

**BASE BID: TXY B SOUTH**

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

**ADD. ALT. 1: RIAT RD**

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

**ADD. ALT. 2: TXY E**

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

**ADD. ALT. 3: TXY B3**

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

# GREATER ROCKFORD AIRPORT AUTHORITY ROCKFORD, ILLINOIS

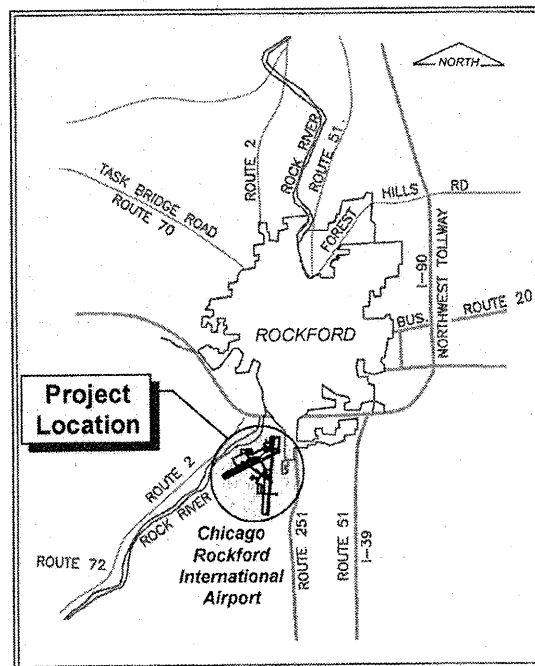
## CONSTRUCTION PLANS FOR CHICAGO ROCKFORD INTERNATIONAL AIRPORT

### REHABILITATE TAXIWAY B (SOUTH) PHASE 1

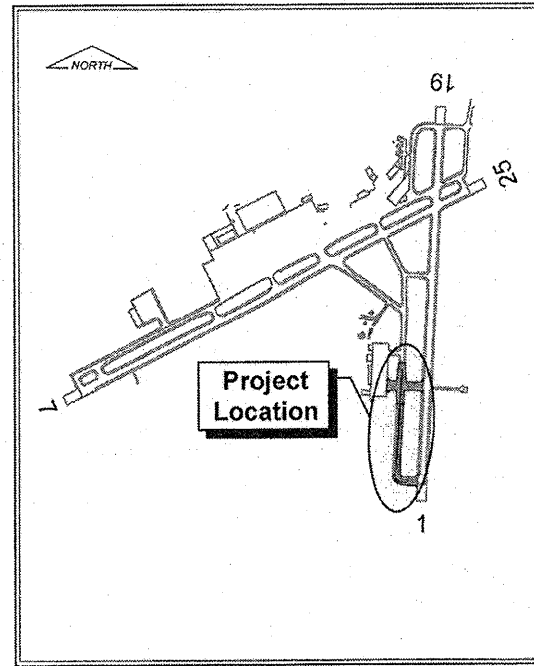
#### FINAL SUBMITTAL

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

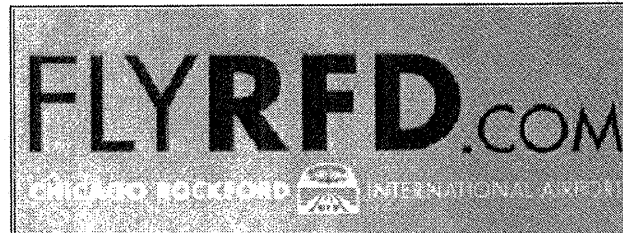
**FEBRUARY 27, 2009  
(APRIL 24, 2009 LETTING)**



LOCATION MAP



SITE PLAN



Greater Rockford Airport Authority

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

DATE FEBRUARY 27, 2009

#### DESIGN INFORMATION

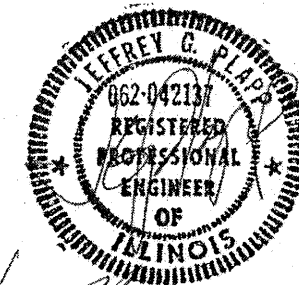
TOWNSHIP: 43 NORTH COUNTY: WINNEBAGO  
RANGE: 1 EAST ROCKFORD TOWNSHIP  
ALP DATA: APPROACH CAT. / DESIGN GROUP: D5  
DESIGN AIRCRAFT: 747-400  
(MAXIMUM EQUIPMENT HEIGHT = 25')



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Illinois Professional Engineering Practice Act of 1989

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SUBMITTED BY   
JEFFREY G. PLAPP, P.E.

DATE FEBRUARY 27, 2009  
license expires 11-30-2009























































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Chicago Rockford International Airport

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Rockford, Illinois  
Greater Rockford Airport Authority

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

Rehab. Txy B South (Phase 1)

Revisions

Date	Description

0 1  
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY: CMT-RFD  
DRAWN BY: CMT-RFD  
CHECKED BY: CMT-RFD  
APPROVED BY: JGP  
DATE: 2-27-2009  
JOB No: 06258-04-00

JOINTING DETAILS (JTD1)

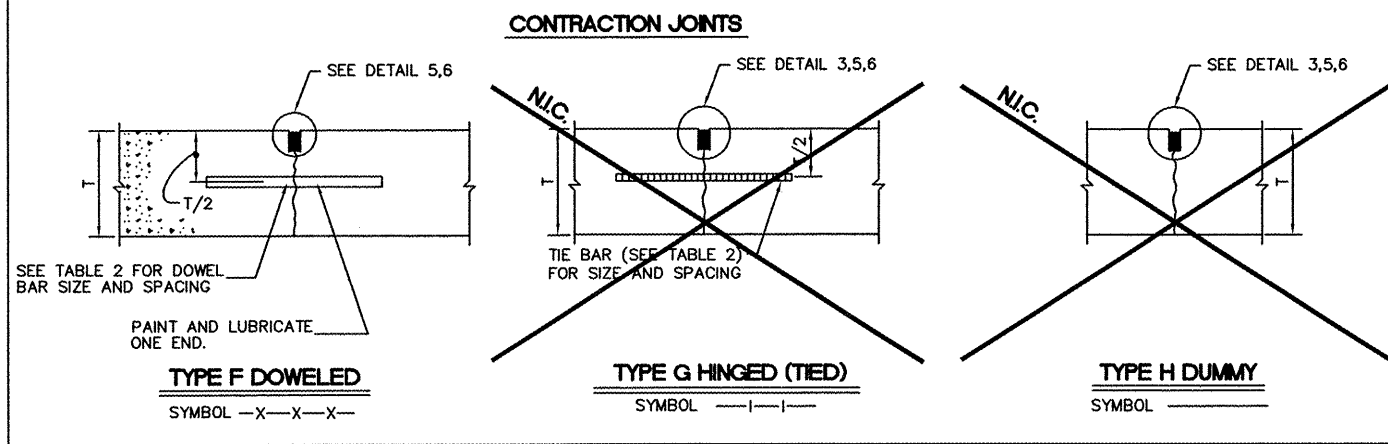
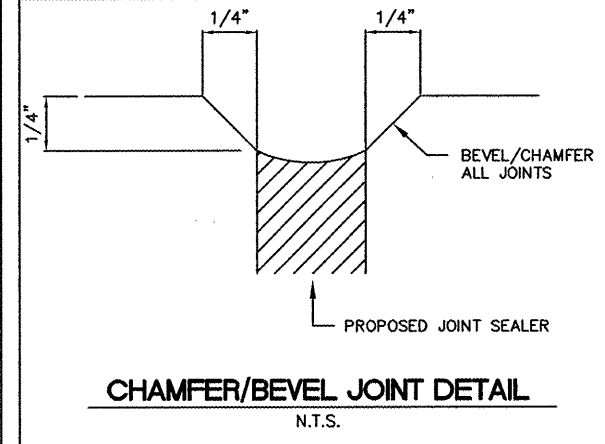
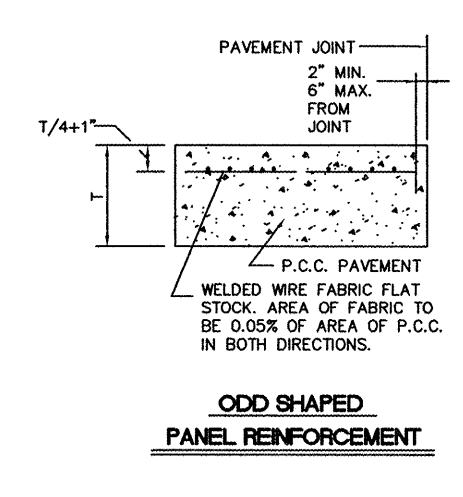
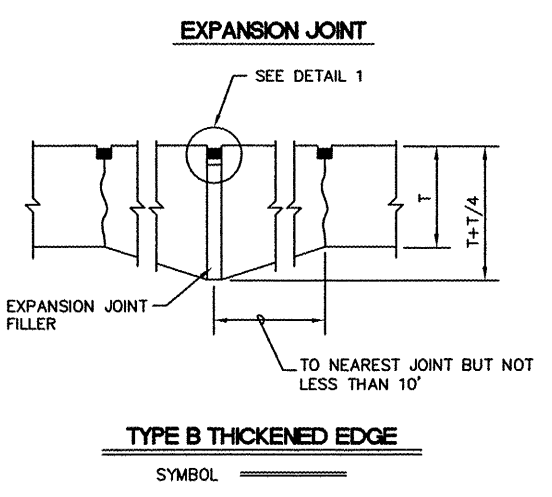
24

**TABLE 1**

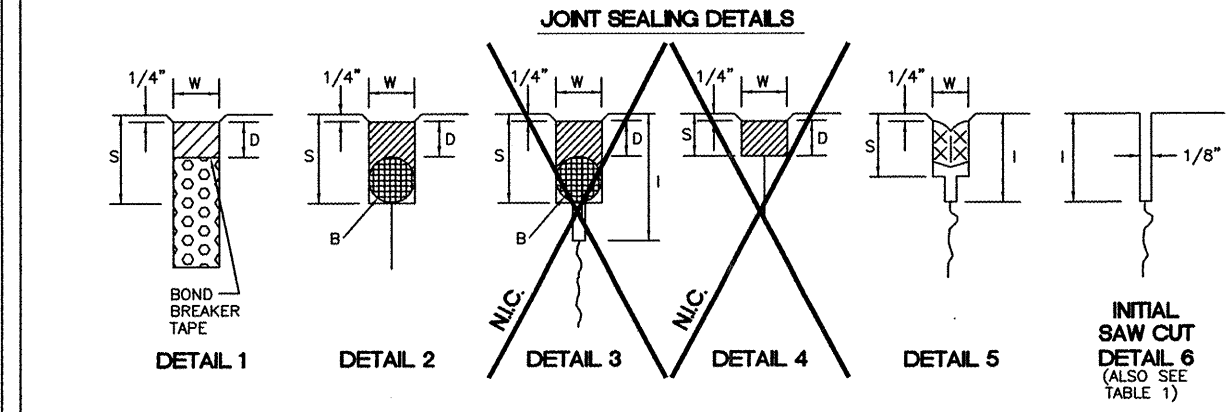
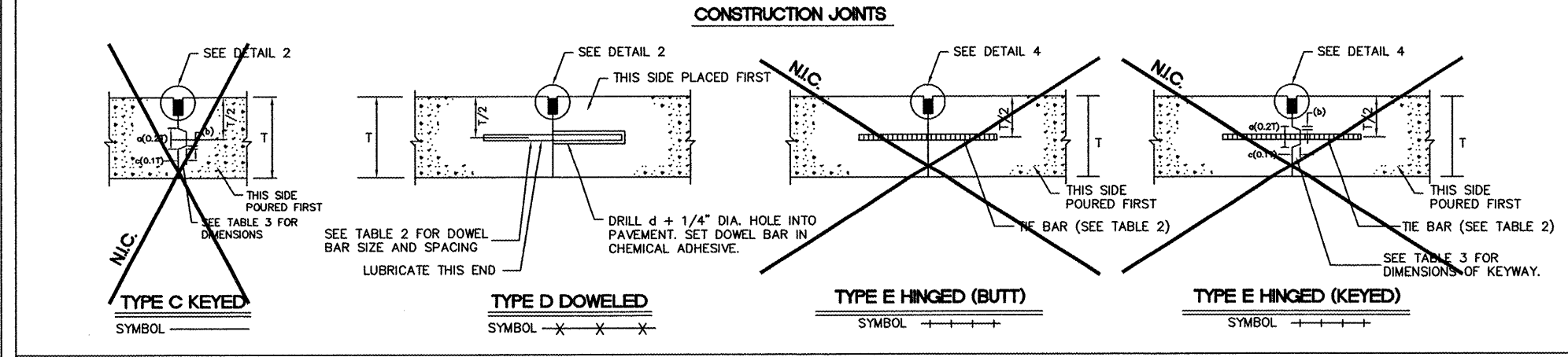
PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT L, INCHES $L=(T/3) \pm 1/4"$
5	1.67"
6	2.00"
7	2.33"
8	2.67"
9	3.00"
10	3.33"
11	3.67"
12	4.00"
13	4.33"
14	4.67"
15	5.00"
16	5.33"
17	5.67"
18	6.00"

**TABLE 2**

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA.	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
5	5/8"	12"	12"	#4	24"	30"
6	3/4"	18"	12"	#5	30"	30"
7	3/4"	18"	12"	#5	30"	30"
8	1"	19"	12"	#5	30"	30"
9	1"	19"	12"	#5	30"	30"
10	1"	19"	12"	#5	30"	30"
11	1"	19"	12"	#5	30"	30"
12	1"	19"	12"	#5	30"	30"
13	1 - 1/4"	20"	15"	#5	30"	30"
14	1 - 1/4"	20"	15"	#5	30"	30"
15	1 - 1/4"	20"	15"	#5	30"	30"
16	1 - 1/4"	20"	15"	#5	30"	30"
17	1 - 1/2"	20"	18"	#5	30"	30"
18	1 - 1/2"	20"	18"	#5	30"	30"



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



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

	DETAIL 1	DETAIL 2	DETAIL 3	DETAIL 4	DETAIL 5
	HOT POUR	HOT POUR	HOT POUR	HOT/COLD POUR	SILICONE PREFORMED
W=WIDTH OF SEALANT RESERVOIR (IN.)	1-1/2	1/2	1/2	1/2	3/8 (COM-PRESSED)
D=DEPTH OF SEALANT RESERVOIR (IN.)	1-1/2	1/2	1/2	1/2	N/A
B=BACKER ROD DIAMETER (IN.)	N/A	5/8	5/8	N/A	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-3/8	1-3/8	3/4	1/2

**JOINTING DETAILS (JTD1)**



**LEGEND**

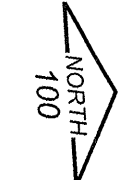
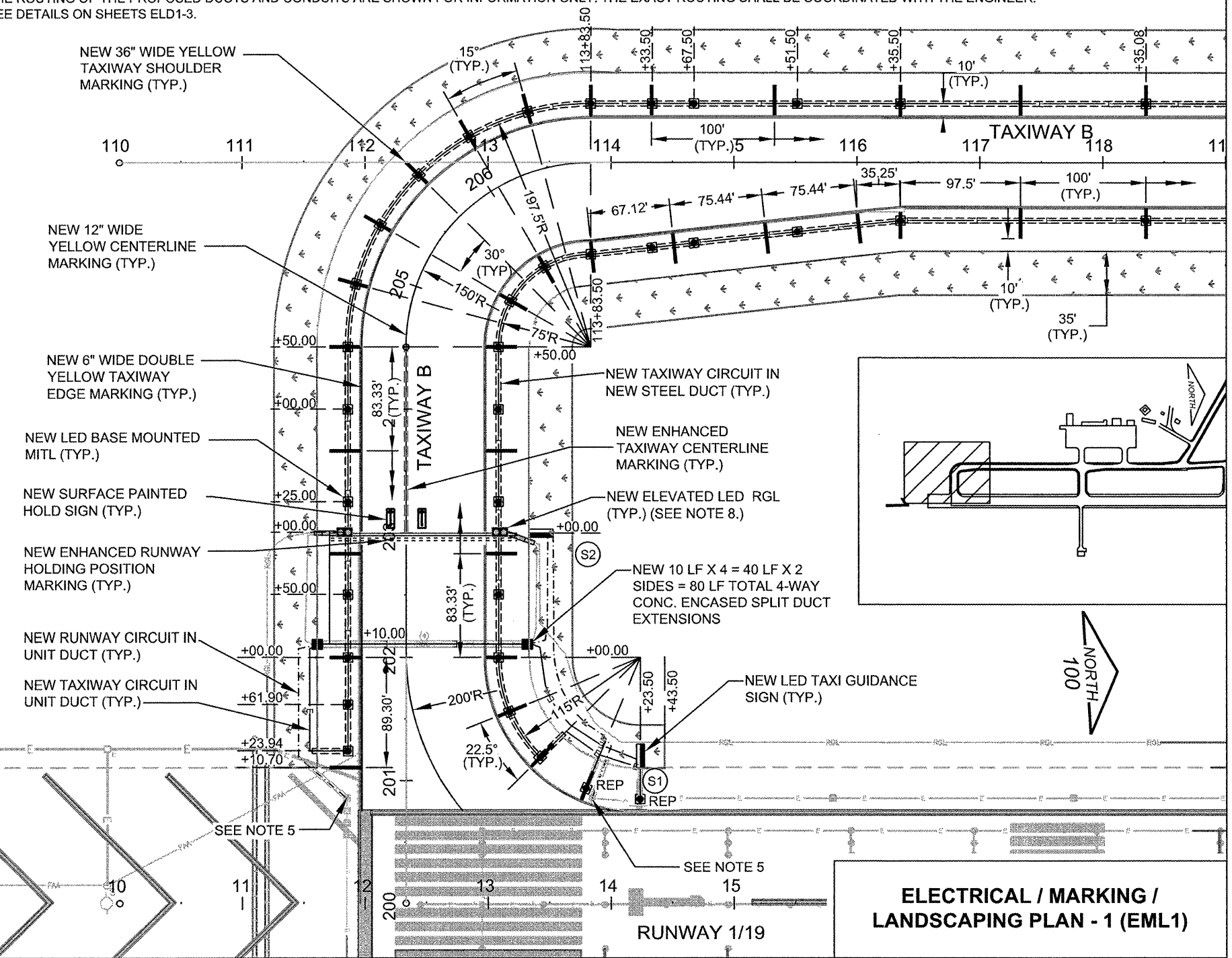
- NEW TAXIWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 2" STEEL DUCT, DIRECT BURY
- NEW TAXIWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 3/4" UNIT DUCT
- NEW RUNWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 3/4" UNIT DUCT
- EXISTING CIRCUITS
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- NEW BASE MOUNTED MEDIUM INTENSITY LED TAXIWAY LIGHT
- REPLACE EXISTING BASE MOUNTED LIGHT WITH MEDIUM INTENSITY LED TAXIWAY LIGHT
- NEW ELEVATED LED RUNWAY GUARD LIGHT
- EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL HANDHOLE
- NEW CONDUIT/DUCT EXTENSION
- EXISTING CONDUIT/DUCT
- NEW AIRFIELD GUIDANCE LED SIGN
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING BASE MOUNTED RUNWAY EDGE LIGHT
- NEW SEEDING AND SOIL GUARD

**ELECTRICAL NOTES:**

1. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
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 DAMAGES 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. EXISTING CABLES SHALL BE REMOVED. COST OF REMOVAL SHALL BE INCIDENTAL TO NEW CABLE.
7. CONNECT NEW TAXIWAY B CIRCUIT TO EXISTING HOMERUN CABLES.
8. INSTALL NEW 3" CONCRETE ENCASED PVC CONDUIT 5' BEYOND EDGE OF PAVEMENT. PULL BACK EXISTING RGL CIRCUIT PRIOR TO REMOVAL OF EXISTING RGLS. RE-INSTALL EXISTING (@) 1/4" #8, 5KV CABLE IN 3/4" UNIT DUCT IN NEW 3" CONDUIT. COST OF REMOVAL AND INSTALLATION OF BASE CANS AND CONDUITS SHALL BE INCIDENTAL TO RGL PAY ITEM.
9. CONTRACTOR SHALL CORE HOLE AND INSTALL BUSHING IN EXISTING LIGHT CAN AND CONNECT NEW 2" STEEL DUCT (INCIDENTAL TO 2" STEEL DUCT).
10. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF EXISTING UTILITIES. DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
11. THE ROUTING OF THE PROPOSED DUCTS AND CONDUITS ARE SHOWN FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE ENGINEER.
12. SEE DETAILS ON SHEETS ELD1-3.

