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60. ENGINEERING INFORMATION (ENG1)

**GREATER ROCKFORD AIRPORT AUTHORITY  
ROCKFORD, ILLINOIS**

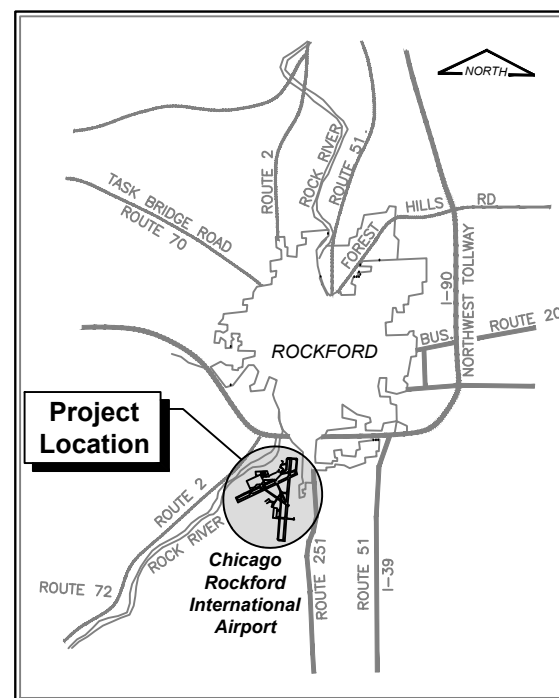
**CONSTRUCTION PLANS  
FOR  
CHICAGO ROCKFORD INTERNATIONAL AIRPORT**

**REHABILITATE TAXIWAY J AND L**

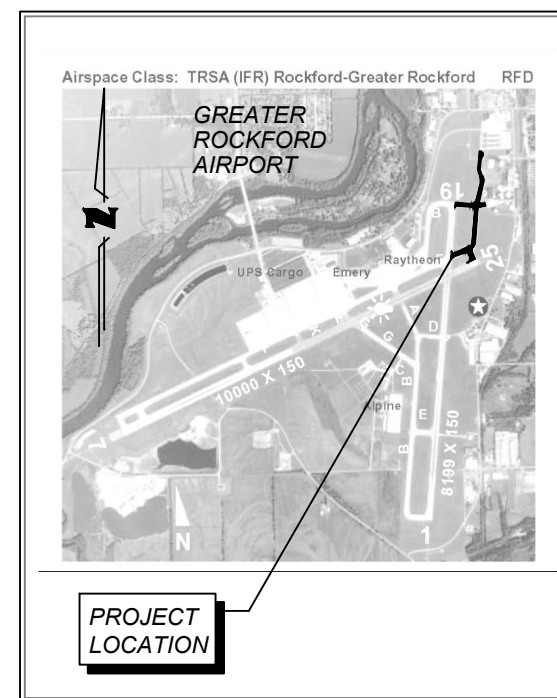
**FINAL SUBMITTAL**

**ILLINOIS PROJECT: RFD-4008  
A.I.P. PROJECT: 3-17-0088-XX**

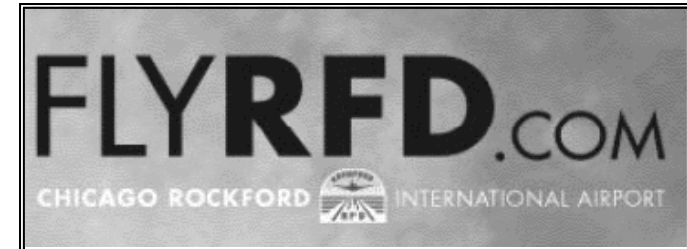
**APRIL 16, 2010  
(JUNE 11, 2010 LETTING)**



**LOCATION MAP**



**SITE PLAN**



**Greater Rockford Airport Authority**

APPROVED BY   
**ROBERT W. O'BRIEN, JR., AAE**  
EXECUTIVE DIRECTOR  
DATE **APRIL 16, 2010**

**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')

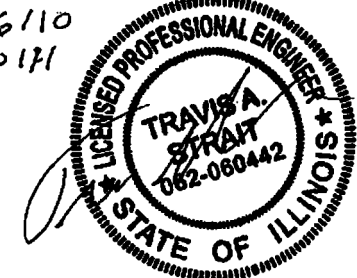


**CALL J.U.L.I.E BEFORE  
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1-800-892-0123**

Illinois Professional Engineering Practice Act of 1989

4116110  
Exp: 11/30/11  
**CMT**  
http://www.cmtengr.com

Springfield, Illinois  
Aurora, Illinois  
Rockford, Illinois  
St. Louis, Mo.



SUBMITTED BY   
**TRAVIS A. STRAIT, P.E.**  
DATE **APRIL 16, 2010**  
license expires 11-30-2011

