ENTRANCE

SHEET TITLE:

**MARKING DETAILS**

DESIGNED: CMT-RFD    DRAWN: CMT-RFD    CHECKED: CMT-RFD

CMT PROJECT NO.: 2200458300  
SUBMITTAL DATE: 1/12/2024