**PAVEMENT MARKING NOTES**

1. SEE DETAILS ON SHEETS MRD1-3.
2. ALL RUNWAY MARKINGS ARE WHITE WITH A 6" BLACK BORDER.
3. ALL TAXIWAY MARKINGS ARE YELLOW WITH A 6" BLACK BORDER.
4. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
5. WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE GAPPED 6" EACH SIDE OF RUNWAY STRIPE. EXCEPT RUNWAY/RUNWAY HOLDING.
6. CURING COMPOUND ON CONCRETE PAVEMENTS SHALL BE REMOVED BY WATER BLASTING OR OTHER METHODS APPROVED BY THE ENGINEER PRIOR TO MARKING.



R0016



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

Rehab. Txy B South  
(Phase 1)

Revisions

Date	Description

0 1  
THIS BAR IS EQUAL TO 1"  
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DRAWN BY: CMT-RFD  
CHECKED BY: CMT-RFD  
APPROVED BY: JGP  
DATE: 2-27-2009  
JOB No: 06258-04-00

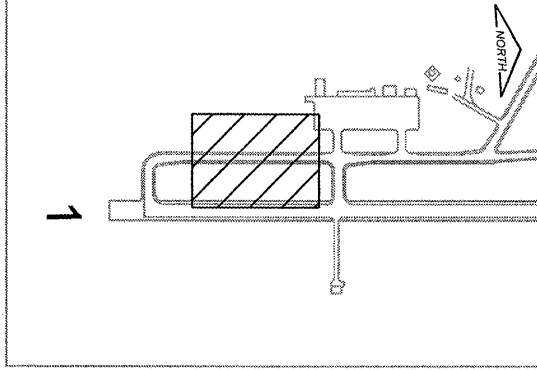
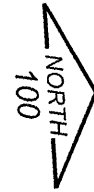
**ELECTRICAL /  
MARKING /  
LANDSCAPING  
PLAN - 1  
(EML1)**

25

SHEET 25 OF 52 SHEETS

**ELECTRICAL / MARKING /  
LANDSCAPING PLAN - 1 (EML1)**

FOR LEGEND, NOTES AND NOMENCLATURE  
SEE ELECTRICAL, MARKING AND  
LANDSCAPING SHEET EML1



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**ELECTRICAL /  
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LANDSCAPING  
PLAN - 2  
(EML2)**

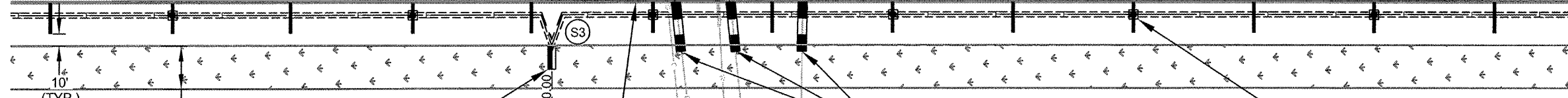
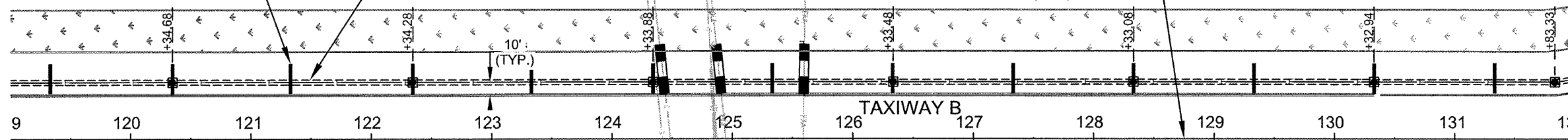
**26**

SHEET 26 OF 52 SHEETS

NEW 36" WIDE YELLOW  
TAXIWAY SHOULDER  
MARKING (TYP.)

NEW TAXIWAY CIRCUIT IN  
NEW STEEL DUCT (TYP.)

NEW 12" WIDE  
YELLOW CENTERLINE  
MARKING (TYP.)



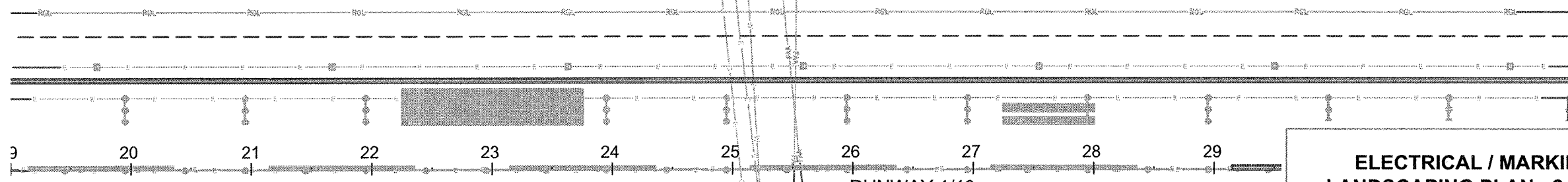
NEW LED TAXI GUIDANCE  
SIGN (TYP.)

NEW 45 LF X 3 = 135 LF X 2 SIDES  
= 270 LF TOTAL CONC. ENCASED  
SPLIT DUCT EXTENSIONS

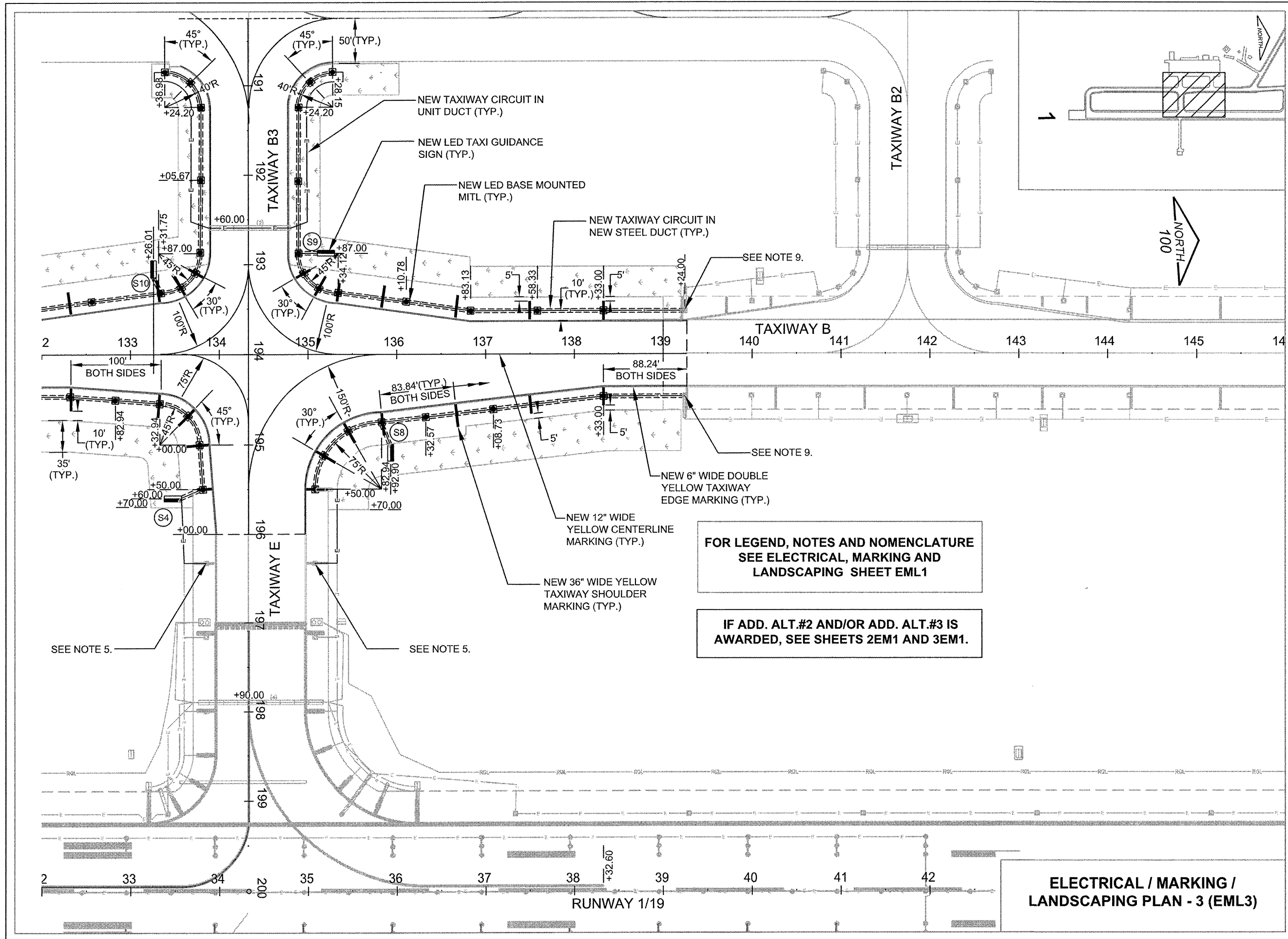
NEW LED BASE MOUNTED  
MITL (TYP.)

NEW 6" WIDE DOUBLE  
YELLOW TAXIWAY  
EDGE MARKING (TYP.)

EXISTING GAS AND  
WATER LINES TO REMAIN  
UNDISTURBED



**ELECTRICAL / MARKING /  
LANDSCAPING PLAN - 2 (EML2)**



FOR LEGEND, NOTES AND NOMENCLATURE  
SEE ELECTRICAL, MARKING AND  
LANDSCAPING SHEET EML1

IF ADD. ALT.#2 AND/OR ADD. ALT.#3 IS  
AWARDED, SEE SHEETS 2EM1 AND 3EM1.

ELECTRICAL / MARKING /  
LANDSCAPING PLAN - 3 (EML3)

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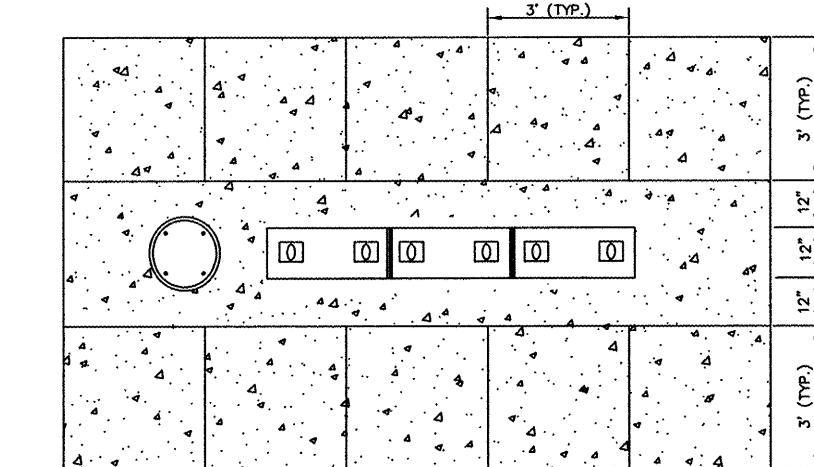
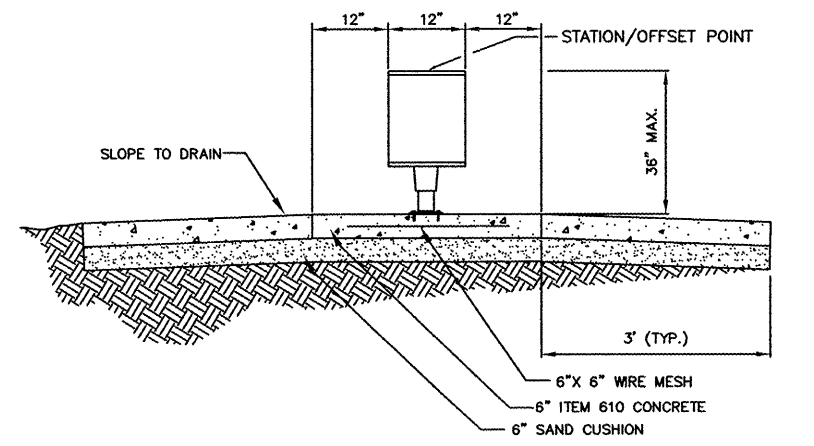
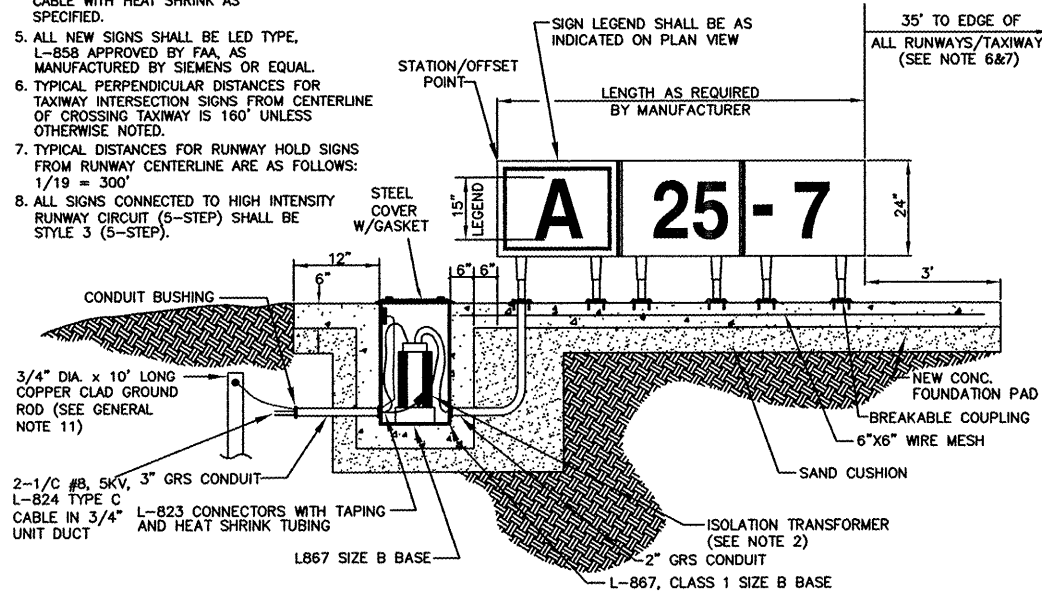
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ELECTRICAL /  
MARKING /  
LANDSCAPING  
PLAN - 3  
(EML3)

27  
SHEET 27 OF 52 SHEETS

**NOTES**

1. ALL SIGNS ARE 2 - SIDED SIGNS.
2. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR LED SIGNS.
3. LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
4. UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
5. ALL NEW SIGNS SHALL BE LED TYPE, L-858 APPROVED BY FAA, AS MANUFACTURED BY SIEMENS OR EQUAL.
6. TYPICAL PERPENDICULAR DISTANCES FOR TAXIWAY INTERSECTION SIGNS FROM CENTERLINE OF CROSSING TAXIWAY IS 160' UNLESS OTHERWISE NOTED.
7. TYPICAL DISTANCES FOR RUNWAY HOLD SIGNS FROM RUNWAY CENTERLINE ARE AS FOLLOWS: 1/19 = 300'
8. ALL SIGNS CONNECTED TO HIGH INTENSITY RUNWAY CIRCUIT (5-STEP) SHALL BE STYLE 3 (5-STEP).



**AR1254XX - NEW TAXI GUIDANCE SIGN, X CHARACTER HOLD LINE/TAXIWAY GUIDANCE SIGN LED L-858, SIZE 2, STYLE 2/3, CLASS 2**

NO SCALE (TYPICAL)

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

**AIRFIELD SIGNAGE SCHEDULE**

PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION
S1 (BASE BID)	N S	BLANK	3 0	STA. 14+23.50, 110' LT. CENTERLINE RUNWAY 1/19
S2 (BASE BID)	E W	19-1	2,4 2,1	STA 203+00.00, 100' RT. CENTERLINE TAXIWAY B
S3 (BASE BID)	N S	19-1	2 2	STA 123+50.00, 72.5' RT. CENTERLINE TAXIWAY B
S4 (BASE BID)	E W	BLANK	3,3,2,3 0	STA 195+60.00, 75.6' RT. CENTERLINE TAXIWAY E
S5 (ADD. ALT. 2)	N S	19-1	0 3	STA. 33+20.40, 110' LT. CENTERLINE RUNWAY 1/19
S6 (ADD. ALT. 2)	N S	BLANK	3 0	STA. 36+22.90, 110' LT. CENTERLINE RUNWAY 1/19
S7 (ADD. ALT. 2)	E W	19-1	2,4 2,1	STA 197+00.00, 100' LT. CENTERLINE TAXIWAY E
S8 (BASE BID)	N S	BLANK	3,2,3 0	STA 135+92.90, 99.11' RT. CENTERLINE TAXIWAY B
S9 (BASE BID & ADD. ALT. 3)	E W	BLANK	0 3,2,3,3	STA 192+87.00, 77.80' LT. (BASE BID) STA 192+40.00, 99.93' LT. (AA3) CENTERLINE TAXIWAY B3
S10 (BASE BID & ADD. ALT. 3)	N S	BLANK	0 3,2,3	STA 133+26.01, 85.01' LT. (BASE BID) STA 132+72.90, 99.11' LT. (AA3) CENTERLINE TAXIWAY B

**PROPOSED SIGN TYPE LEGEND**

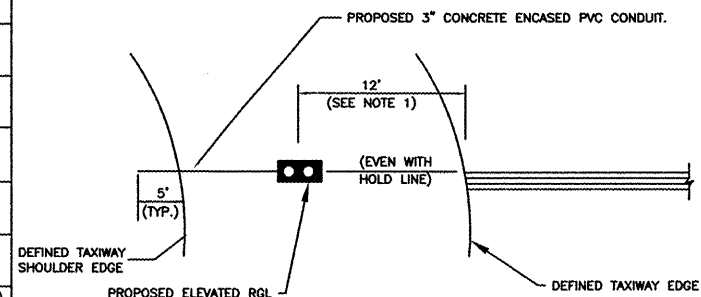
- 0 - BLANK PANEL - BLACK
- 1 - RUNWAY/TAXIWAY HOLDLINE - WHITE LEGEND ON RED BACKGROUND
- 2 - LOCATION SIGN - YELLOW LEGEND ON BLACK BACKGROUND
- 3 - DIRECTION SIGN - BLACK LEGEND ON YELLOW BACKGROUND
- 4 - RUNWAY APPROACH AREA BOUNDARY SIGN - BLACK LEGEND ON YELLOW BACKGROUND

**NOTE:**

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

**GENERAL NOTES:**

1. THE CONCRETE BASE FOR BASE MTD. LIGHTS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
3. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
4. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
5. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
6. ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE AT NO ADDITIONAL COST.
7. TAXIWAY LIGHTS SHALL HAVE A BLUE LENS, RUNWAY LIGHTS SHALL HAVE A CLEAR OR 180° AMBER/CLEAR LENS AS DESIGNATED ON PLANS.
8. DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
9. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
10. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS, IF REQUIRED.