# SUMMARY OF QUANTITIES

SEQ NO	ITEM NO	DESCRIPTION	UNIT	QUANTITY (F/S/L)	RECORD QUANTITY	QUANTITY (L)	RECORD QUANTITY
1	AR108108	1/C #8 KV CABLE	L.F.	13,600.00			
2	AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	7,690.00			
3	AR108812	12 PAIR CONTROL CABLE	L.F.	1,400.00			
4	AR109210	VAULT MODIFICATIONS	L.S.	1.00			
5	AR110212	2" STEEL DUCT, DIRECT BURY	L.F.	6,430.00			
6	AR110213	3" STEEL DUCT, DIRECT BURY	L.F.	200.00			
7	AR110504	4-WAY CONCRETE ENCASED DUCT	L.F.	190.00			
8	AR110554	EXTEND 4-WAY DUCT	L.F.	280.00			
9	AR110610	ELECTRICAL HANDHOLE	EACH	1.00			
10	AR110714	ELECTRICAL MANHOLE, 4'	EACH	2.00			
11	AR125100	ELEVATED RETROREFLECTIVE MARKER	EACH	15.00			
12	AR125415	MITL-BASE MOUNTED	EACH	148.00			
13	AR125420	TAXIWAY LIGHT INPAVEMENT	EACH	60.00			
14	AR125441	TAXIWAY GUIDANCE SIGN 1 CHAR	EACH	2.00			
15	AR125442	TAXIWAY GUIDANCE SIGN 2 CHAR	EACH	5.00			
16	AR125443	TAXIWAY GUIDANCE SIGN 3 CHAR	EACH	2.00			
17	AR125444	TAXIWAY GUIDANCE SIGN 4 CHAR	EACH	2.00			
18	AR125445	TAXIWAY GUIDANCE SIGN 5 CHAR	EACH	3.00			
19	AR125446	TAXIWAY GUIDANCE SIGN 6 CHAR	EACH	2.00			
20	AR125525	HURL, INPAVEMENT	EACH	3.00			
21	AR125565	SPLICE CAN	EACH	4.00			
22	AR125902	REMOVE BASE MOUNTED LIGHT	EACH	128.00			
23	AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	11.00			
24	AR150510	ENGINEER'S FIELD OFFICE	L.S.	1.00			
25	AR150515	FIELD LABORATORY	L.S.	1.00			
26	AR150520	MOBILIZATION	LS	1.00			
27	AR150540	HAUL ROUTE	LS	1.00			
28	AR152410	UNCLASSIFIED EXCAVATION	C.Y.	10,910.00			
29	AR152442	OFFSITE BORROW EXCAVATION	C.Y.	1,600.00			
30	AR152540	SOIL STABILIZATION FABRIC	S.Y.	25,680.00			
31	AR156510	SILT FENCE	L.F.	3,284.00			
32	AR156512	BALES	EACH	100.00			
33	AR161601	TEMPORARY GATE	EACH	1.00			
34	AR208515	POROUS GRANULAR EMBANKMENT	C.Y.	2,130.00			
35	AR209606	CRUSHED AGG. BASE COURSE - 6"	S.Y.	7,000.00			
36	AR209612	CRUSHED AGG BASE COURSE - 12"	S.Y.	18,825.00			
37	AR401610	BITUMINOUS SURFACE COURSE	TON	5,600.00		200.00	
38	AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1.00			
39	AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	45,000.00		1,225.00	
40	AR403610	BITUMINOUS BASE COURSE	TON	10,850.00			
41	AR403630	BITUMINOUS BASE TEST SECTION	EACH	1.00			
42	AR501515	15" PCC PAVEMENT	S.Y.	20,350.00			
43	AR501530	PCC TEST BATCH	EACH	1.00			
44	AR602510	BITUMINOUS PRIME COAT	GAL.	8,925.00			
45	AR603510	BITUMINOUS TACK COAT	GAL.	11,865.00		175.00	
46	AR620520	PAVEMENT MARKING - WATERBORNE	S.F.	24,950.00		500.00	
47	AR620525	PAVEMENT MARKING - BLACK BORDER	S.F.	24,390.00		500.00	
48	AR620900	PAVEMENT MARKING REMOVAL	S.F.	2,200.00			
49	AR701512	12" RCP, CLASS IV	L.F.	205.00			
50	AR701515	15" RCP, CLASS IV	L.F.	230.00			
51	AR701518	18" RCP, CLASS IV	L.F.	330.00			
52	AR701524	24" RCP, CLASS IV	L.F.	1,130.00			
53	AR701530	30" RCP, CLASS IV	L.F.	455.00			
54	AR701900	REMOVE PIPE	L.F.	3,030.00			
55	AR705524	4" PERFORATED UNDERDRAIN W/SOCK	L.F.	1,750.00			
56	AR705900	REMOVE UNDEDRAIN	L.F.	1,700.00			
57	AR751412	TYPE B INLET	EACH	3.00			
58	AR751550	MANHOLE 5'	EACH	4.00			
59	AR751567	MANHOLE 7'	EACH	2.00			
60	AR751900	REMOVE INLET	EACH	6.00			
61	AR751903	REMOVE MANHOLE	EACH	14.00			
62	AR770704	SANITARY MANHOLE 4'	EACH	5.00			
63	AR800813	PREFORMED THERMOPLASTIC PVT MARKING	S.F.	5,785.00			
64	AR800815	PORTABLE LIGHTED RUNWAY CLOSURE MARKER	EACH	2.00			
65	AR800816	L-804 RGL ELEVATED, BASE MOUNTED	EACH	6.00			
66	AR800825	TRAFFIC CONTROL AND PROTECTION	L.S.	1.00			
67	AR800826	21" SANITARY SEWER	L.F.	925.00			
68	AR800868	SOIL GUARD	S.Y.	48,270.00			
69	AR901510	SEEDING	ACRE	10.00			

RO018



Chicago Rockford  
International  
Airport



Rockford, Illinois

Greater Rockford  
Airport Authority

AIP: 3-17-0088-XX  
RFD-4008

Rehabilitate TXY J  
and L

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:	CMT-RFD
DATE:	4-16-2010
JOB No:	09258-05-00

SUMMARY OF  
QUANTITIES  
(QTY1)

2

SUMMARY OF QUANTITIES  
(QTY1)

RO018



Chicago Rockford  
International  
Airport



Rockford, Illinois

Greater Rockford  
Airport Authority

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JOB No:	09258-05-00

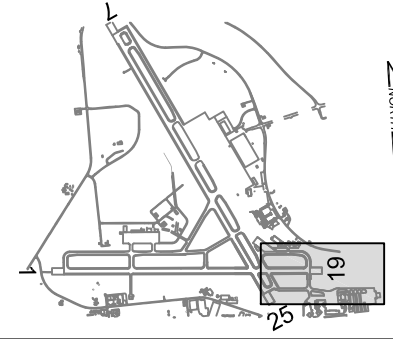
**SITE PLAN /  
PROJECT  
CONTROL (SPL1)**

3

SHEET 3 OF 60 SHEETS

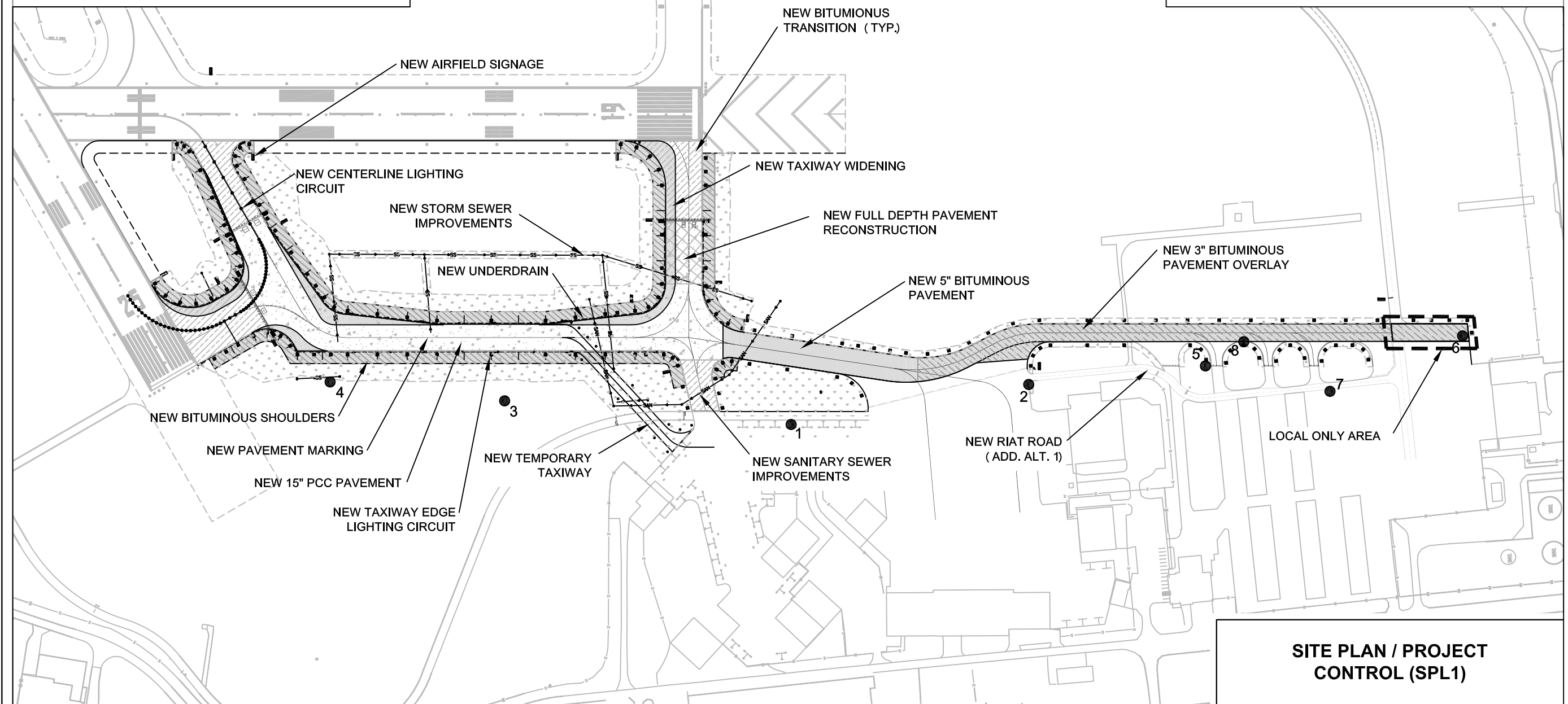
**LEGEND**

- NEW 15" PCC PAVEMENT INLAY AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL
- NEW 5" BIT. PAVEMENT AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL AND 2" AGGREGATE BASE COURSE REMOVAL
- NEW 3" BITUMINOUS PAVEMENT OVERLAY AND 3" BITUMINOUS PAVEMENT MILLING
- NEW BITUMINOUS SHOULDER PAVEMENT (4" BIT. / 6"-18" AGGR. BASE)
- NEW TAXIWAY WIDENING
- NEW LANDSCAPING (SEEDING / SOILGUARD)
- NEW VARIABLE DEPTH BITUMINOUS TRANSITION
- LOCAL ONLY AREA



HORIZONTAL AND VERTICAL CONTROL

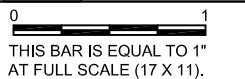
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	2019563.717	2589557.812	730.68	P.K. NAIL
2	2020236.644	2589501.057	731.34	P.K. NAIL
3	2018771.851	2589427.602	730.18	IRON PIN
4	2018290.236	2589333.571	732.64	IRON PIN
5	2020731.308	2589489.895	732.30	IRON PIN
6	2021453.403	2589463.919	738.58	P.K. NAIL
7	2021072.311	2589588.255	735.69	P.K. NAIL
8	2020843.256	2589430.850	733.88	P.K. NAIL



**SITE PLAN / PROJECT  
CONTROL (SPL1)**

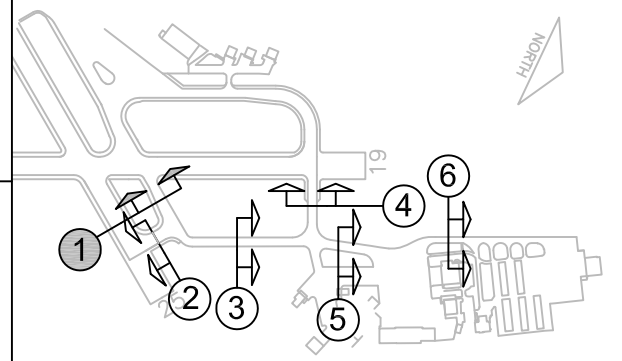
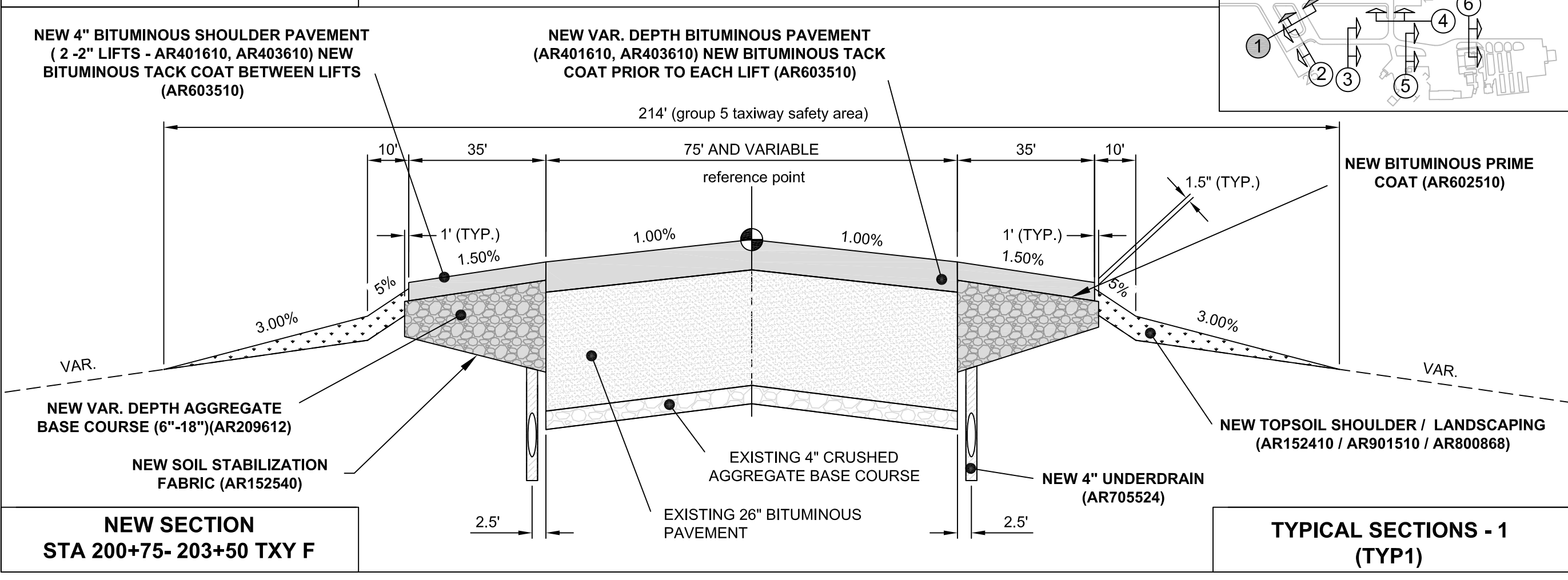
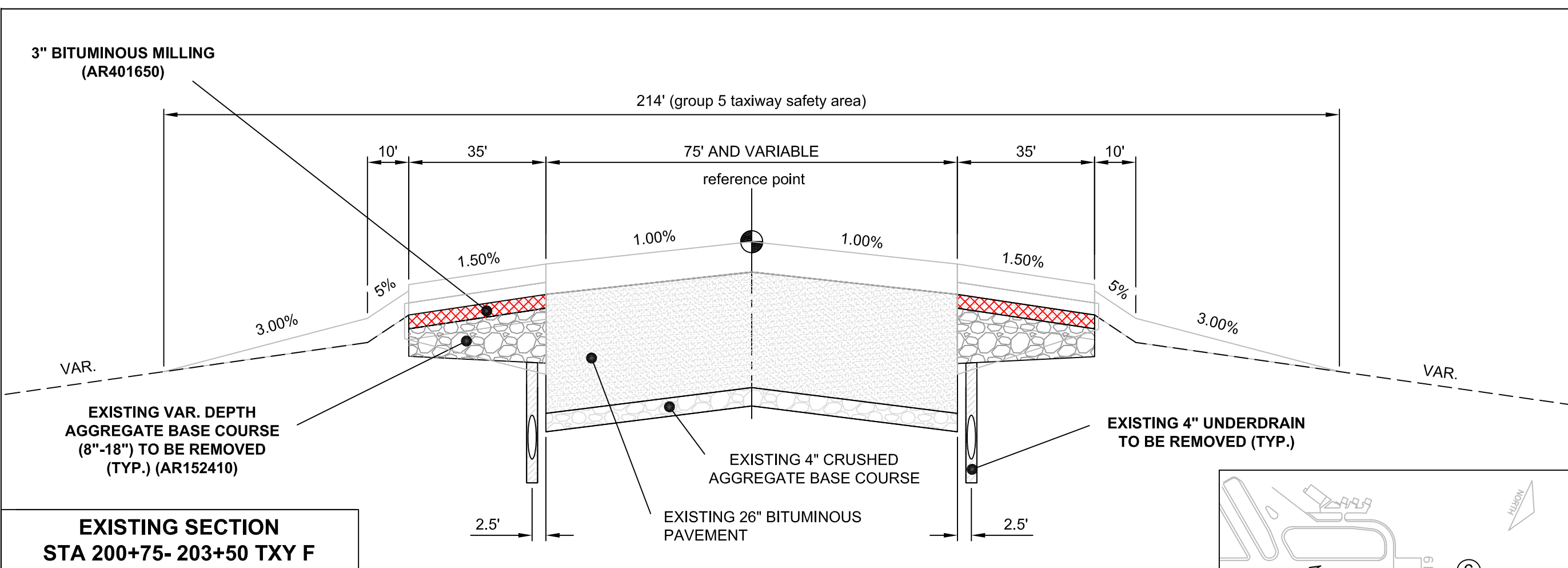
Revisions