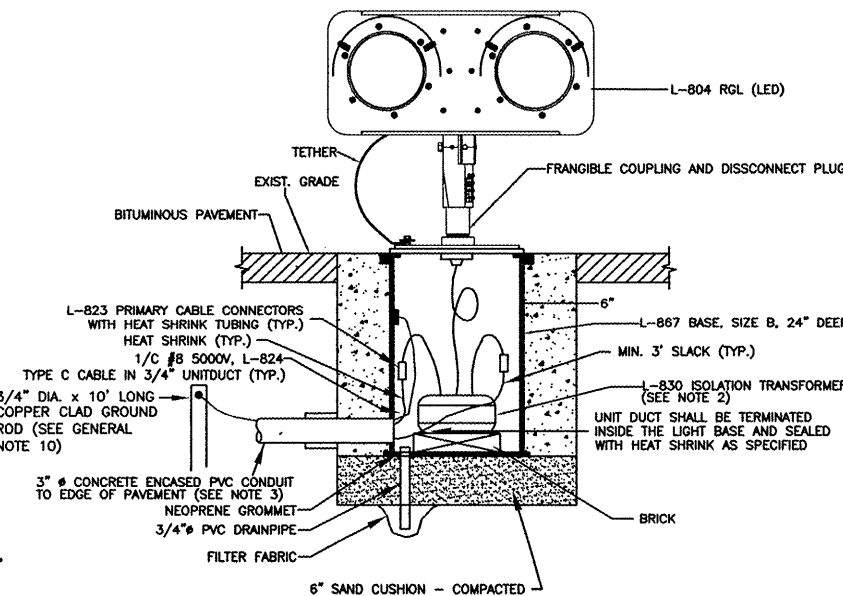


**ELEVATED LED RGL LAYOUT DETAIL (TYP)**

NTS

**NOTES:**

1. DISTANCE FROM TXY. EDGE MAY BE INCREASED UP TO MAX. 17'



**INSTALLATION OF ELEVATED LED RGL (TYP)**

**NOTES FOR ELEVATED RGL**

1. USE 3" PVC SCH 40 PVC, CONCRETE ENCASED UNDER PAVED AREAS.
2. L-830 ISOLATION TRANSFORMER SHALL BE SIZED FOR LED TYPE RGL AS RECOMMENDED BY THE MANUFACTURER.
3. PULL BACK EXISTING RGL CIRCUIT PRIOR TO REMOVAL OF EXISTING RGLS. REINSTALL EXISTING (2) 1/C #8, 5KV IN 3/4" UNIT DUCT IN NEW 3" CONDUIT.
4. ELEVATED RUNWAY GUARD LIGHTS SHALL BE APPROVED FAA L-804 LED TYPE AS MANUFACTURED BY SIEMENS OR APPROVED EQUAL.

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Rehab. Txy B South (Phase 1)

**Revisions**

Date	Description

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 CHECKED BY: CMT-RFD  
 APPROVED BY: JGP  
 DATE: 1-23-2009  
 JOB No: 06258-04-00

**ELECTRICAL DETAILS - 1 (ELD1)**

28





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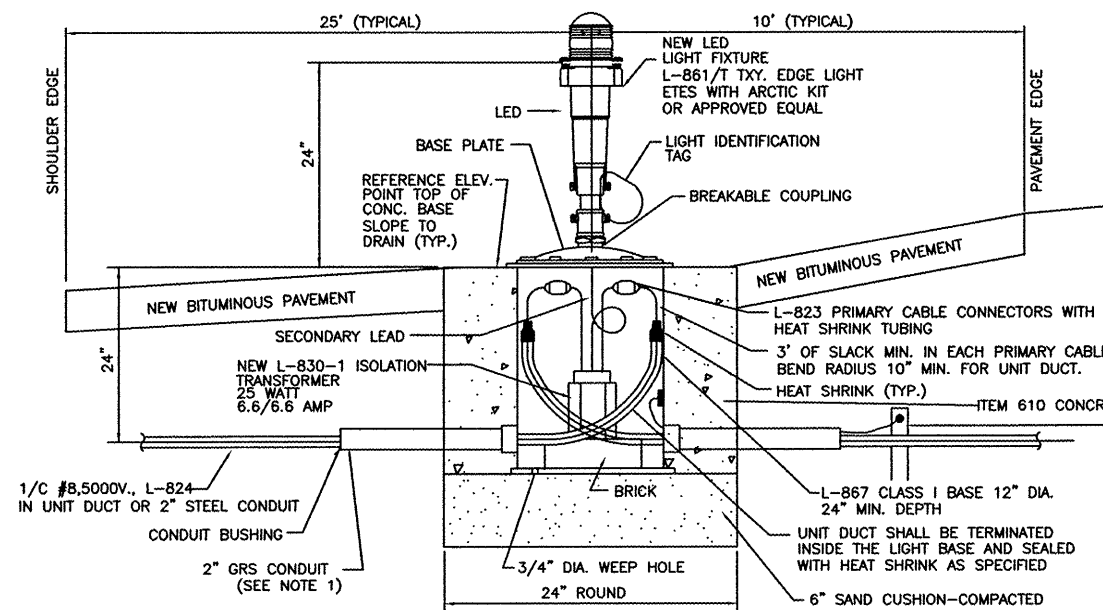
Revisions

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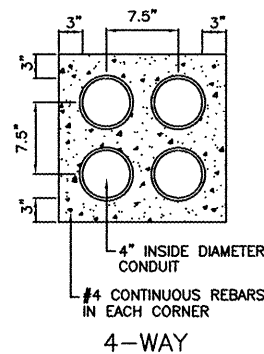
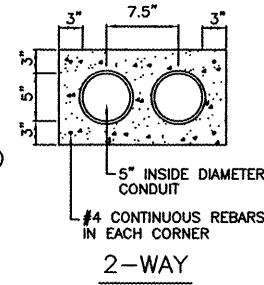
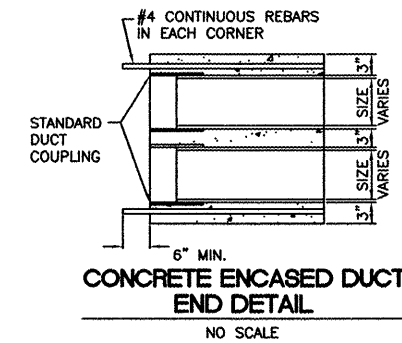
ELECTRICAL  
DETAILS - 2  
(ELD2)



**NEW BASE MOUNTED MEDIUM INTENSITY LED TAXIWAY LIGHT**

NOT TO SCALE

1. INSTALL 2" PVC TO GRS ADAPTER WHERE PVC CONCRETE WILL BE INSTALLED UNDER PAVED SHOULDER.
2. INSTALL 1/2" #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELD TO GROUND ROD. INSTALL GROUND LUG INSIDE EXISTING CAN.
3. NEW/RETROFIT TAXIWAY EDGE LIGHT SHALL BE FAA APPROVED L-861 T LED, MODEL ETES WITH ARCTIC KIT (HEATER) AS MANUFACTURED BY SIEMENS OR APPROVED EQUAL. LED LIGHT FIXTURES SHALL BE APPROVED AND SUITABLE FOR COLD CLIMATE.

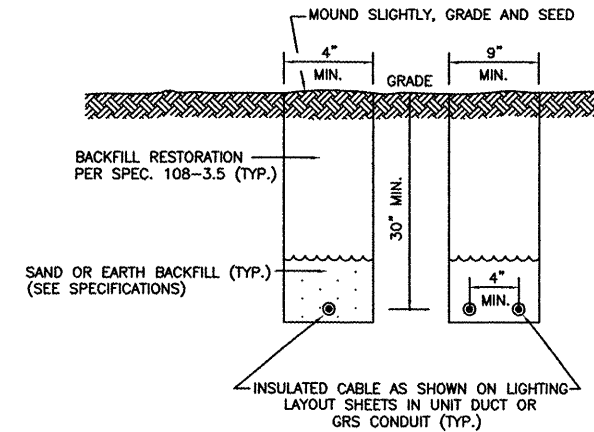


**CONCRETE ENCASED DUCT BANKS**

NOT TO SCALE

NOTES:

1. DIMENSIONS ARE MINIMUM.
2. CONCRETE SHALL CONFORM TO ITEM 610.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 24" BELOW FINISHED GRADE.



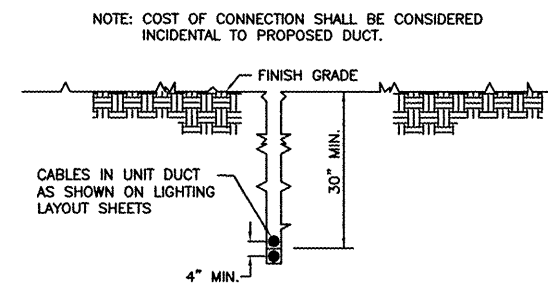
**TRENCH DETAIL**

NOT TO SCALE

NOTES

1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.

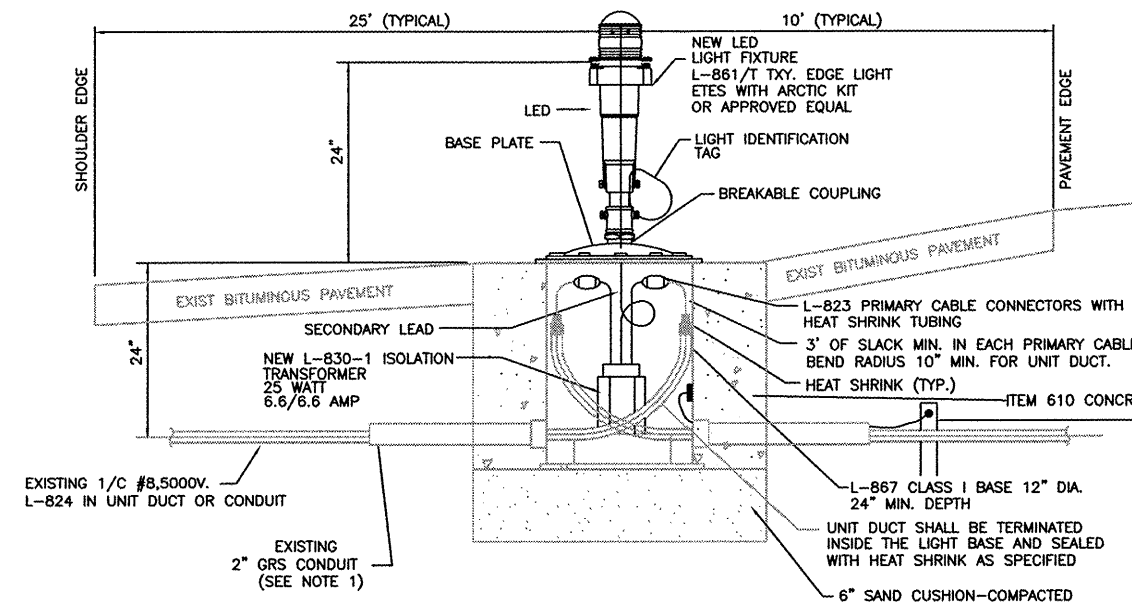
NOTE: AT CONTRACTOR'S OPTION, CABLE PLOWING MAY BE USED IN LIEU OF TRENCHING.



**CABLE IN UNIT DUCT - PLOWED**

NOT TO SCALE

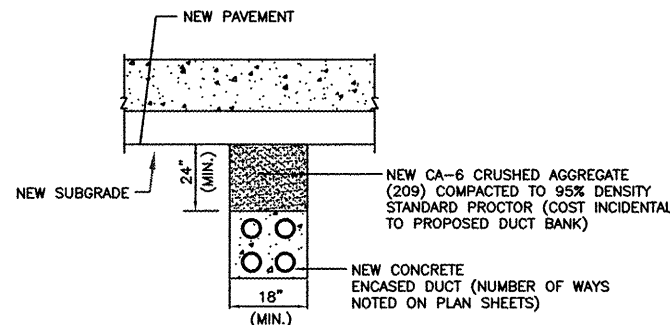
CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



**RETROFIT EXISTING MEDIUM INTENSITY TAXIWAY LIGHT W/ LED**

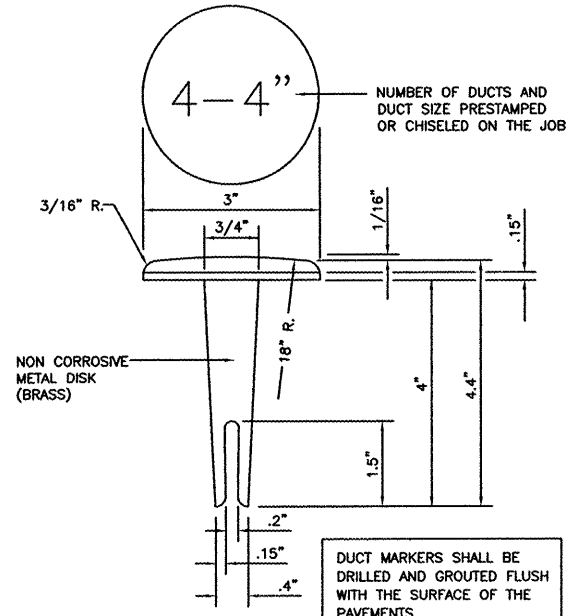
NOT TO SCALE

1. INSTALL 1/2" #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELD TO GROUND ROD. INSTALL GROUND LUG INSIDE EXISTING CAN.
2. NEW/RETROFIT TAXIWAY EDGE LIGHT SHALL BE FAA APPROVED L-861 T LED, MODEL ETES WITH ARCTIC KIT (HEATER) AS MANUFACTURED BY SIEMENS OR APPROVED EQUAL. LED LIGHT FIXTURES SHALL BE APPROVED AND SUITABLE FOR COLD CLIMATE.
3. CONTRACTOR SHALL REMOVE EXISTING LIGHT FIXTURE AND ISOLATION TRANSFORMER, AND DELIVER TO A LOCATION DESIGNATED BY THE AIRPORT.

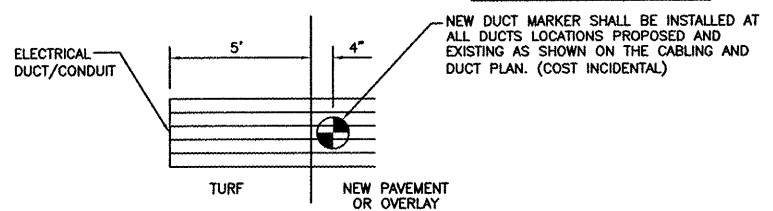


**CONCRETE ENCASED DUCT BACKFILL**

NOT TO SCALE

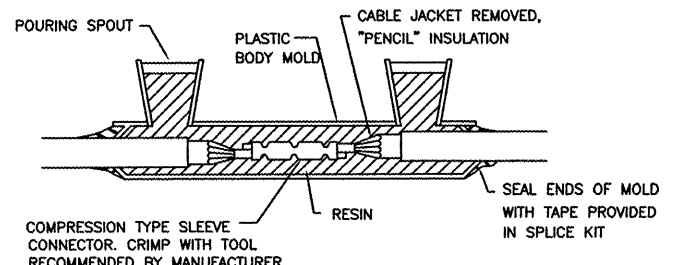


**DUCT/CONDUIT MARKER DETAIL**  
NOT TO SCALE



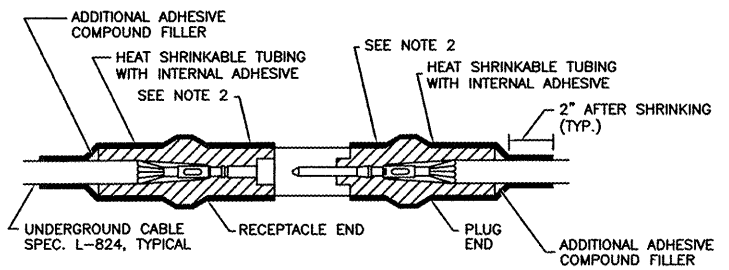
**TURF CABLE MARKER DETAIL**  
NOT TO SCALE

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



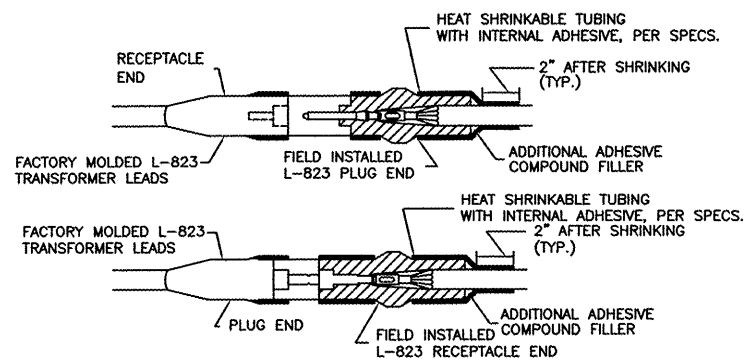
**TYPE A - CABLE SPLICE**

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



**TYPE B - CABLE SPLICE**

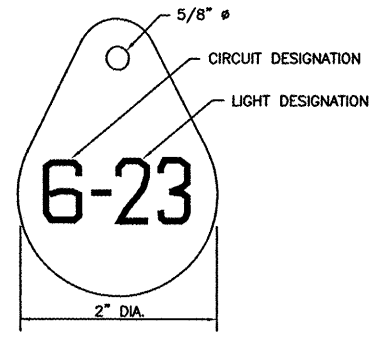
FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT  
N.T.S.



**TYPE C AND D - CABLE SPLICE**

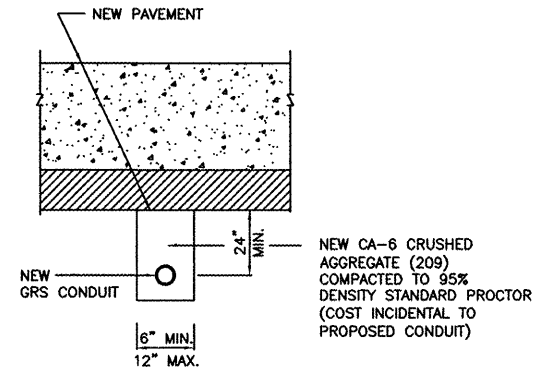
FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS  
N.T.S.

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



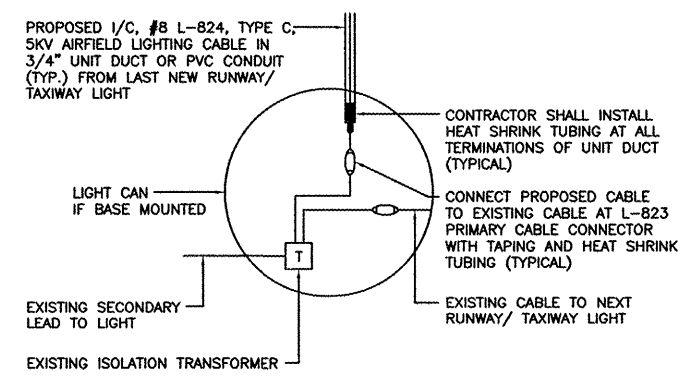
**LIGHT IDENTIFICATION DETAIL**  
NOT TO SCALE

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



**GRS CONDUIT UNDER P.C.C. PAVEMENT DETAIL**  
NOT TO SCALE

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



**RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL**  
NOT TO SCALE

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**Rehab. Txy B South  
(Phase 1)**

**Revisions**

Date	Description

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JOB No: 06258-04-00

**ELECTRICAL  
DETAILS - 3  
(ELD3)**

**30**





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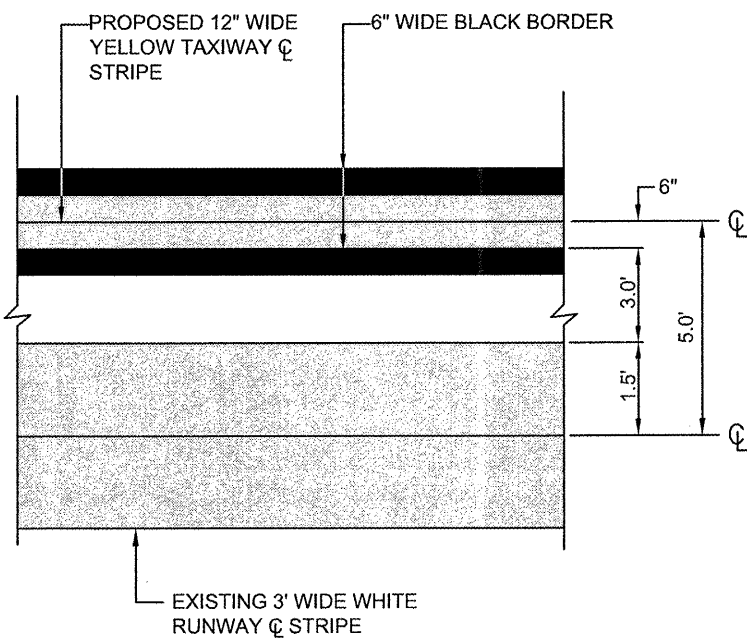
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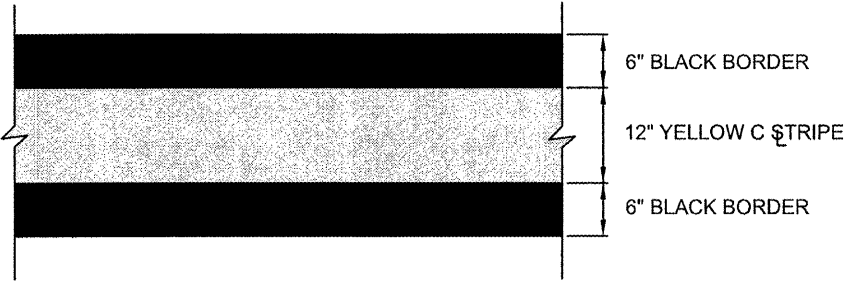
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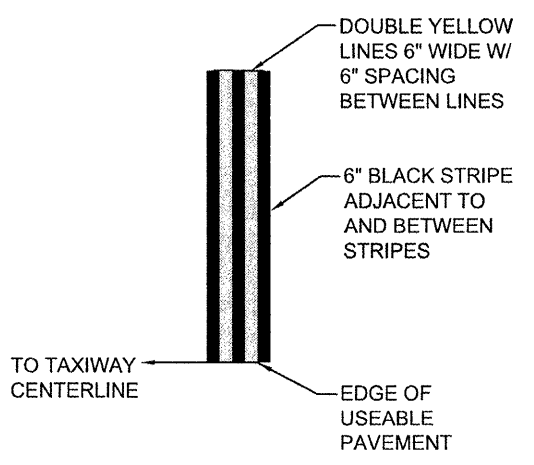
**MARKING DETAILS (MRD2)**