Date	Description



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APPROVED BY:	CMT-RFD
DATE:	4-16-2010
JOB No:	09258-05-00

TYPICAL  
 SECTIONS 1  
 (TYP1)







Chicago Rockford International Airport



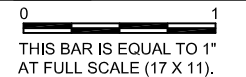
Rockford, Illinois  
Greater Rockford Airport Authority

AIP: 3-17-0088-XX  
RFD-4008

Rehabilitate TXY J and L

Revisions

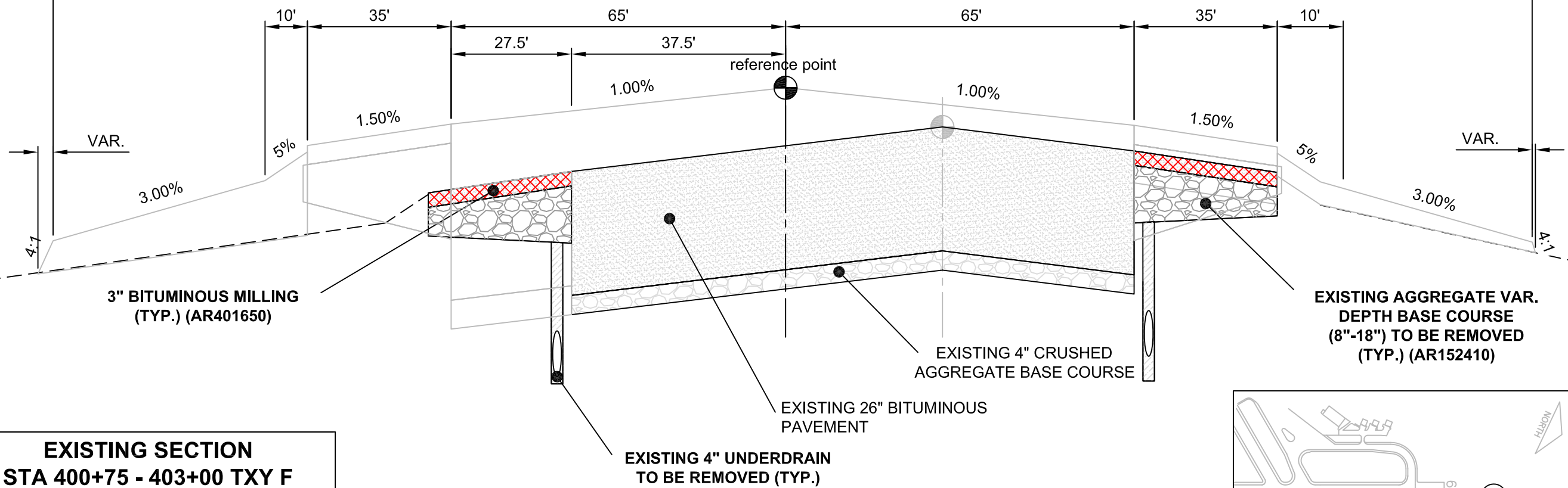
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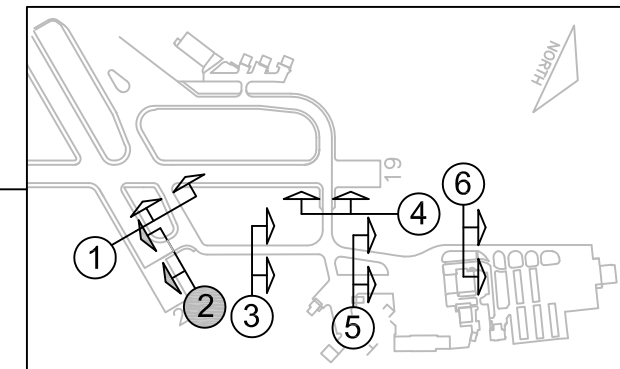
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CHECKED BY:	CMT- RFD
APPROVED BY:	CMT- RFD
DATE:	4-16-2010
JOB No:	09258-05-00

TYPICAL SECTIONS 2 (TYP2)

214' (group 5 taxiway safety area)



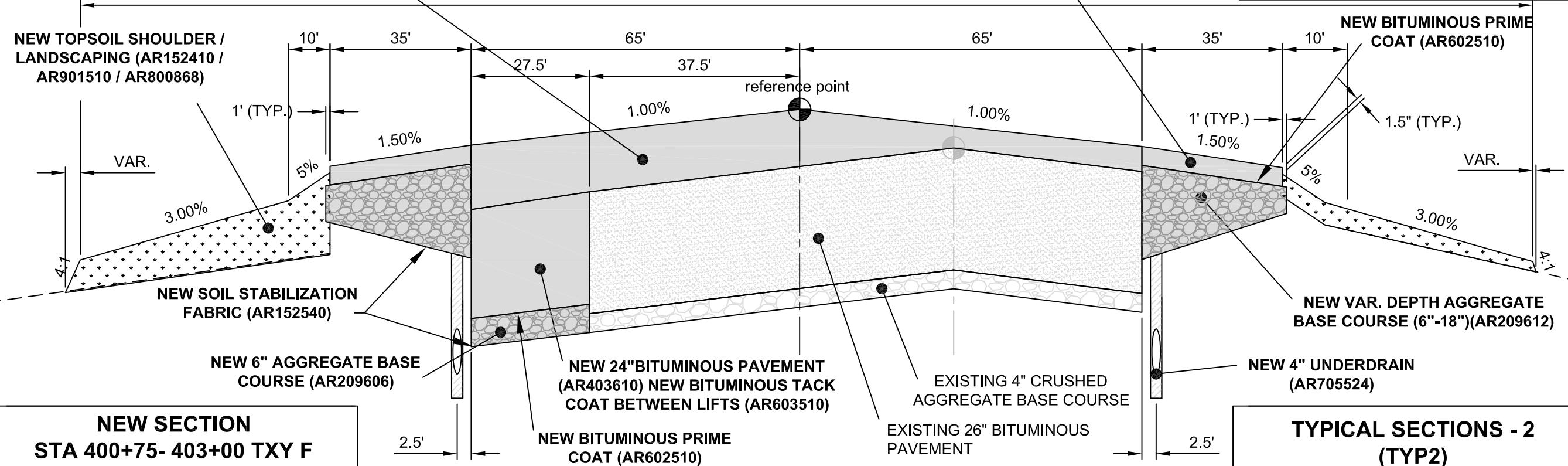
**EXISTING SECTION  
STA 400+75 - 403+00 TXY F**