**TAXIWAY TANGENT DETAIL**  
NO SCALE



**TAXIWAY CENTERLINE ON PCC DETAIL**  
NO SCALE



**CONTINUOUS TAXIWAY EDGE LINE MARKING**  
NO SCALE



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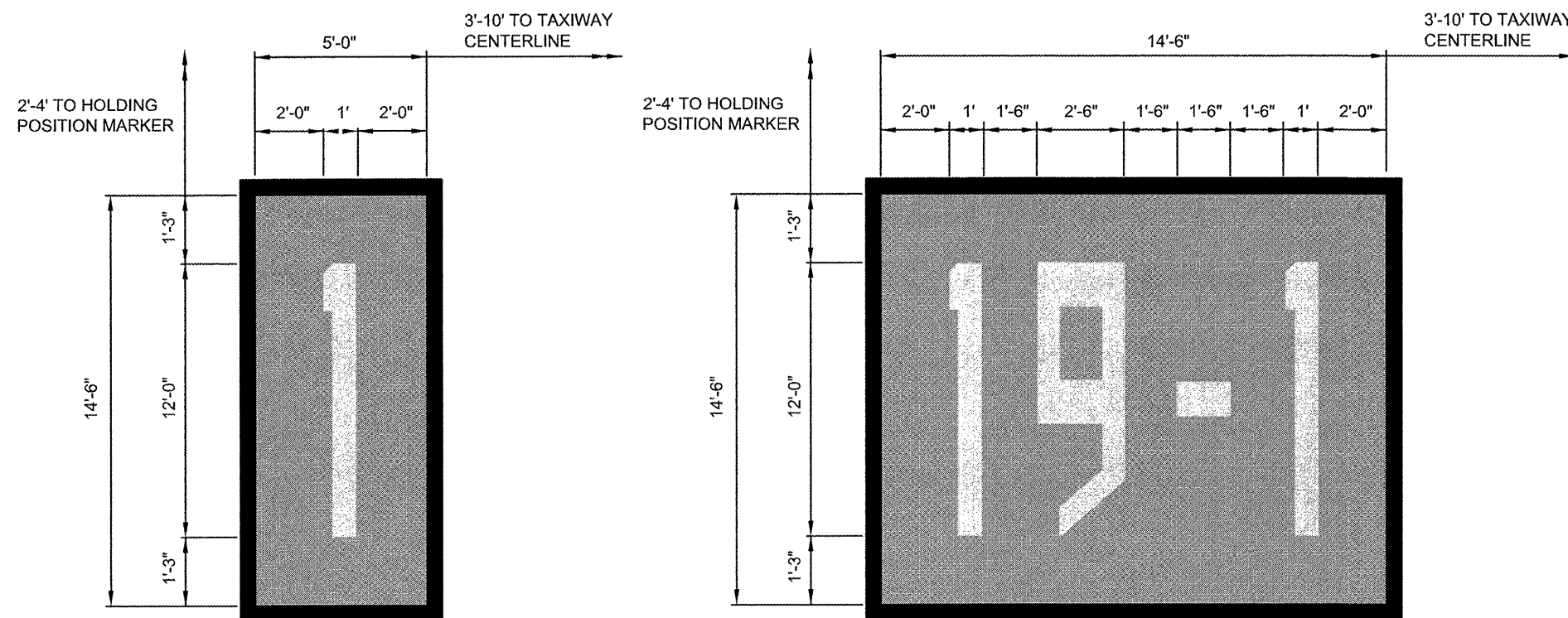
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MARKING  
DETAILS  
(MRD3)

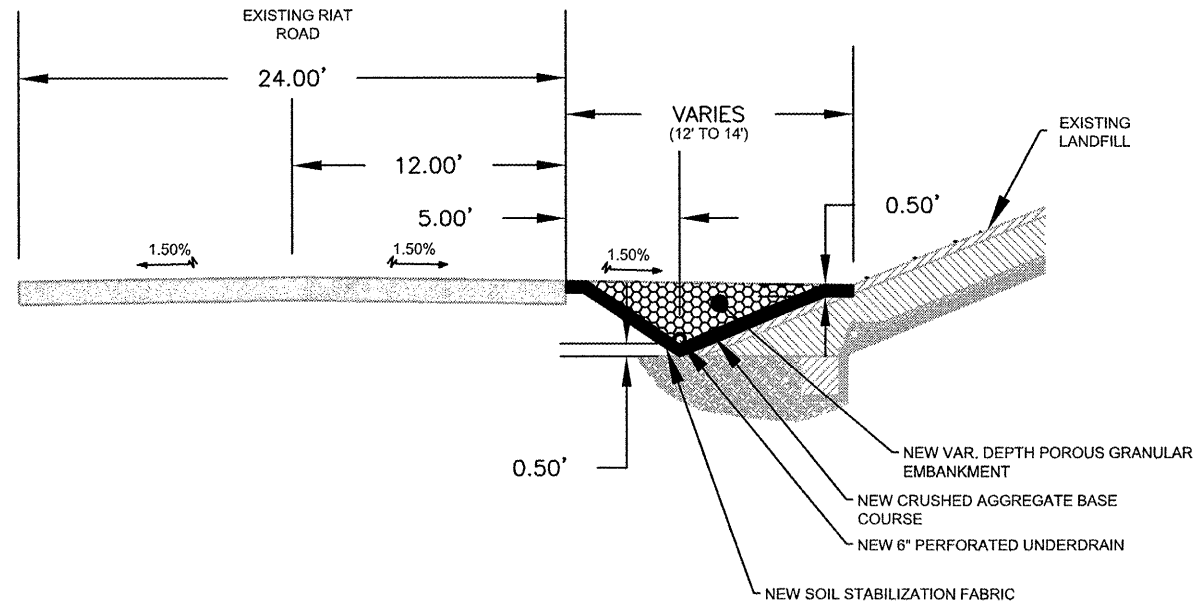
33



**SURFACE PAINTED HOLDING POSITION SIGNS**

NO SCALE

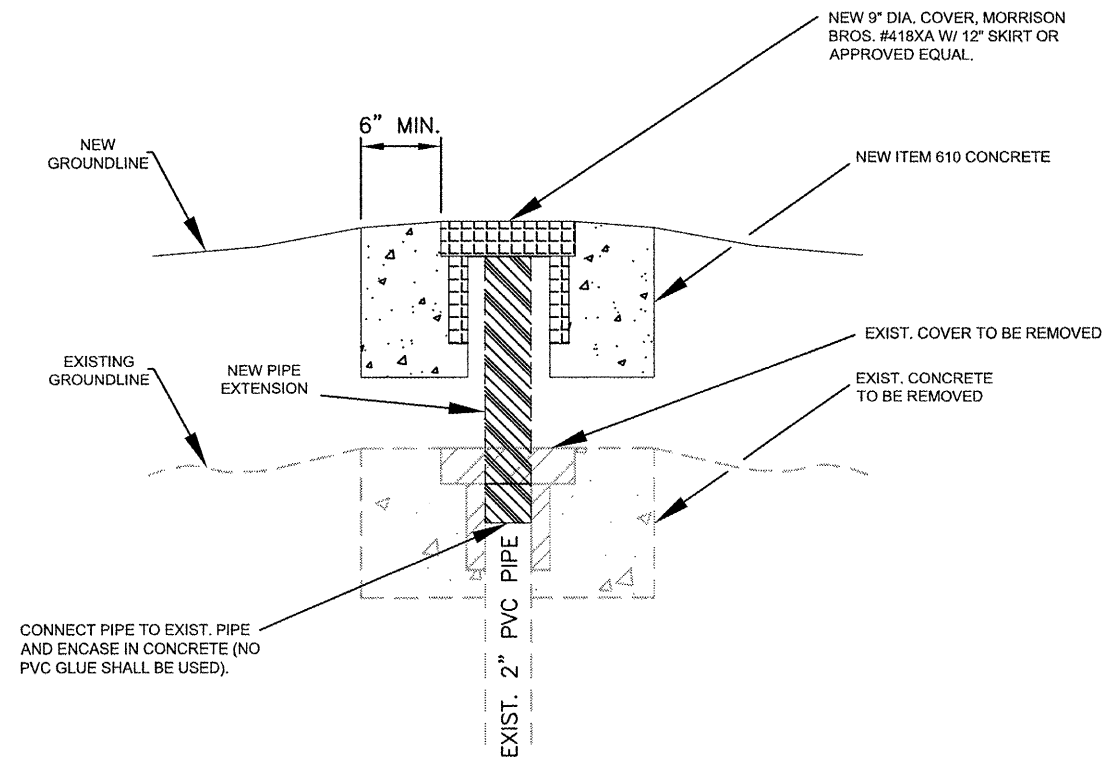
1. ALL SURFACE PAINTED HOLDING POSITION SIGNS SHALL HAVE A RED BACKGROUND WITH A WHITE INSCRIPTION, AND WILL BE OUTLINED WITH A 6" BLACK BORDER.
2. SEE PLAN SHEET FOR ORIENTATION OF NUMERALS.



**AGGREGATE DRAINAGE DITCH (AR800817)**

N.T.S.

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



**ADJUST MONITORING WELL (AR800863)**

N.T.S.

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

2. CONTRACTOR IS RESPONSIBLE FOR CONTACTING COREY PAGELS OF LEGGETTE, BRASHEARS AND GRAHAM, INC. (LBG) AT (808) 310-7671 AT LEAST ONE WEEK IN ADVANCE OF BEGINNING WORK ON THIS ITEM. LBG MUST REMOVE THE EXISTING PUMP AND HOSE IN THE WELLS BEFORE ADJUSTMENT CAN BE COMPLETED.

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

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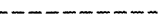
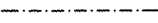

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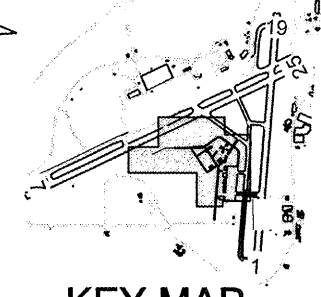
LANDSCAPING AND MISC. DETAILS (LMD1)

34

**LEGEND**

-  AA1: NEW RIAT ROAD CONSTRUCTION
-  LIGHTED BARRICADES WITH CONSTRUCTION FENCING
-  CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD
-  LIMITS OF PROPOSED WORK
-  AIR OPERATIONS AREAS (A.O.A.)
-  AIRCRAFT MOVEMENT AREAS

NOTES:  
 1. SHOULD ADD. ALT 1 BE AWARDED CONSTRUCTION ACTIVITIES SHALL TAKE PLACE CONCURRENTLY WITH TAXIWAY PHASE 1 CONSTRUCTION.



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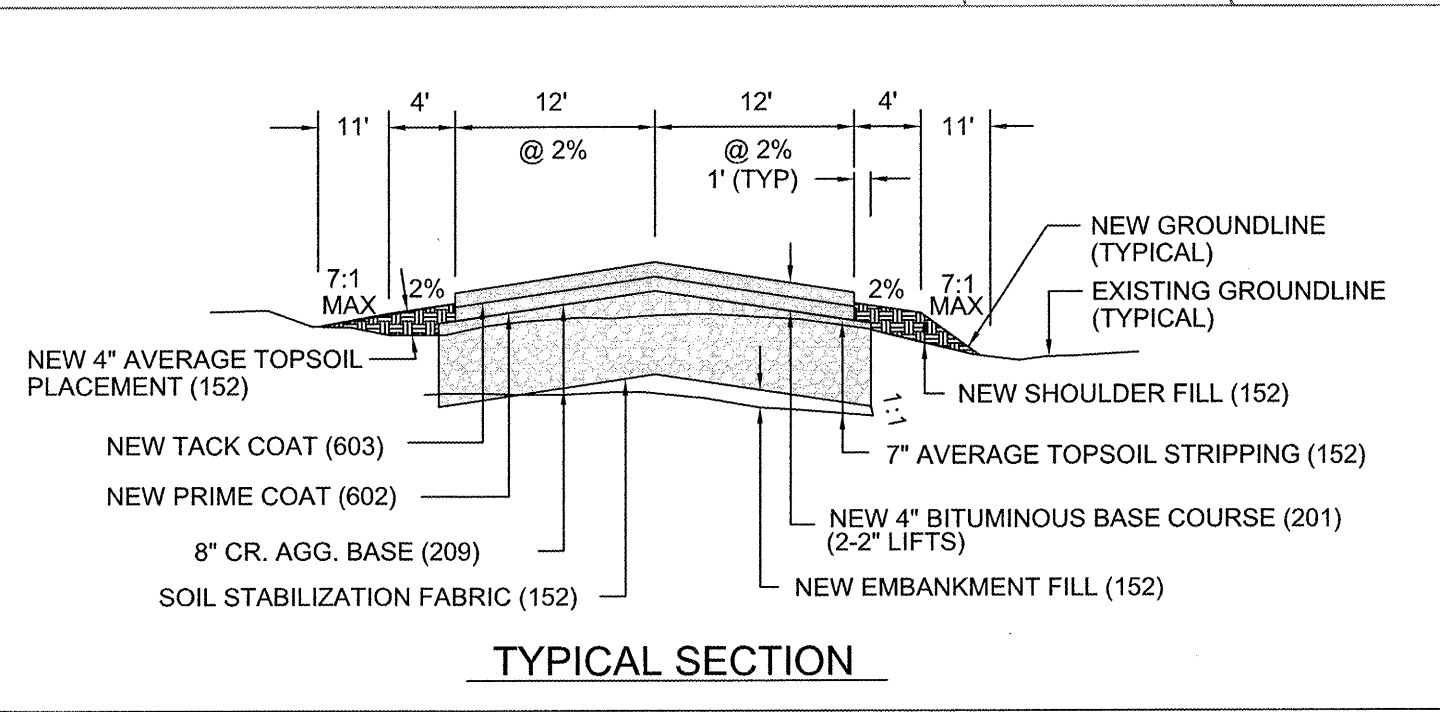
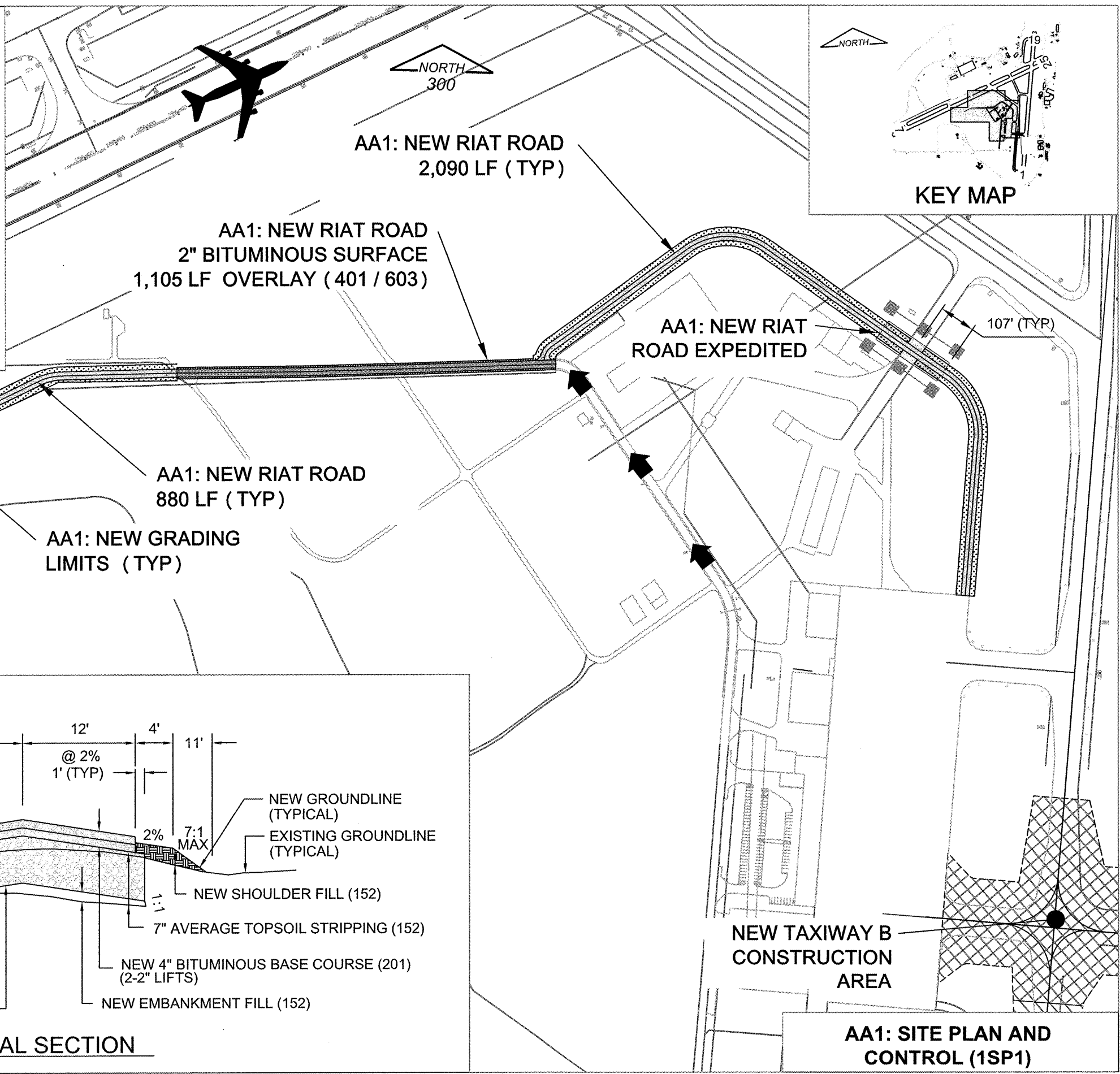
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**AA1: SITE PLAN AND CONTROL (1SP1)**

**35**

SHEET 35 OF 52 SHEETS



**AA1: SITE PLAN AND CONTROL (1SP1)**

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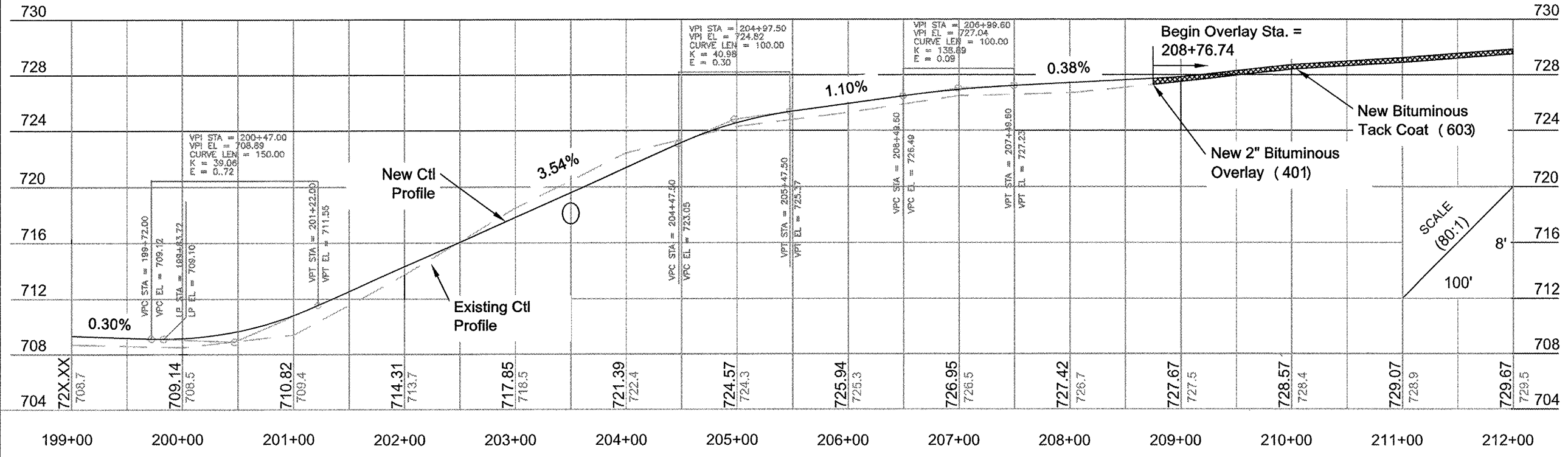
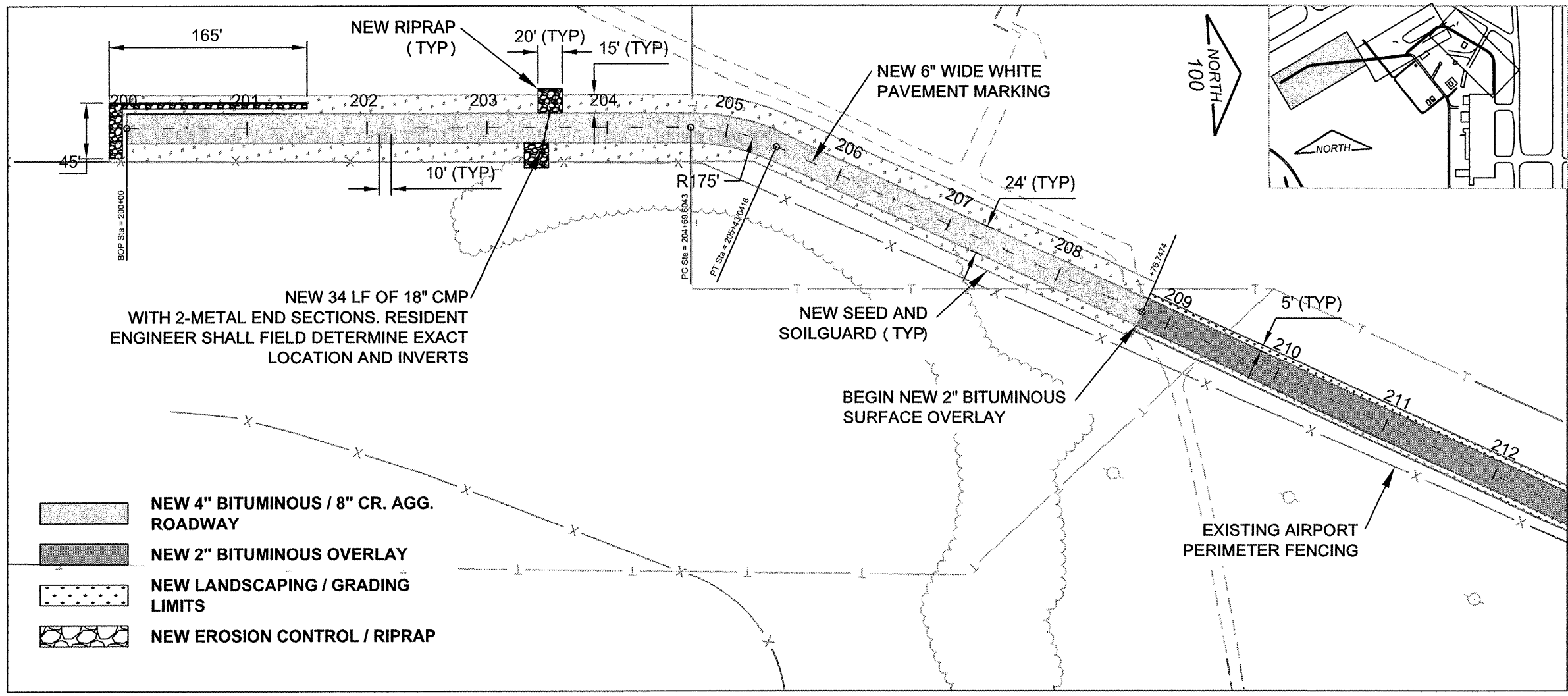
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AA1: PLAN AND PROFILE  
(1PP1)

36

SHEET 36 OF 52 SHEETS







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Rehab. Txy B South (Phase 1)

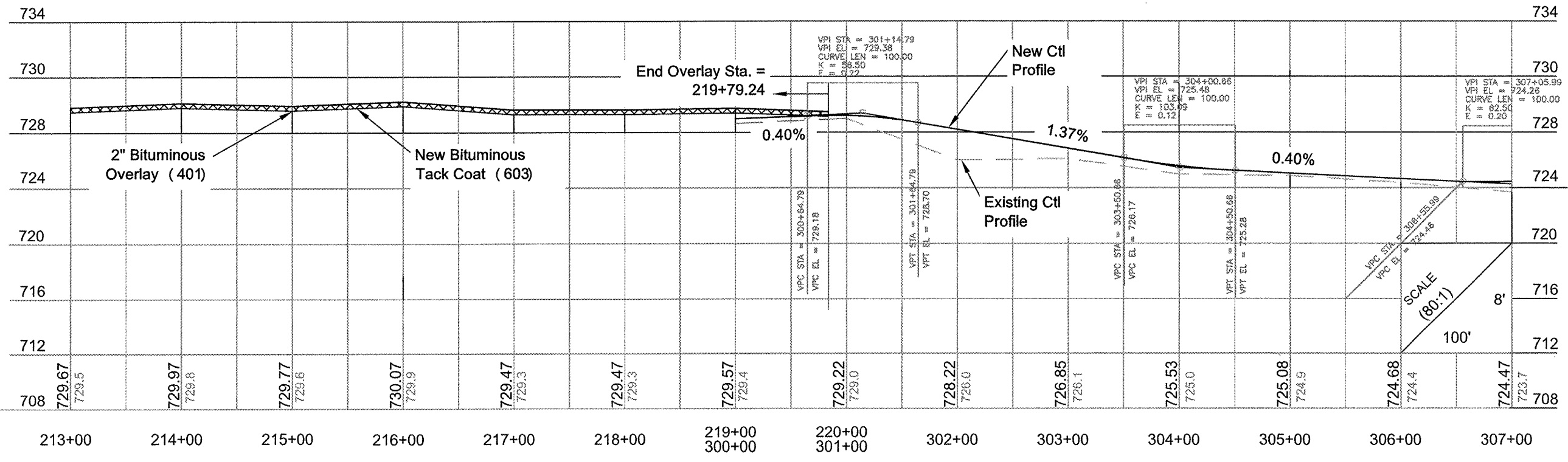
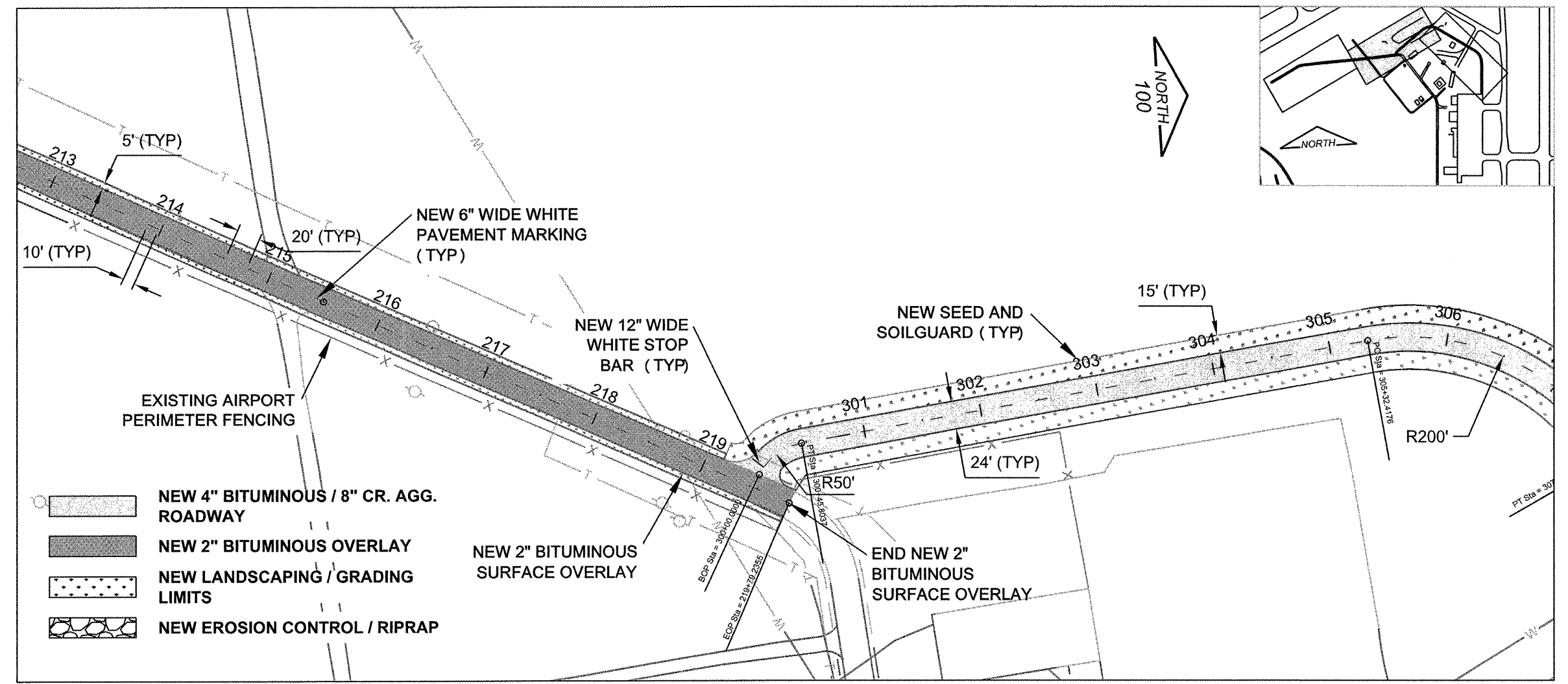
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**AA1: PLAN AND PROFILE (1PP2)**





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(Phase 1)

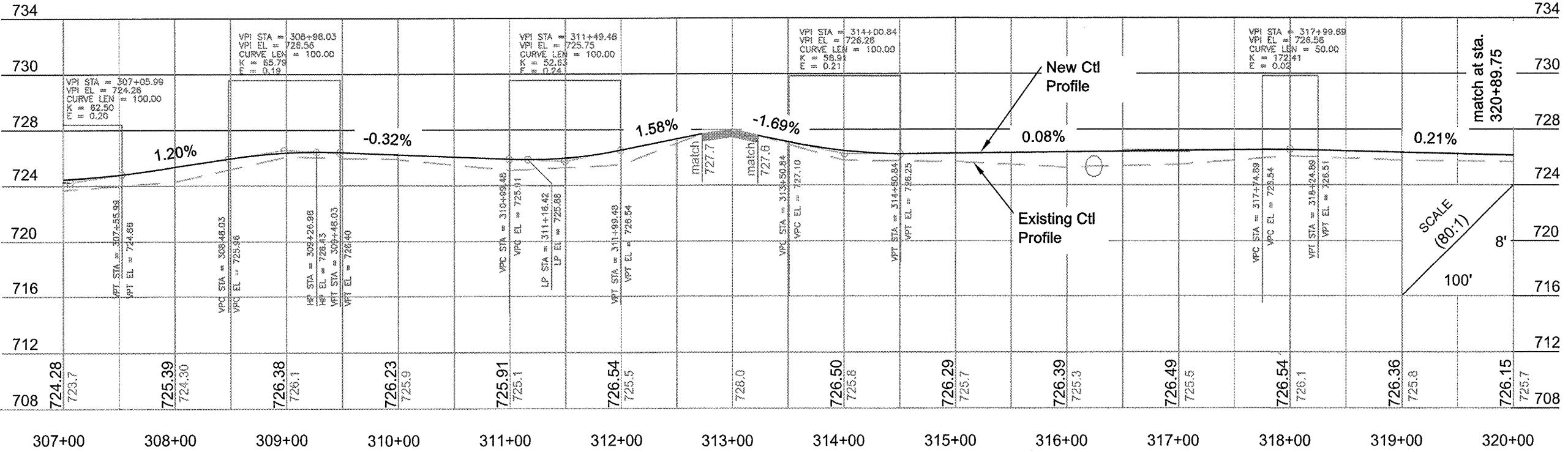
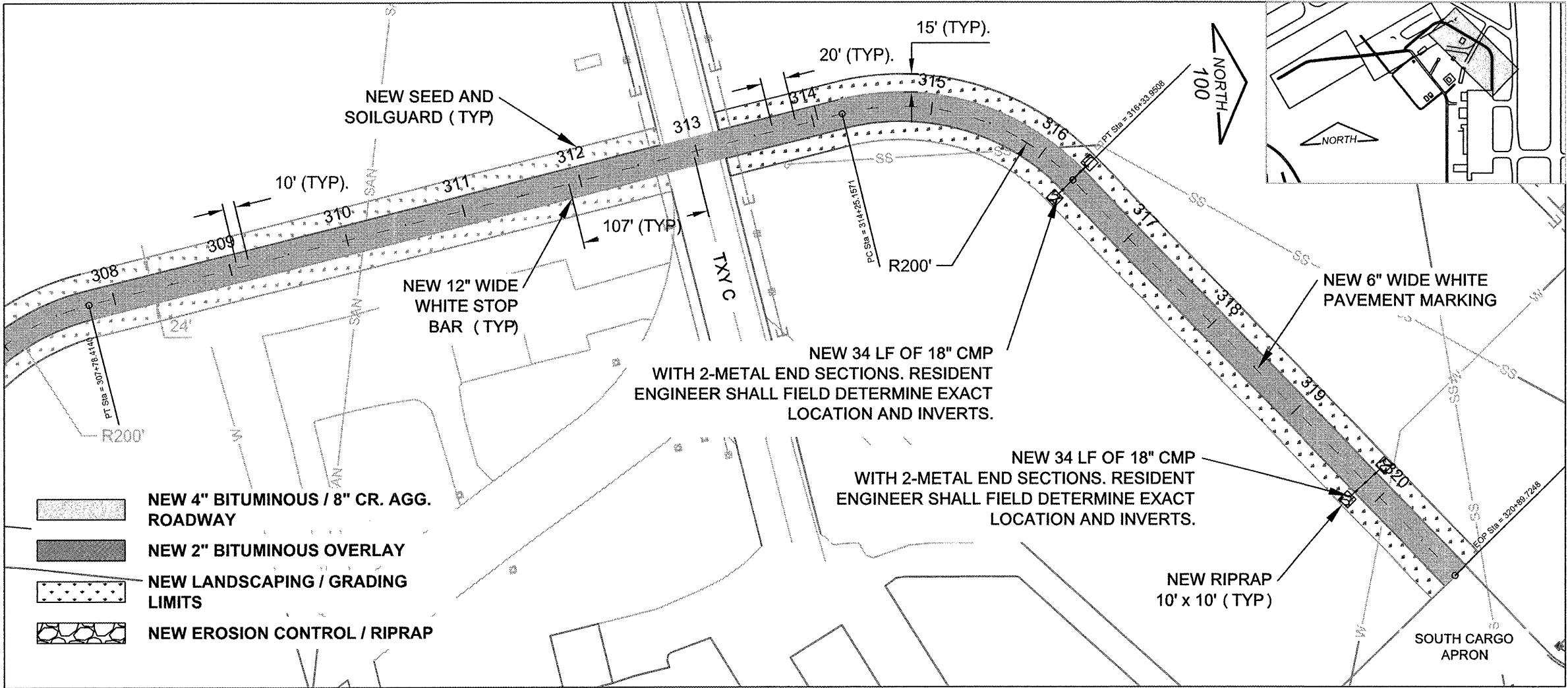
Revisions

Date	Description

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THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

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APPROVED BY: JGP  
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AA1: PLAN AND PROFILE  
(1PP3)

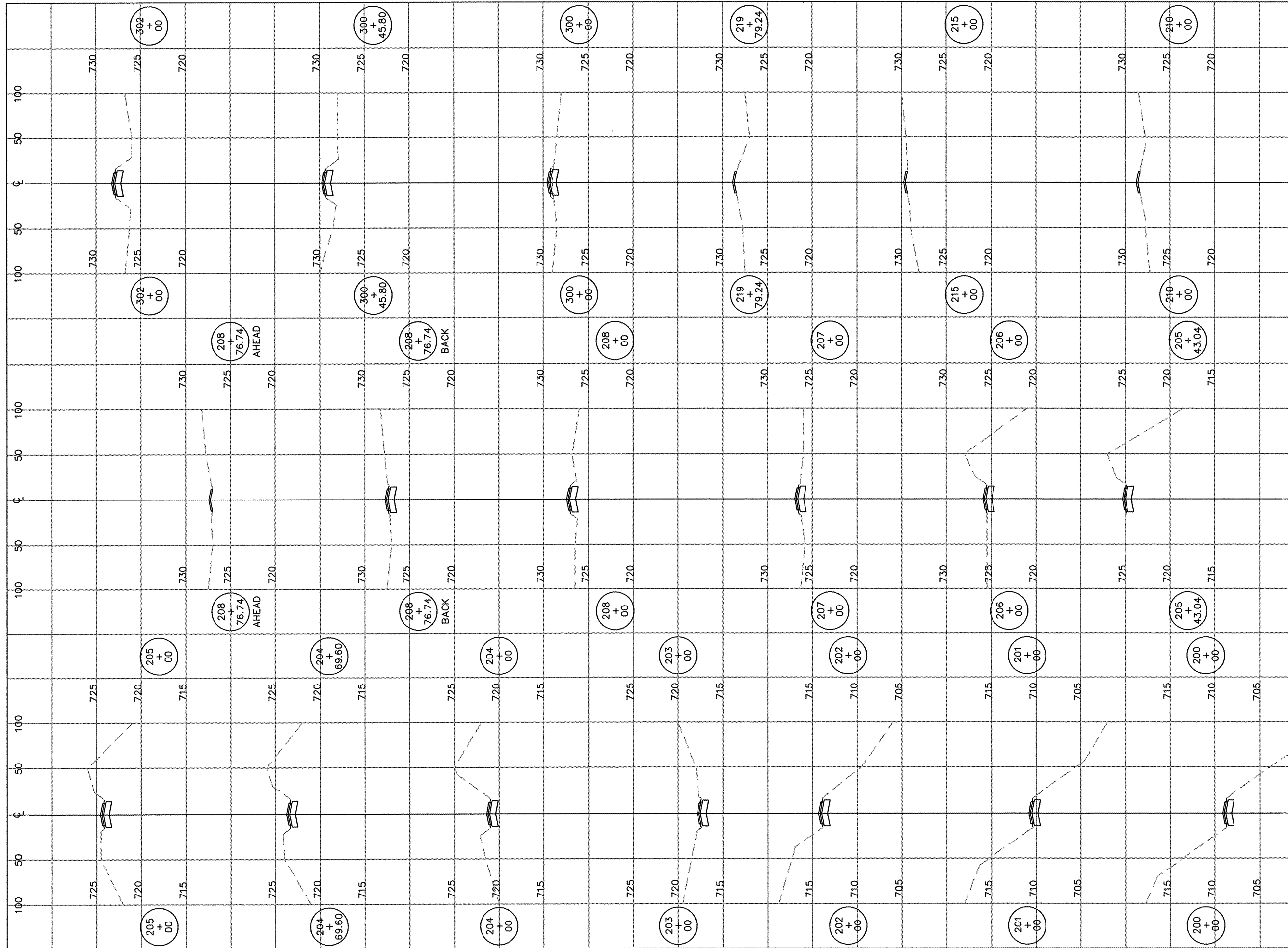


734

734

730	VPI STA = 307+05.99 VPI EL = 724.26 CURVE LEN = 100.00 F/K = 62.50 H = 0.20	VPI STA = 308+98.03 VPI EL = 726.56 CURVE LEN = 100.00 F/K = 65.79 H = 0.12	VPI STA = 311+49.48 VPI EL = 725.75 CURVE LEN = 100.00 F/K = 52.53 H = 0.24	VPI STA = 314+00.84 VPI EL = 726.28 CURVE LEN = 100.00 F/K = 58.91 H = 0.21	VPI STA = 317+99.89 VPI EL = 726.56 CURVE LEN = 50.00 F/K = 172.41 H = 0.02	match at sta. 320+89.75								
728	1.20%	-0.32%	1.58%	-1.69%	0.08%	0.21%								
724														
720														
716														
712														
708	724.28 723.7	725.39 724.30	726.38 726.1	726.23 725.9	725.91 725.1	726.54 725.5	728.0	726.50 725.8	726.29 725.7	726.39 725.3	726.49 725.5	726.54 726.1	726.36 725.8	726.15 725.7
	307+00	308+00	309+00	310+00	311+00	312+00	313+00	314+00	315+00	316+00	317+00	318+00	319+00	320+00