NEW VAR. DEPTH BITUMINOUS PAVEMENT (AR401610, AR403610) NEW BITUMINOUS TACK COAT PRIOR TO EACH LIFT (AR603510)

NEW 4" BITUMINOUS SHOULDER PAVEMENT (2- 2" LIFTS - AR401610, AR403610) NEW BITUMINOUS TACK COAT BETWEEN LIFTS (AR603510)

214' (group 5 taxiway safety area)

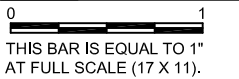


**NEW SECTION  
STA 400+75- 403+00 TXY F**

**TYPICAL SECTIONS - 2  
(TYP2)**

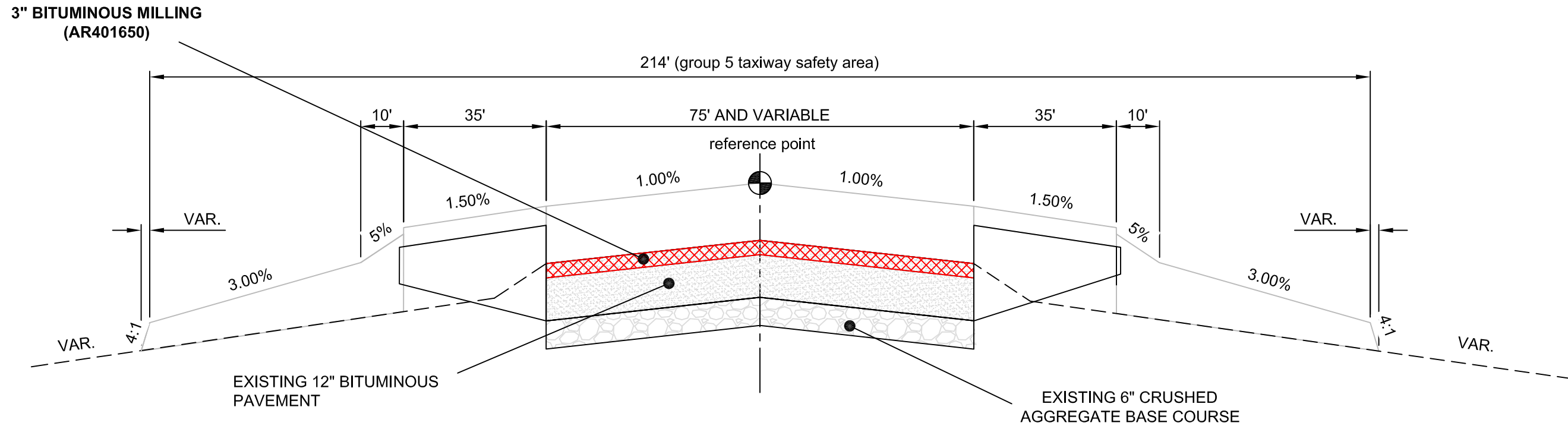
Revisions

Date	Description

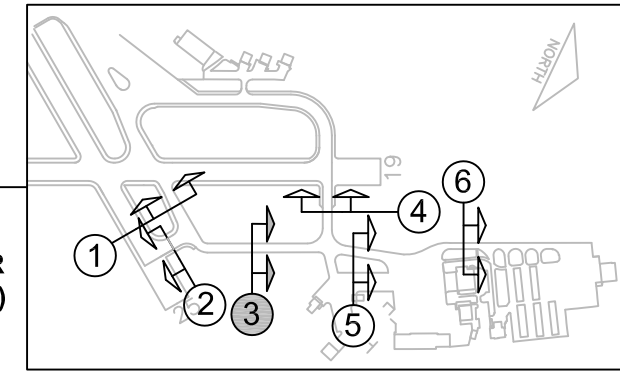


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APPROVED BY:	CMT- RFD
DATE:	1-28-2010
JOB No:	09258-05-00

TYPICAL  
SECTIONS - 3  
(TYP3)



EXISTING SECTION  
STA 500+00 - 510+50 - TXY J

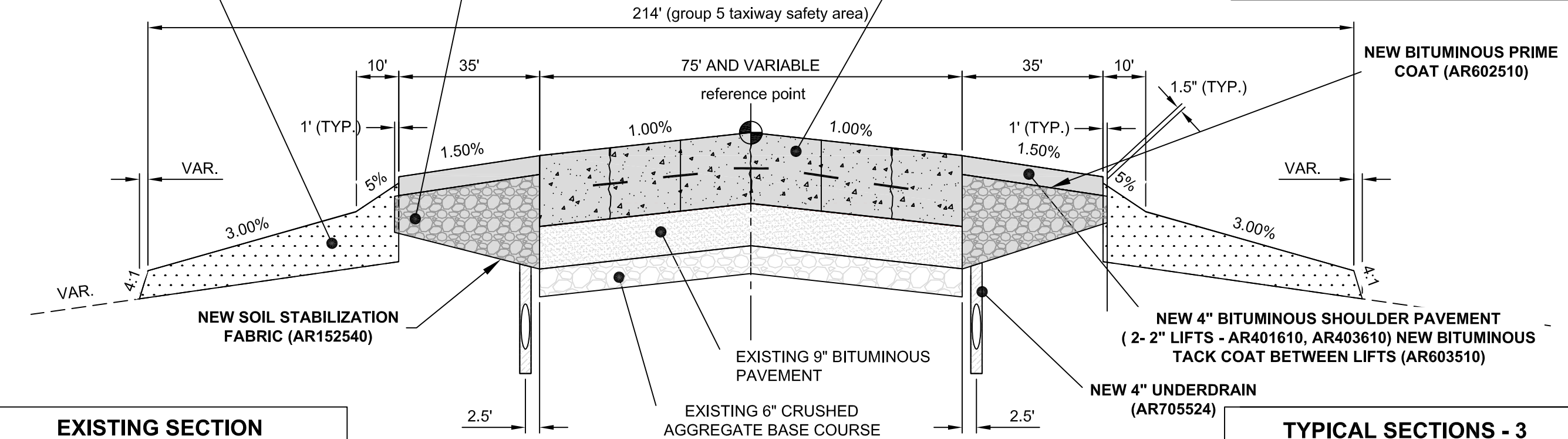


NEW TOPSOIL SHOULDER / LANDSCAPING  
(AR152410 / AR901510 / AR800868)

NEW VAR. DEPTH AGGREGATE  
BASE COURSE (6"-18") (AR209612)

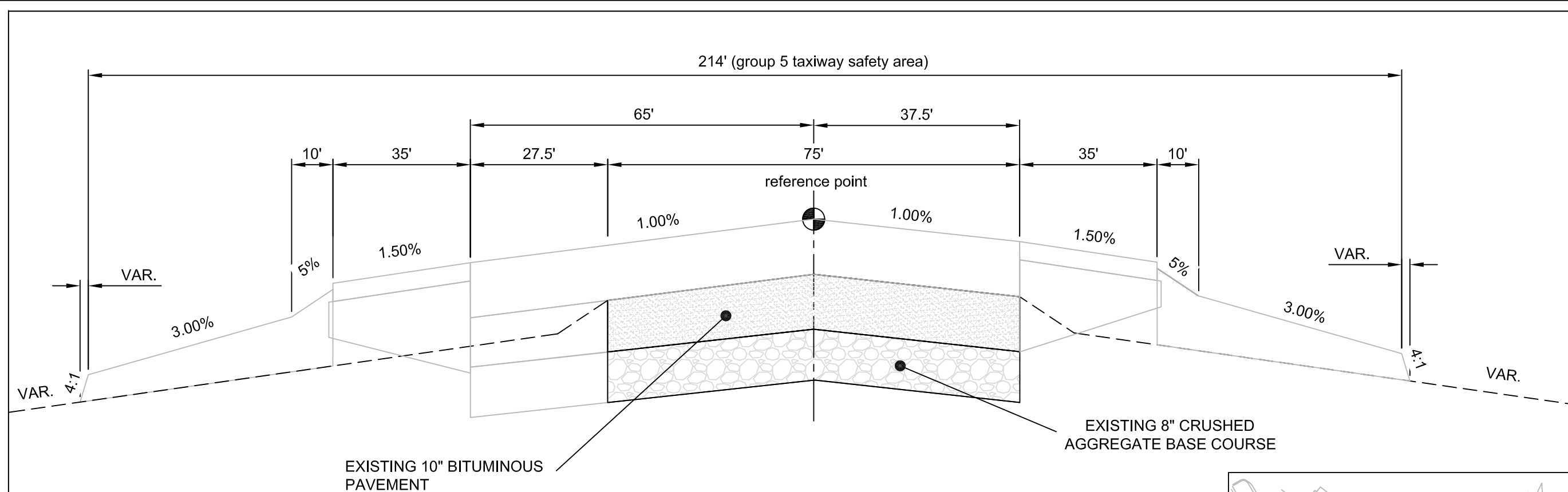
NEW 15" PCC CONCRETE PAVEMENT  
(AR501515) (SEE JOINTING SHEETS FOR  
PAVING LANES AND JOINTING DETAILS)

NEW BITUMINOUS PRIME  
COAT (AR602510)



EXISTING SECTION  
STA 500+00 - 510+50 - TXY J

TYPICAL SECTIONS - 3  
(TYP3)

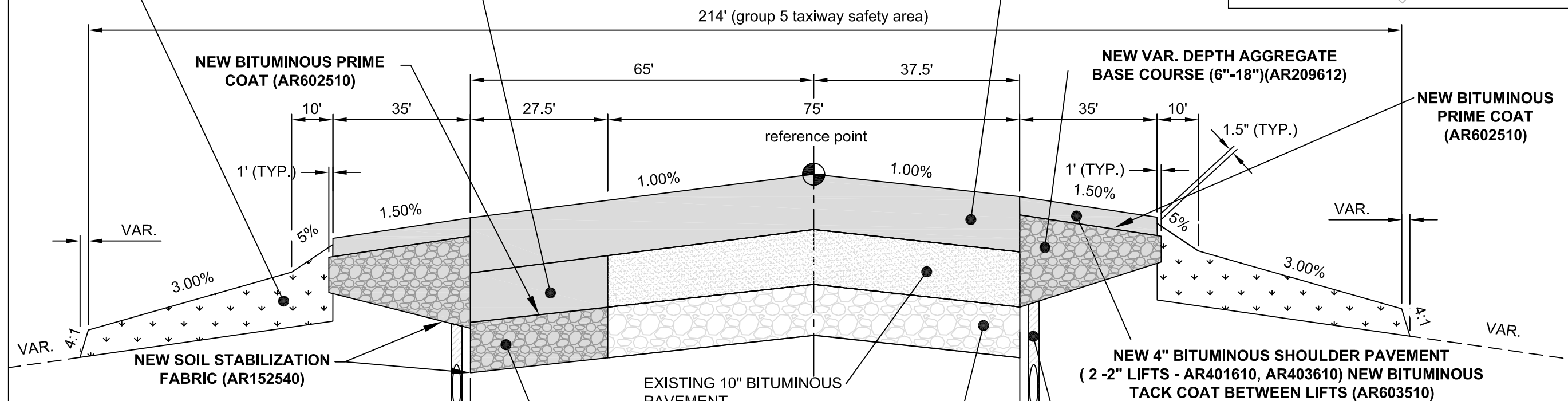
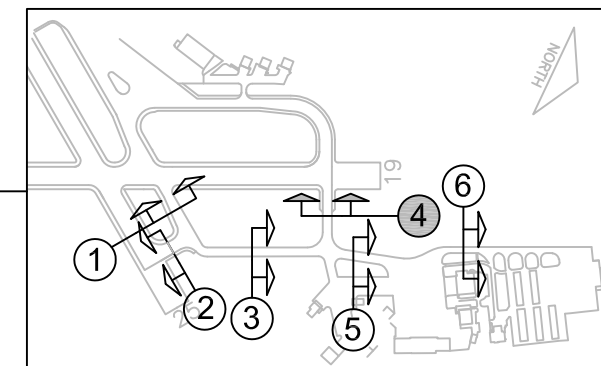


**EXISTING SECTION  
STA 100+75 - 103+00 TXY L**

NEW TOPSOIL SHOULDER /  
LANDSCAPING (AR152410 /  
AR901510 / AR800868)

NEW 10"BITUMINOUS PAVEMENT  
(AR403610) NEW BITUMINOUS TACK  
COAT BETWEEN LIFTS (AR603510)

NEW VAR. DEPTH BITUMINOUS PAVEMENT  
(AR401610, AR403610) NEW BITUMINOUS TACK  
COAT PRIOR TO EACH LIFT (AR603510)

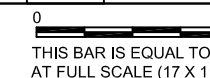


**NEW SECTION  
STA 100+75-103+00 TXY L**

**TYPICAL SECTIONS - 4  
(TYP4)**

Revisions

Date	Description



DESIGN BY:	CMT- RFD
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DATE:	4-16-2010
JOB No:	09258-05-00

**TYPICAL  
SECTIONS 3  
(TYP3)**



Chicago Rockford International Airport



Rockford, Illinois

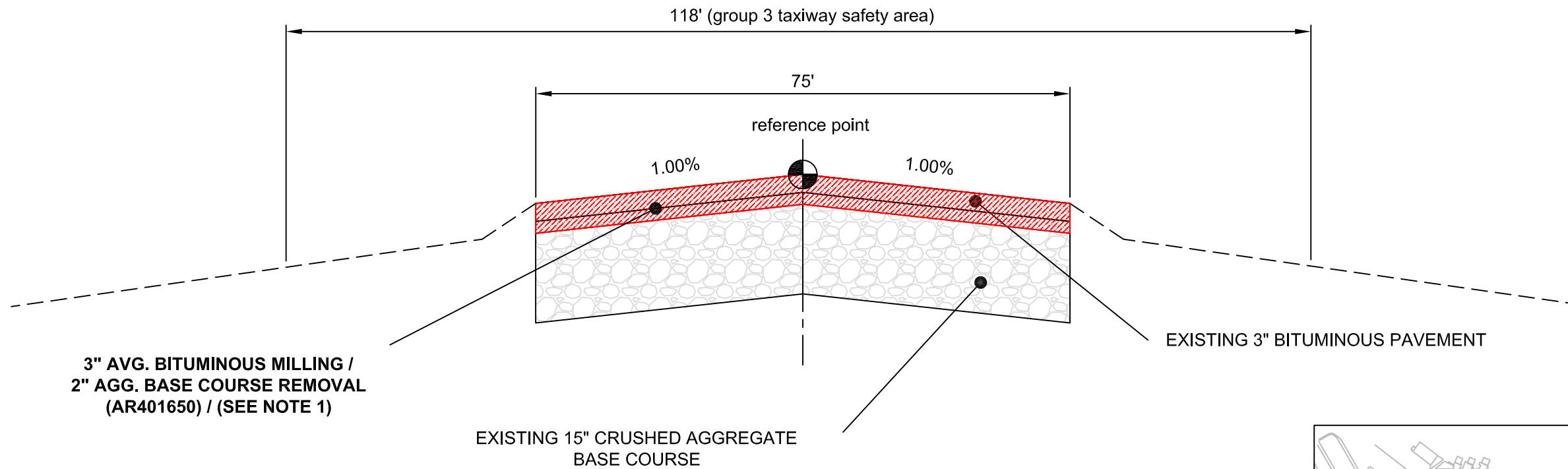
Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-4008