SCALE  
(80:1)



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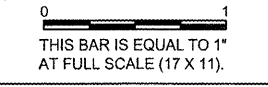


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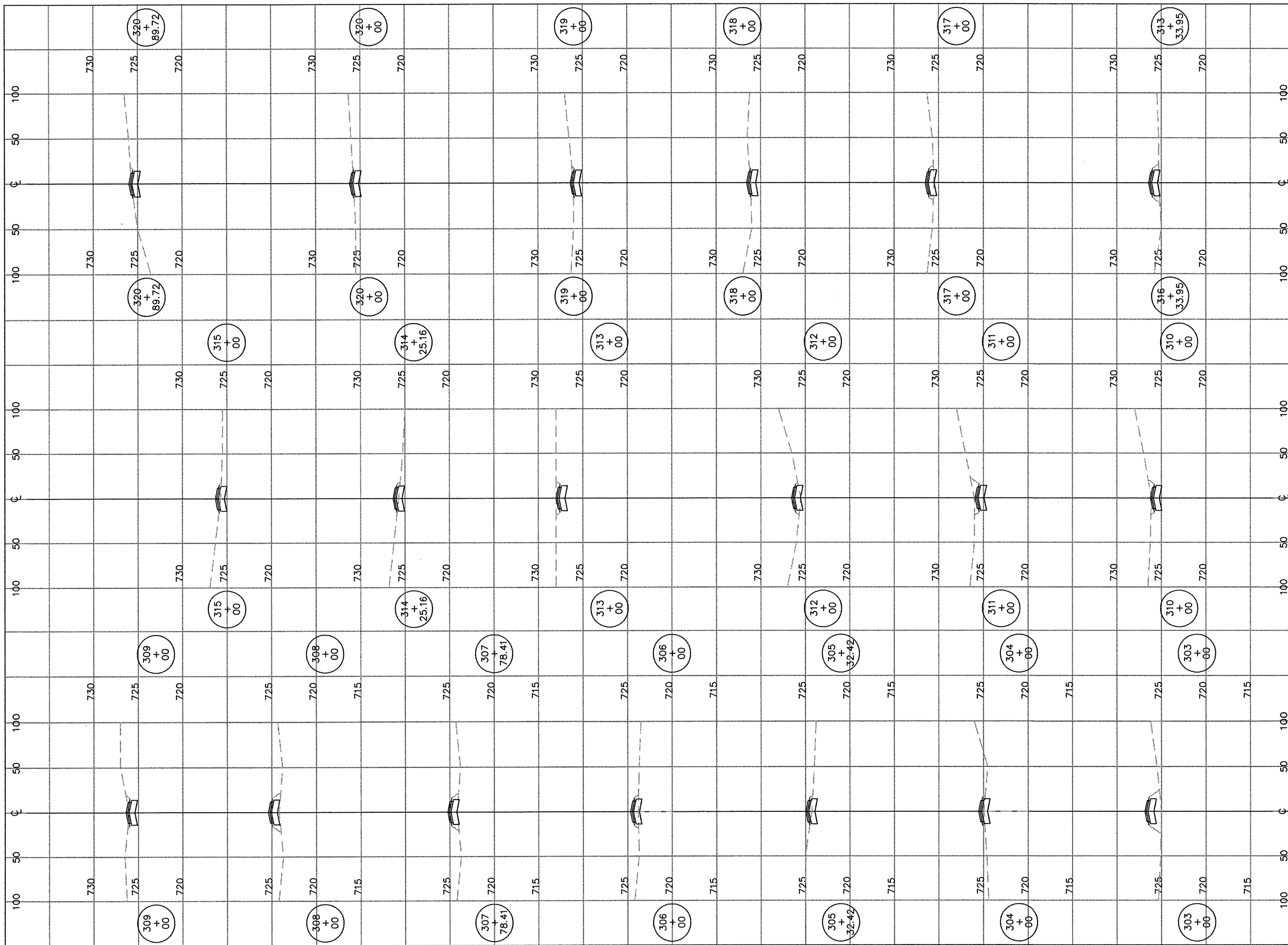
Rehab. Txy B South  
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Date	Description



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AA1: CROSS SECTIONS  
(1CS2)



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Date	Description

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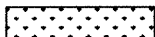
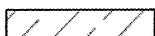
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DATE: 2-27-2009  
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**AA1: CROSS  
SECTIONS  
(1CS1)**

40

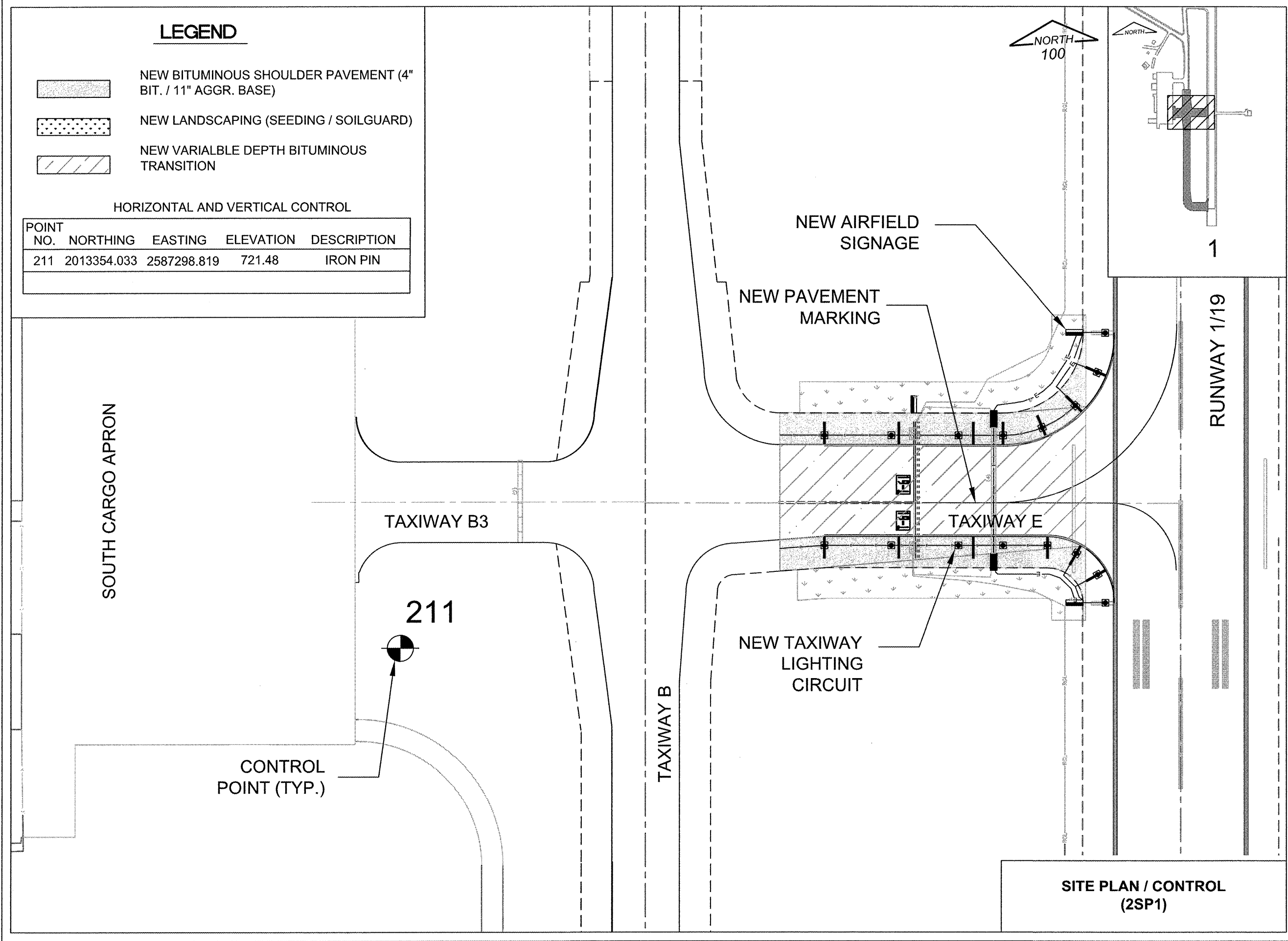


**LEGEND**

-  NEW BITUMINOUS SHOULDER PAVEMENT (4" BIT. / 11" AGGR. BASE)
-  NEW LANDSCAPING (SEEDING / SOILGUARD)
-  NEW VARIABLE DEPTH BITUMINOUS TRANSITION

HORIZONTAL AND VERTICAL CONTROL

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
211	2013354.033	2587298.819	721.48	IRON PIN



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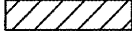
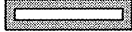






**SITE PLAN / CONTROL (2SP1)**

41

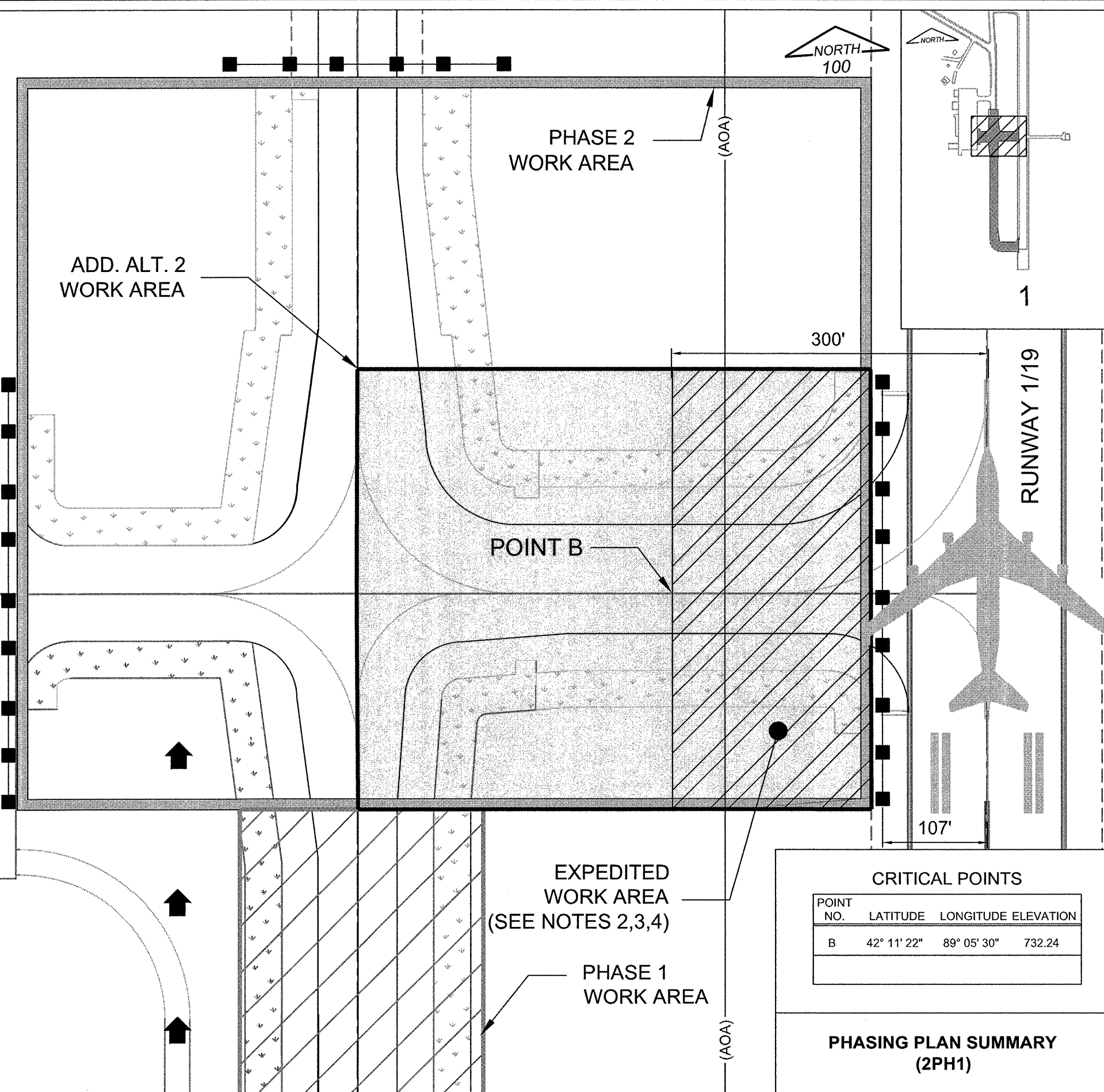
SITE PLAN / CONTROL (2SP1)



**LEGEND**

-  NEW TAXIWAY PHASE 1 CONSTRUCTION
-  NEW TAXIWAY PHASE 2 CONSTRUCTION
-  NEW ADD. ALT. 2 WORK AREA
-  NEW EXPEDITED CONSTRUCTION
-  LIGHTED BARRICADES WITH CONSTRUCTION FENCING
-  CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD
-  (AOA) AIR OPERATIONS AREAS (A.O.A.)
-  AIRCRAFT MOVEMENT AREAS

- NOTES:**
1. SHOULD ADD. ALT. 2 BE AWARDED CONSTRUCTION ACTIVITIES SHALL TAKE PLACE CONCURRENTLY WITH PHASE 2.
  2. THE CONTRACTOR SHALL EXPEDITE ALL WORK LOCATED WITHIN 300' OF RUNWAY 1/19 CENTERLINE TO MINIMIZE CLOSURE TIME. WORK IN THIS AREA SHALL BE LIMITED TO DAYTIME CLOSURES ONLY TO ALLOW THE REOPENING OF RWY 1/19 FOR NIGHT TIME OPERATIONS.
  3. THE EXPEDITED WORK AREA LOCATED WITHIN ADD. ALT. 2 SHALL BE COMPLETED CONCURRENTLY WITH THE EXPEDITED WORK AREA LOCATED WITHIN THE BASE BID.
  4. BARRICADES SHALL ONLY BE LOCATED 107' FROM CENTERLINE OF RWY 1/19 WHILE EXPEDITED WORK IS BEING PERFORMED. AT THE END OF EACH CONSTRUCTION DAY ALL BARRICADES AND FENCING SHALL RELOCATED TO THE 300' OFFSET FROM THE CENTERLINE OF RWY 1/19.



**CRITICAL POINTS**

POINT NO.	LATITUDE	LONGITUDE	ELEVATION
B	42° 11' 22"	89° 05' 30"	732.24

**PHASING PLAN SUMMARY (2PH1)**

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**Rehab. Txy B South (Phase 1)**

**Revisions**

Date	Description

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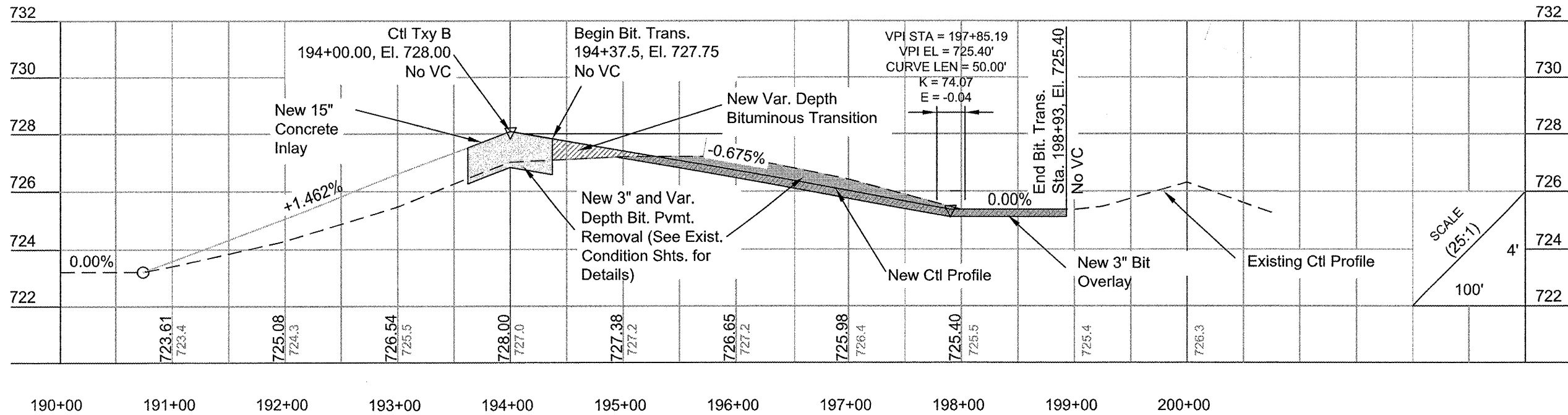
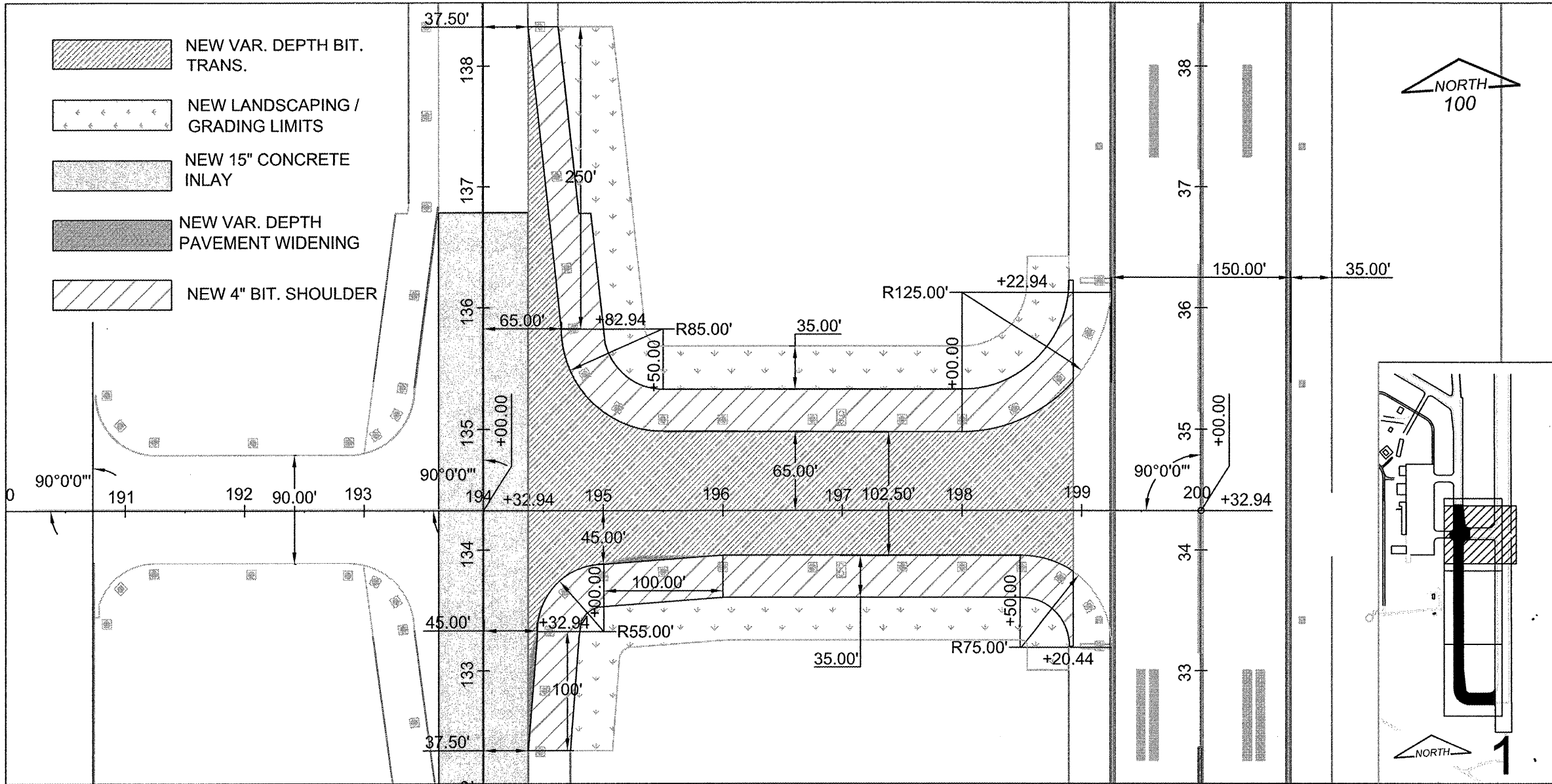
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**PHASING PLAN SUMMARY (2PH1)**

43







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**TAXIWAY E  
PLAN AND  
PROFILE  
(2EP1)**

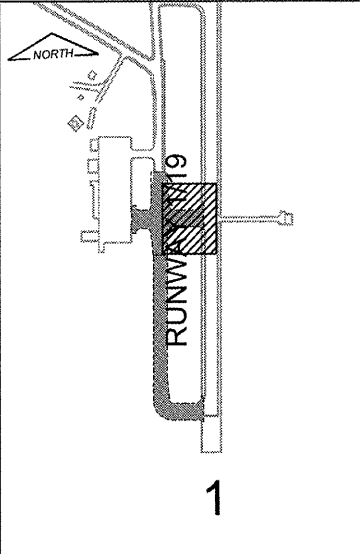
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SHEET 45 OF 52 SHEETS

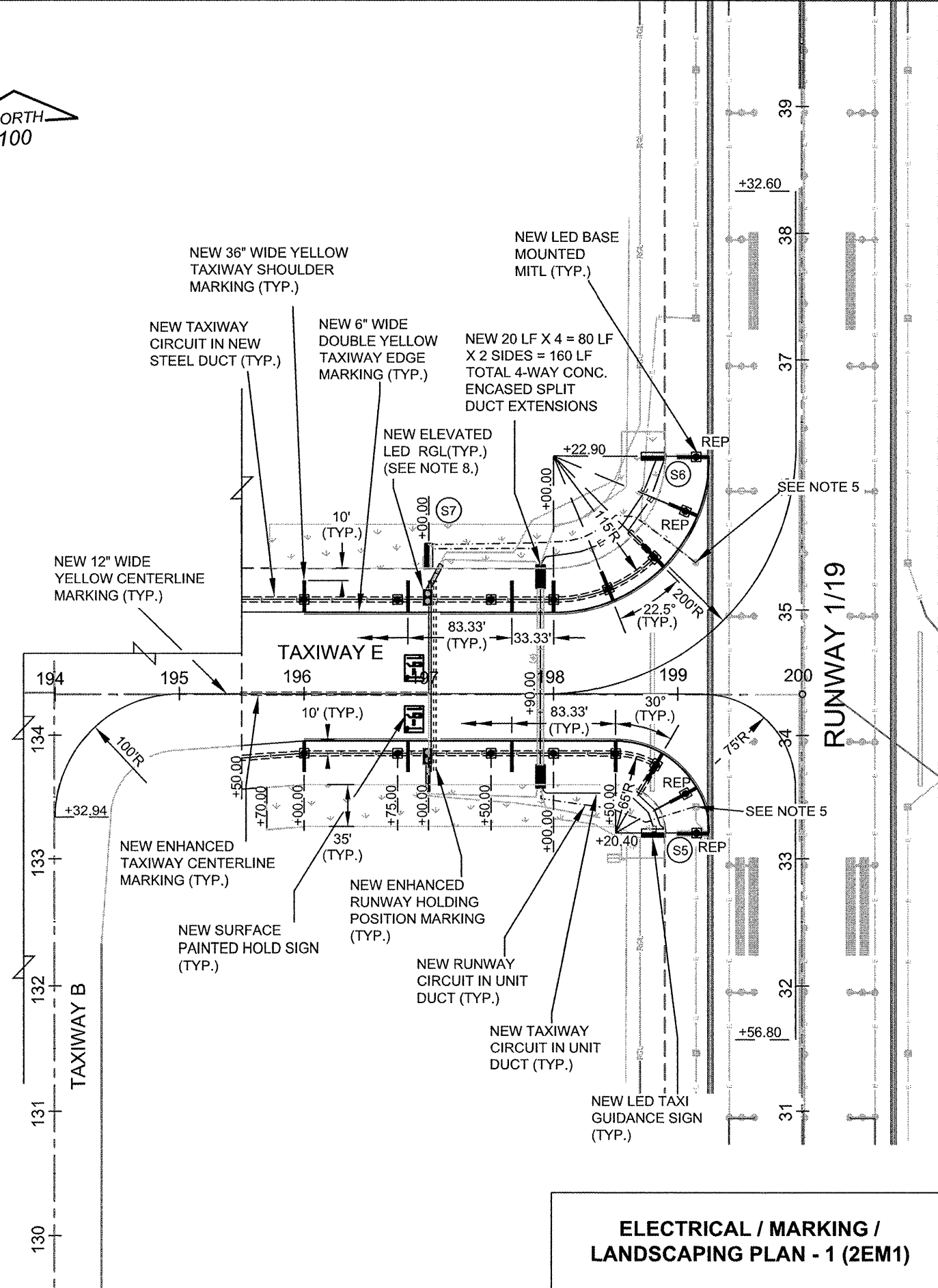
**LEGEND**

- ==== NEW TAXIWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 2" STEEL DUCT, DIRECT BURY
- - - - NEW TAXIWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 3/4" UNIT DUCT
- NEW RUNWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 3/4" UNIT DUCT
- EXISTING CIRCUITS
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- NEW BASE MOUNTED MEDIUM INTENSITY LED TAXIWAY LIGHT
- REPLACE EXISTING BASE MOUNTED LIGHT WITH MEDIUM INTENSITY LED TAXIWAY LIGHT
- NEW ELEVATED LED RUNWAY GUARD LIGHT
- EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL HANDHOLE
- NEW CONDUIT/DUCT EXTENSION
- EXISTING CONDUIT/DUCT
- NEW AIRFIELD GUIDANCE LED SIGN
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING BASE MOUNTED RUNWAY EDGE LIGHT
- NEW SEEDING AND SOIL GUARD

**FOR ELECTRICAL NOTES SEE ELECTRICAL, MARKING AND LANDSCAPING SHEET EML1**



**SEE BASE BID ELECTRICAL / MARKING / LANDSCAPING PLAN - 3 (EML3)**



**ELECTRICAL / MARKING / LANDSCAPING PLAN - 1 (2EM1)**

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**Revisions**

Date	Description



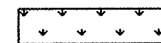
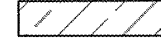
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**ELECTRICAL / MARKING / LANDSCAPING PLAN - 1 (2EM1)**

**46**

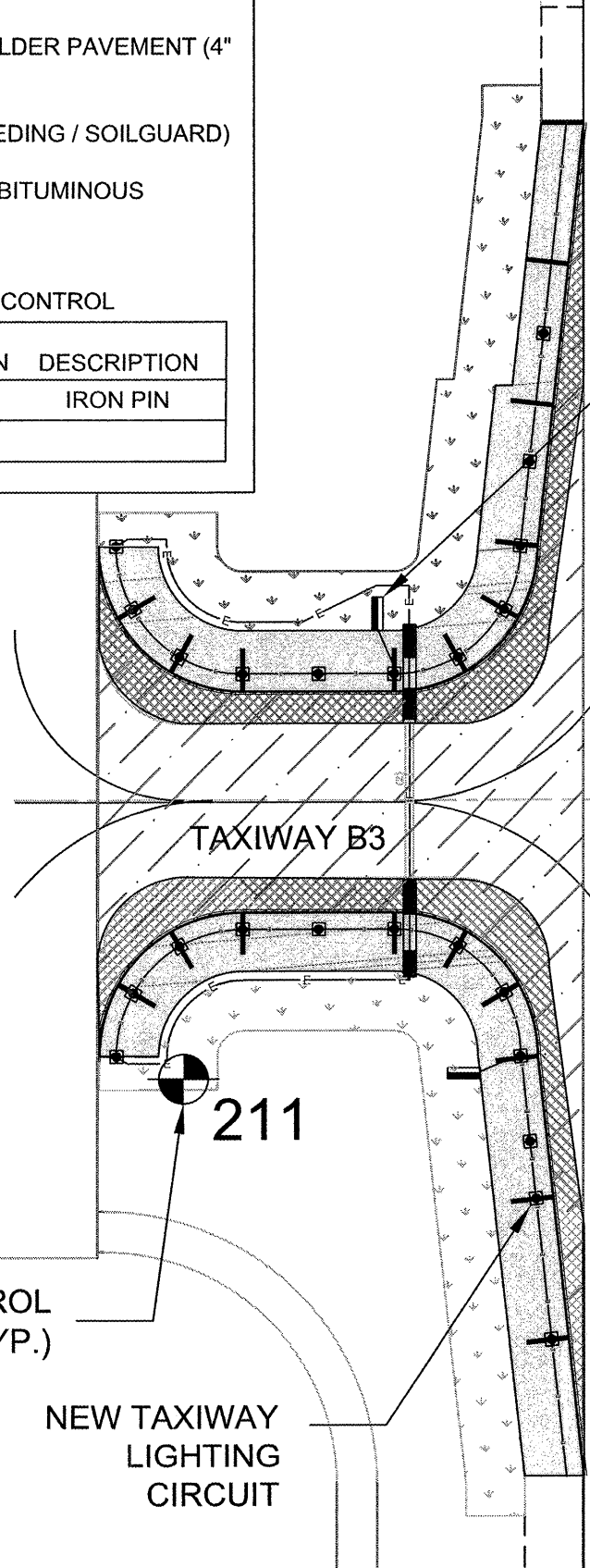
**LEGEND**

-  NEW VARIABLE DEPTH PAVEMENT WIDENING
-  NEW BITUMINOUS SHOULDER PAVEMENT (4" BIT. / 11" AGGR. BASE)
-  NEW LANDSCAPING (SEEDING / SOILGUARD)
-  NEW VARIABLE DEPTH BITUMINOUS TRANSITION

HORIZONTAL AND VERTICAL CONTROL

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
211	2013354.033	2587298.819	721.48	IRON PIN

SOUTH CARGO APRON



NEW AIRFIELD SIGNAGE

NEW PAVEMENT MARKING

TAXIWAY B3

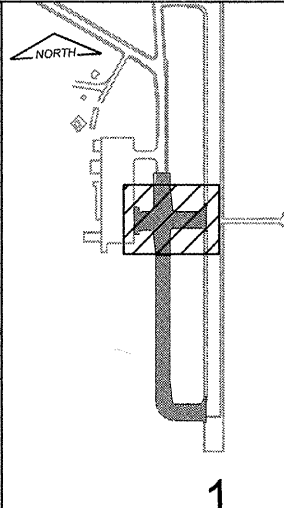
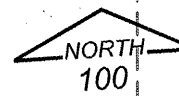
TAXIWAY E

TAXIWAY B

RUNWAY 1/19

CONTROL POINT (TYP.)

NEW TAXIWAY LIGHTING CIRCUIT



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**SITE PLAN / CONTROL (3SP1)**

**47**

**SITE PLAN / CONTROL (3SP1)**

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(Phase 1)

Revisions

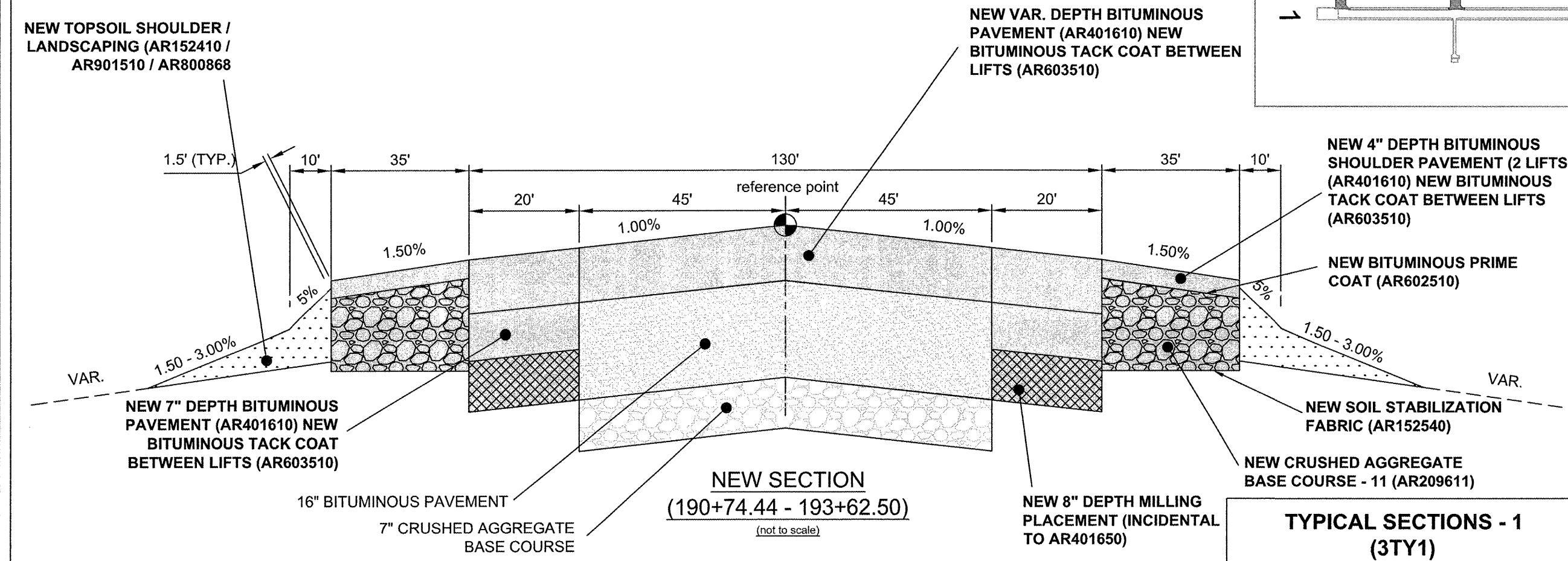
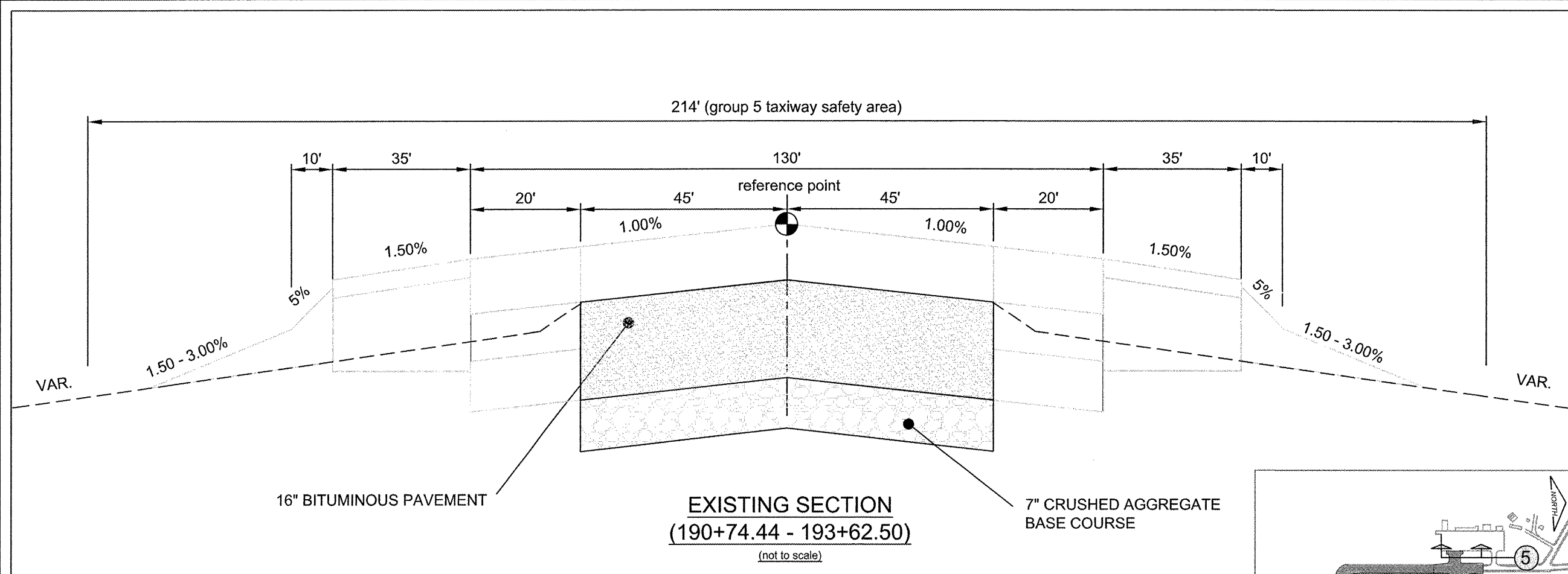
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**TYPICAL  
SECTIONS - 1  
(3TY1)**

48

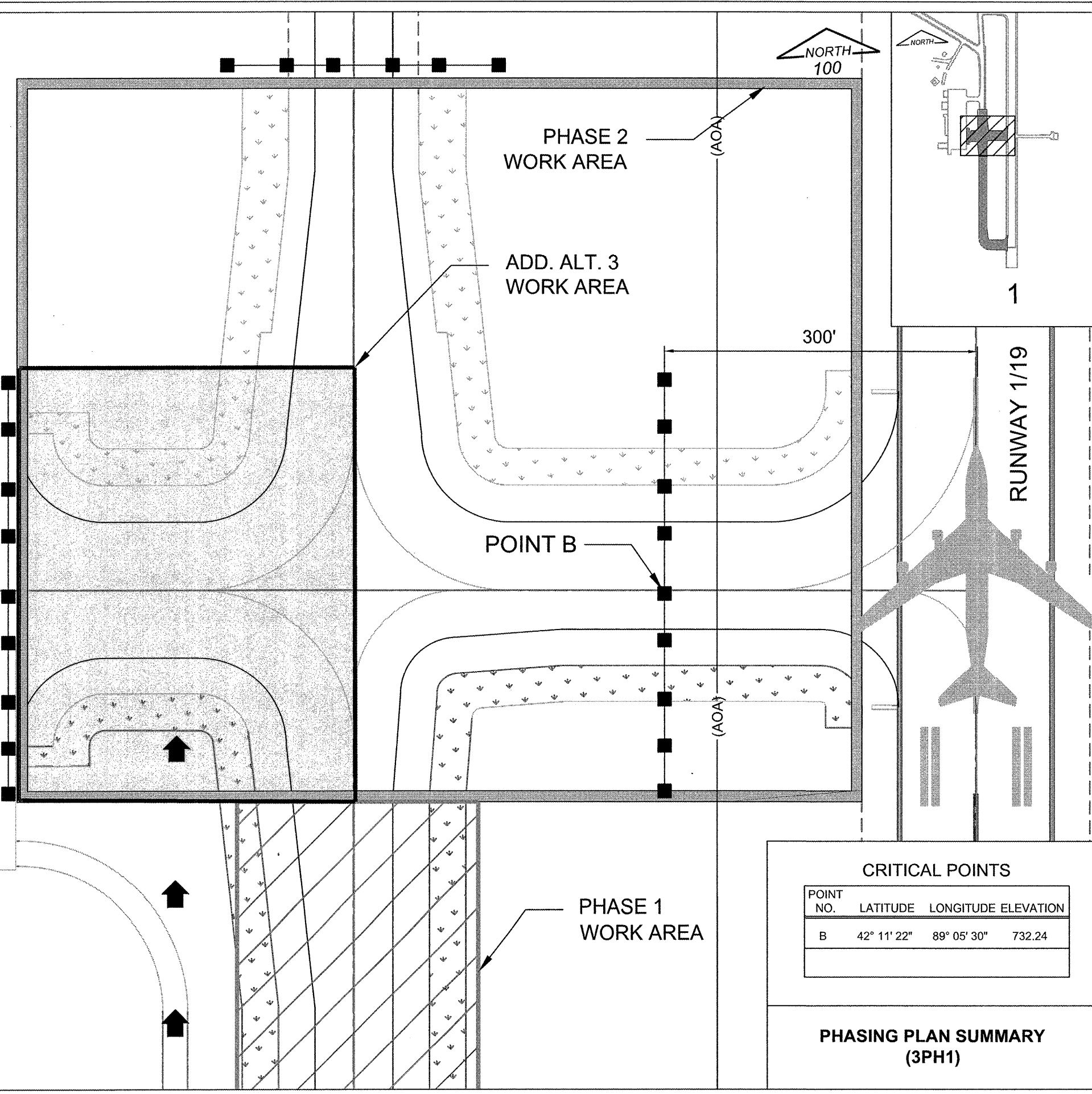




**LEGEND**

-  NEW TAXIWAY PHASE 1 CONSTRUCTION
-  NEW TAXIWAY PHASE 2 CONSTRUCTION
-  NEW ADD. ALT 3 WORK AREA
-  LIGHTED BARRICADES WITH CONSTRUCTION FENCING
-  CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD
-  (AOA) AIR OPERATIONS AREAS (A.O.A.)
-  AIRCRAFT MOVEMENT AREAS

NOTES:  
1. SHOULD ADD. ALT. 3 BE AWARDED CONSTRUCTION ACTIVITIES SHALL TAKE PLACE CONCURRENTLY WITH PHASE 2.