Rehabilitate TXY J and L

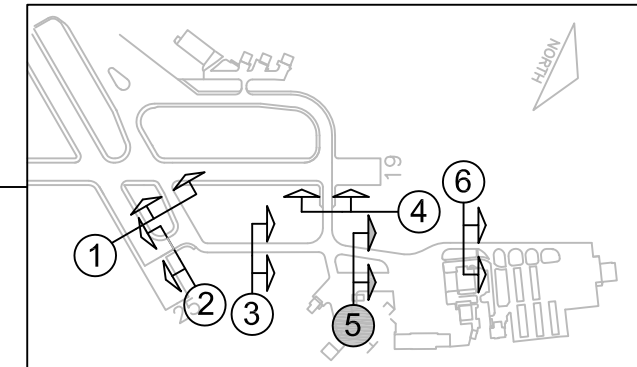
**NOTES**

- AGGREGATE BASE REMOVAL SHALL BE PAID FOR UNDER PAY ITEM AR401650 "BITUMINOUS PAVEMENT MILLING".

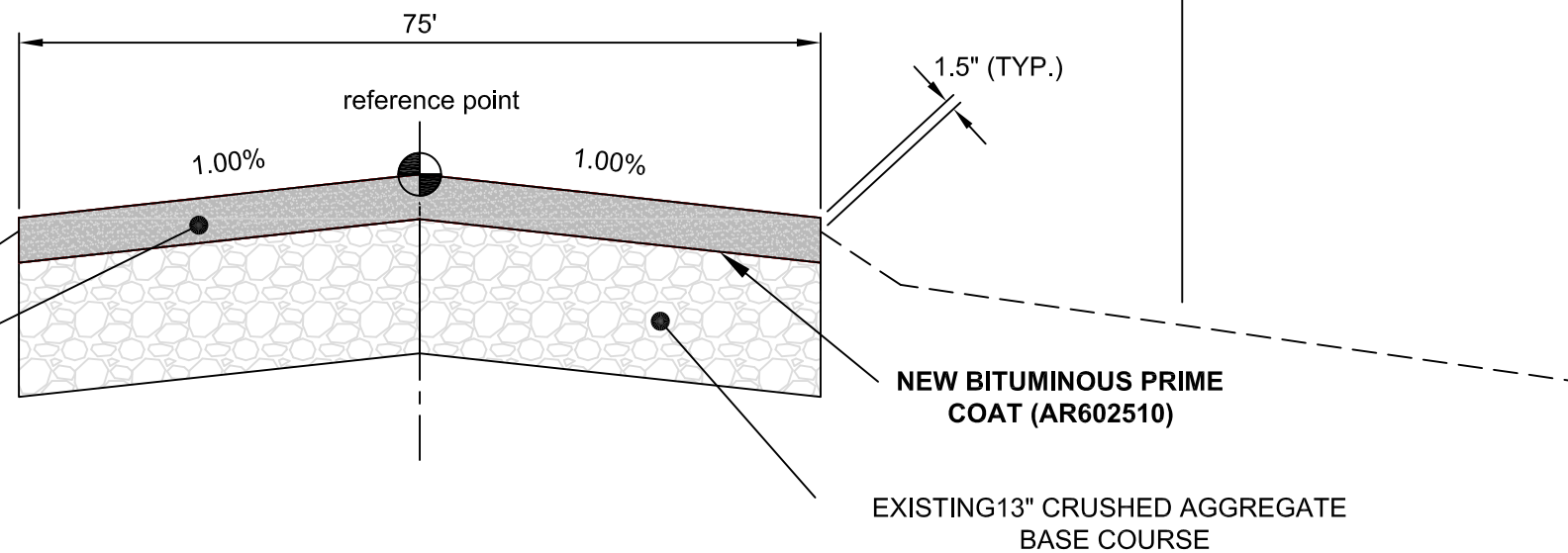


**EXISTING SECTION  
STA 510+50 - 516+00 TXY J**

TURF RESTORATION / LANDSCAPING (AR901510 / AR800868)



118' (group 3 taxiway safety area)

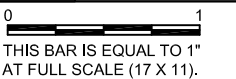


**NEW SECTION  
STA 510+50 - 516+00 TXY J**

**TYPICAL SECTIONS - 5  
(TYP5)**

Revisions

Date	Description



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DATE:	4-16-2010
JOB No:	09258-05-00