**CRITICAL POINTS**

POINT NO.	LATITUDE	LONGITUDE	ELEVATION
B	42° 11' 22"	89° 05' 30"	732.24

**PHASING PLAN SUMMARY (3PH1)**

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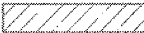
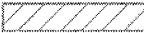
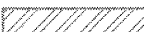


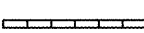















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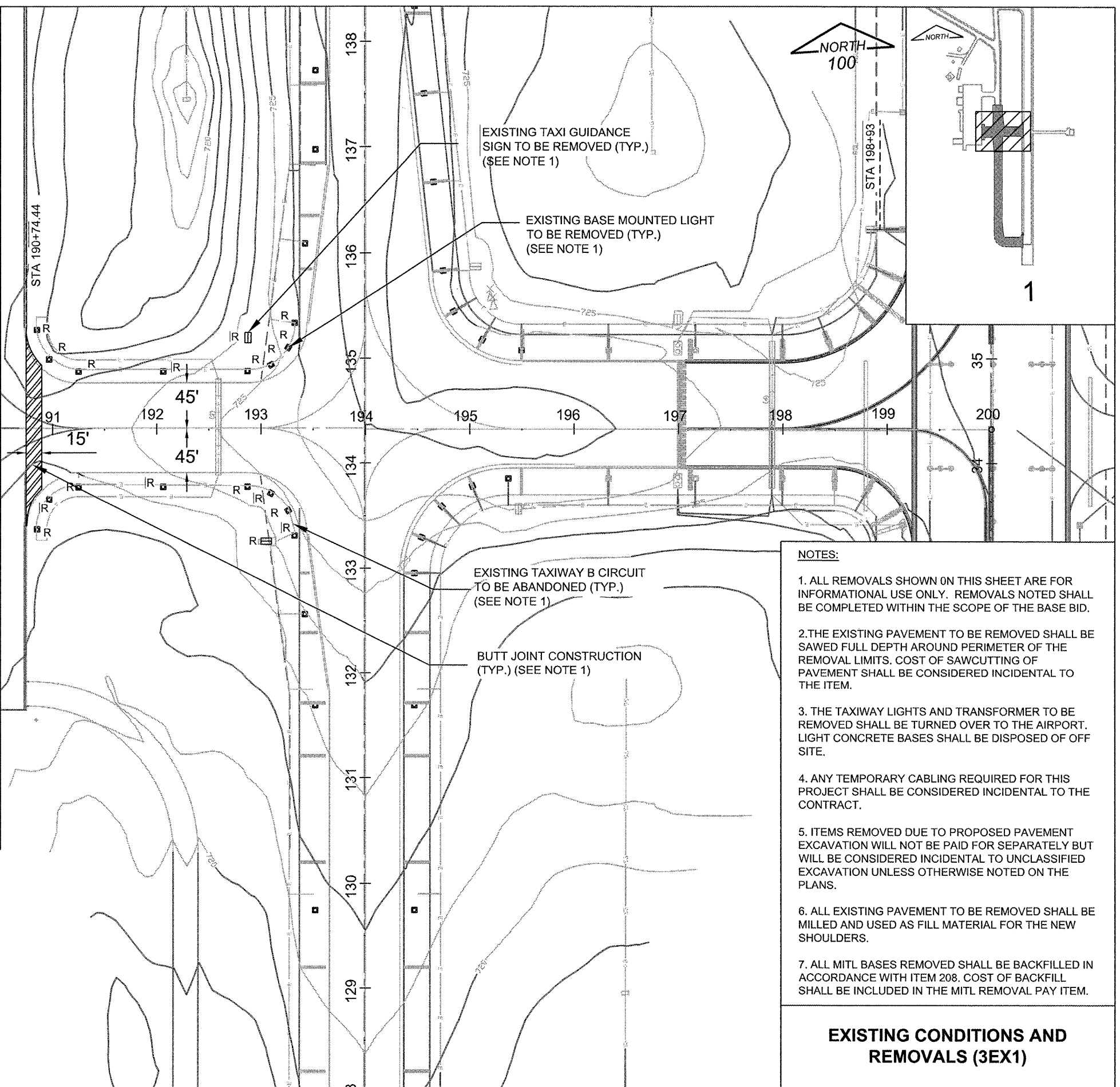
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APPROVED BY: JGP  
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**PHASING PLAN SUMMARY (3PH1)**

49

LEGEND	
	VAR. DEPTH PAVEMENT MILLING
	BIT. PAVEMENT REMOVAL (3"-4")
	BUTT JOINT CONSTRUCTION
	EXISTING SANITARY LINE
	EXISTING STORM SEWER
	EXISTING DUCT
	EXISTING RUNWAY GUIDANCE LIGHT CIRCUIT
	EXISTING FAA CABLE
	EXISTING AIRFIELD CIRCUIT
	EXISTING AIRFIELD PAVEMENT SENSOR CIRCUIT
	EXISTING 4" UNDERDRAIN
	EXISTING WATERMAIN
	EXISTING PVC
	EXISTING MONITORING WELL
	EXISTING IN-PAVEMENT REFLECTOR
	EXISTING MITL, BASE MOUNTED
	EXISTING ELECTRICAL HANDHOLE
	EXISTING RGL
	EXISTING TAXIWAY GUIDANCE SIGN
	EXISTING DRAINAGE INLET
	EXISTING MANHOLE
R	EXISTING ITEM TO BE REMOVED
A	EXISTING ITEM TO BE ADJUSTED

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS AND FIELD SURVEYS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WITH RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION PRESENTED HEREIN 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.



EXISTING TAXI GUIDANCE SIGN TO BE REMOVED (TYP.) (SEE NOTE 1)

EXISTING BASE MOUNTED LIGHT TO BE REMOVED (TYP.) (SEE NOTE 1)

EXISTING TAXIWAY B CIRCUIT TO BE ABANDONED (TYP.) (SEE NOTE 1)

BUTT JOINT CONSTRUCTION (TYP.) (SEE NOTE 1)

- NOTES:**
1. ALL REMOVALS SHOWN ON THIS SHEET ARE FOR INFORMATIONAL USE ONLY. REMOVALS NOTED SHALL BE COMPLETED WITHIN THE SCOPE OF THE BASE BID.
  2. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
  3. THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
  4. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
  5. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
  6. ALL EXISTING PAVEMENT TO BE REMOVED SHALL BE MILLED AND USED AS FILL MATERIAL FOR THE NEW SHOULDERS.
  7. ALL MITL BASES REMOVED SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 208. COST OF BACKFILL SHALL BE INCLUDED IN THE MITL REMOVAL PAY ITEM.

**EXISTING CONDITIONS AND REMOVALS (3EX1)**

**NOTES:**

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**EXISTING CONDITIONS AND REMOVALS (3EX1)**

50

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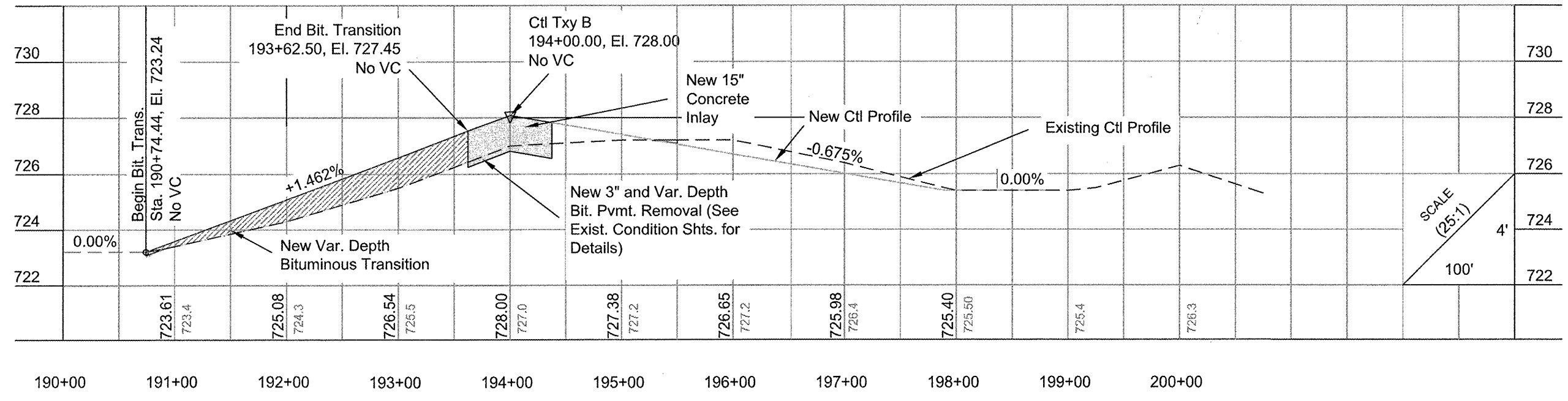
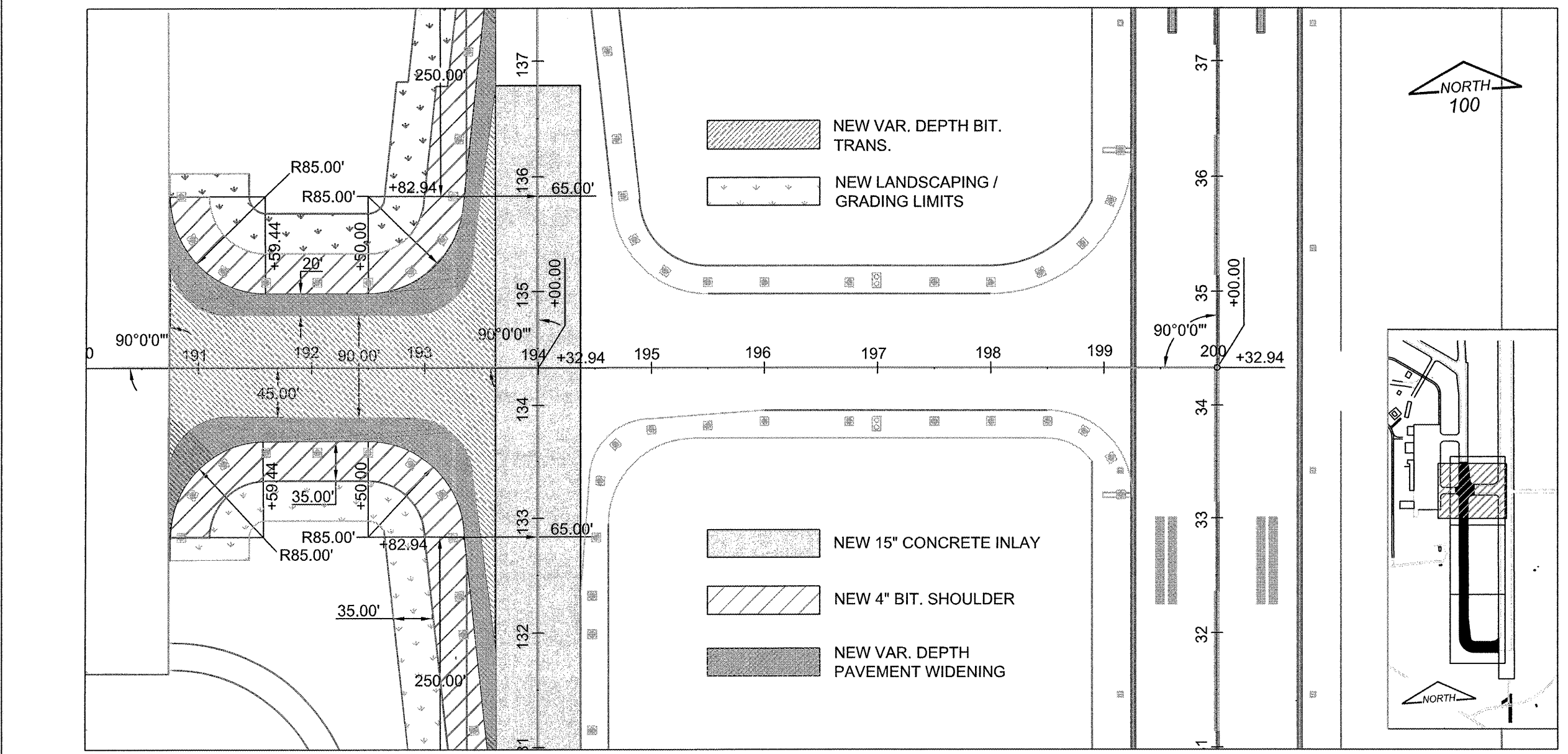
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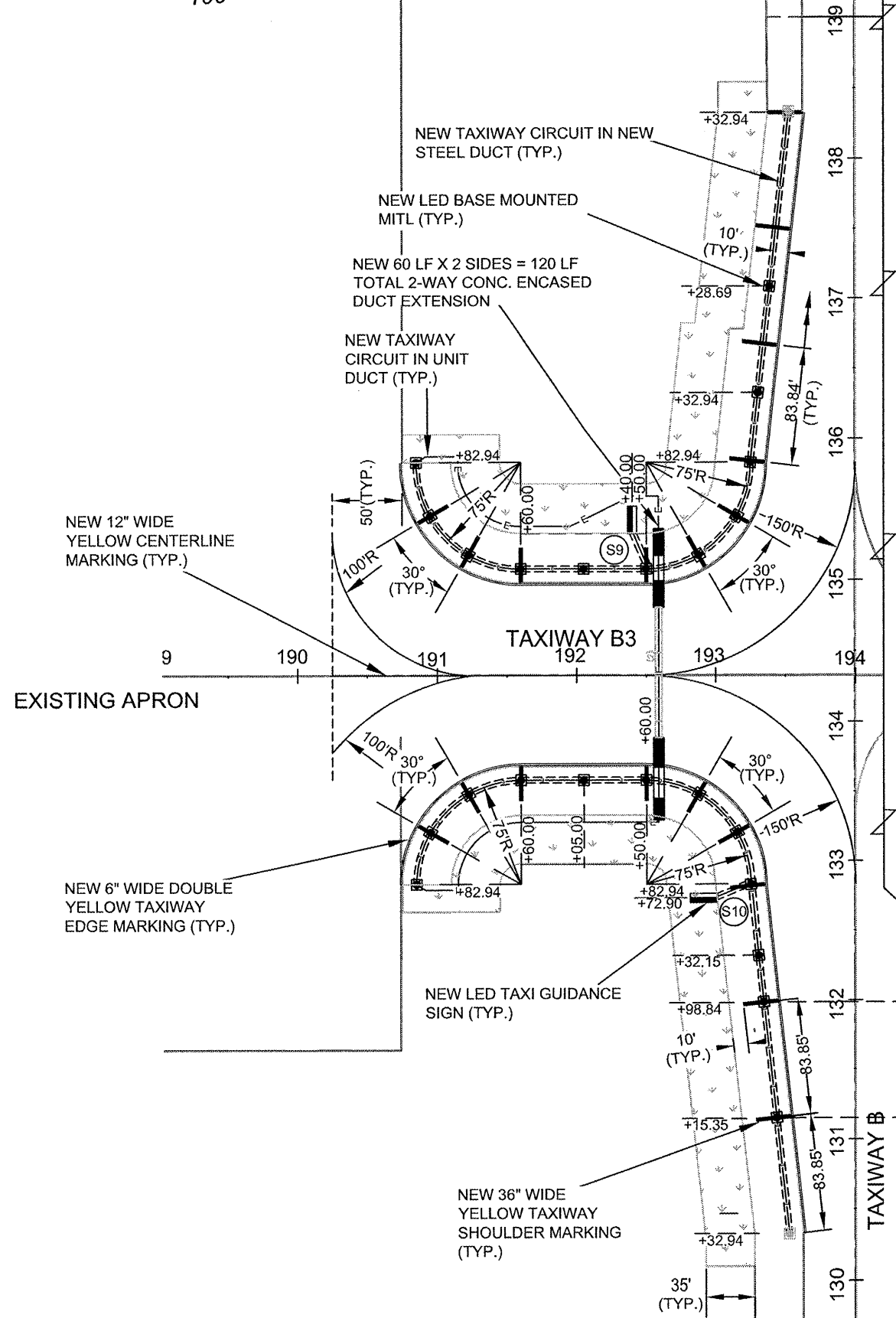
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**TXY B3 PROFILE - 1 (3EP1)**

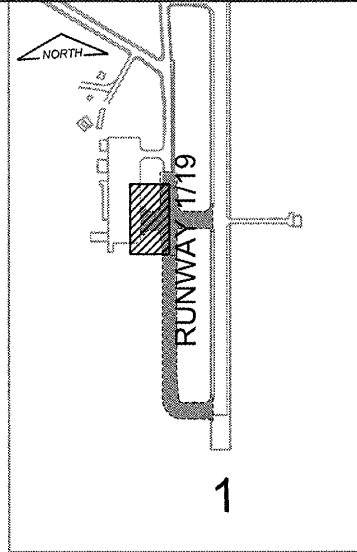
51

SHEET 51 OF 52 SHEETS





SEE BASE BID ELECTRICAL / MARKING /  
LANDSCAPING PLAN - 3 (EML3)



**LEGEND**

- NEW TAXIWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 2" STEEL DUCT, DIRECT BURY
- NEW TAXIWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 3/4" UNIT DUCT
- NEW RUNWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 3/4" UNIT DUCT
- EXISTING CIRCUITS
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- NEW BASE MOUNTED MEDIUM INTENSITY LED TAXIWAY LIGHT
- REPLACE EXISTING BASE MOUNTED LIGHT WITH MEDIUM INTENSITY LED TAXIWAY LIGHT
- NEW ELEVATED LED RUNWAY GUARD LIGHT
- EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL HANDHOLE
- NEW CONDUIT/DUCT EXTENSION
- EXISTING CONDUIT/DUCT
- NEW AIRFIELD GUIDANCE LED SIGN
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING BASE MOUNTED RUNWAY EDGE LIGHT
- NEW SEEDING AND SOIL GUARD

FOR ELECTRICAL NOTES SEE ELECTRICAL,  
MARKING AND LANDSCAPING SHEET EML1

ELECTRICAL / MARKING /  
LANDSCAPING PLAN - 1 (3EM1)

RO016



Chicago Rockford  
International  
Airport



Rockford, Illinois

Greater Rockford  
Airport Authority

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

Rehab. Txy B South  
(Phase 1)

Revisions

Date	Description

0 1  
THIS BAR IS EQUAL TO 1"  
AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- RFD
DRAWN BY:	CMT- RFD
CHECKED BY:	CMT- RFD
APPROVED BY:	JGP
DATE:	2-27-2009
JOB No:	06258-04-00

ELECTRICAL /  
MARKING /  
LANDSCAPING  
PLAN - 1  
(3EM1)

52