**TYPICAL SECTIONS 5  
(TYP5)**





Chicago Rockford International Airport



Rockford, Illinois

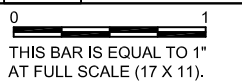
Greater Rockford Airport Authority

AIP: 3-17-0088-XX  
RFD-4008

Rehabilitate TXY J and L

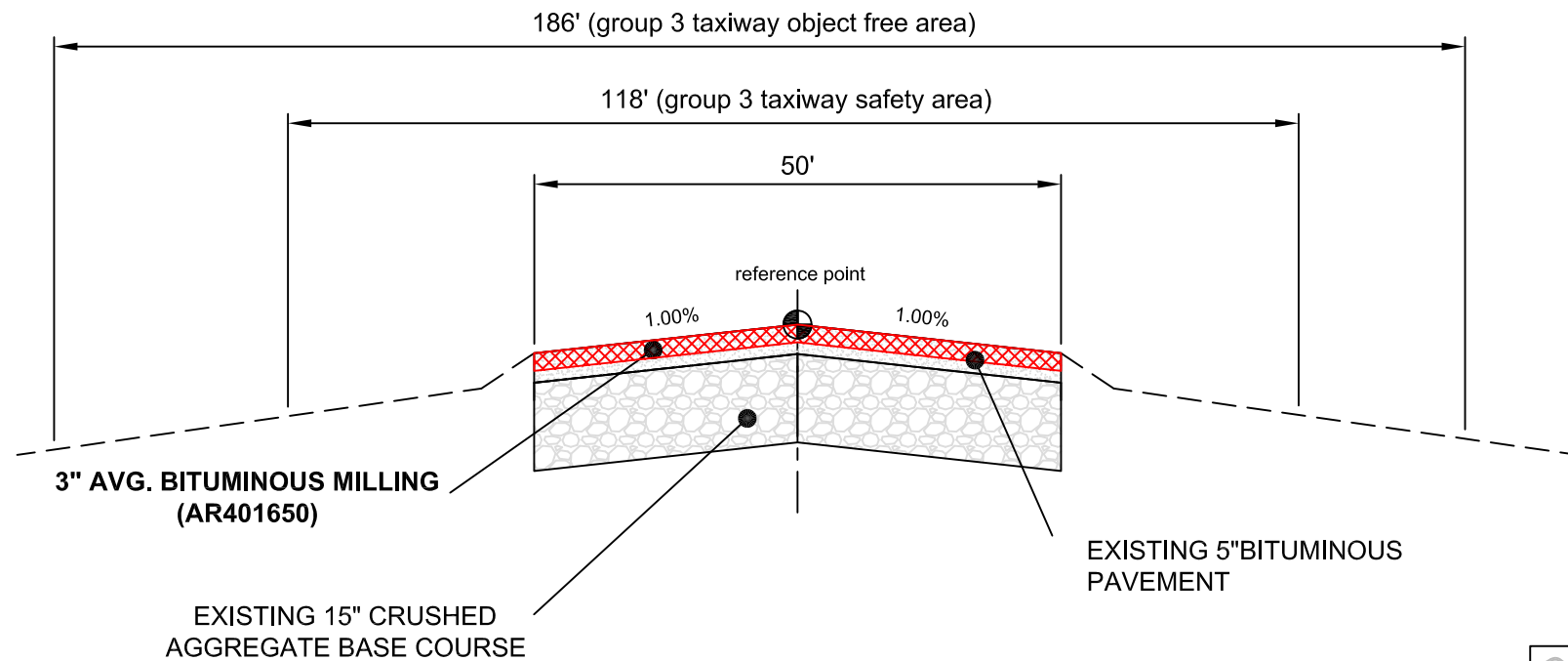
Revisions

Date	Description

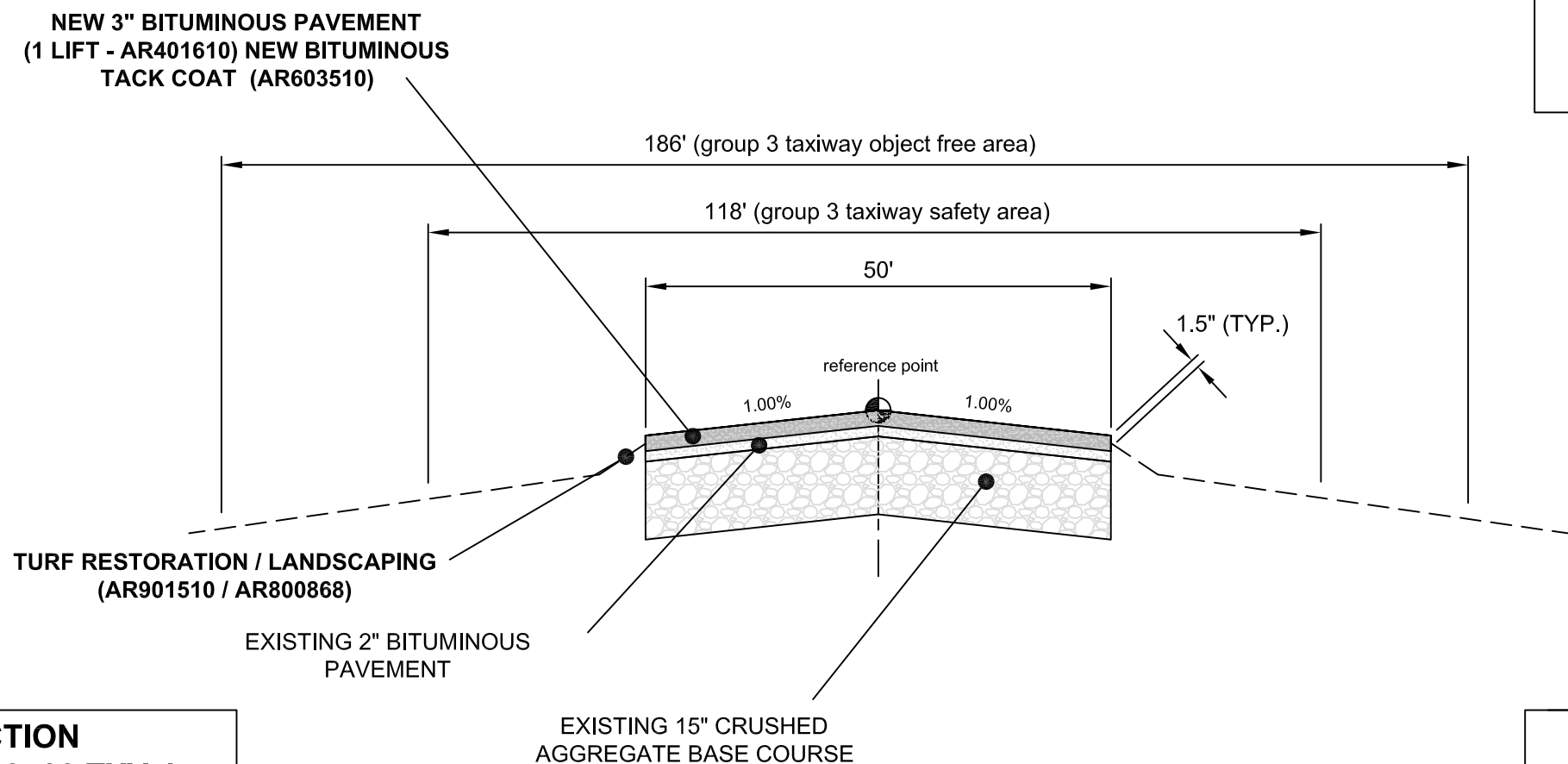
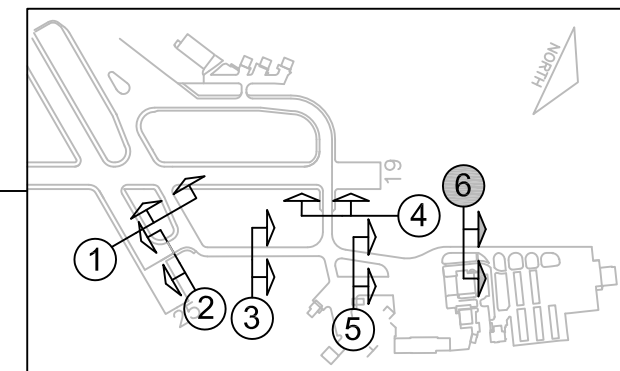


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DRAWN BY:	CMT-RFD
CHECKED BY:	CMT-RFD
APPROVED BY:	CMT-RFD
DATE:	4-16-2010
JOB No:	09258-05-00

TYPICAL SECTIONS 6 (TYP6)



EXISTING SECTION  
STA 519+00 - 529+00 TXY J



NEW SECTION  
STA 519+00 - 529+00 TXY J

TYPICAL SECTIONS - 6  
(TYP6)



Chicago Rockford International Airport



Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-XX  
RFD-4008

Rehabilitate TXY J and L

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:	CMT- RFD
DATE:	4-16-2010
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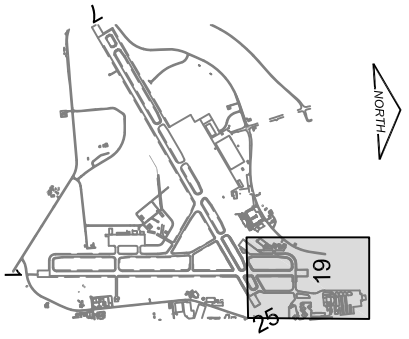
PHASING PLAN SUMMARY (PPM1)

LEGEND

- PHASE 1 CONSTRUCTION
- PHASE 1 CONSTRUCTION EXPEDITED
- PHASE 2 CONSTRUCTION
- PHASE 2 CONSTRUCTION EXPEDITED
- LIGHTED BARRICADES
- CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD (PHASE 1)
- CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD (PHASE 2)
- AOA AIR OPERATIONS AREAS (A.O.A.)
- AIRCRAFT MOVEMENT AREAS
- TEMPORARY STOP SIGNS

NOTES

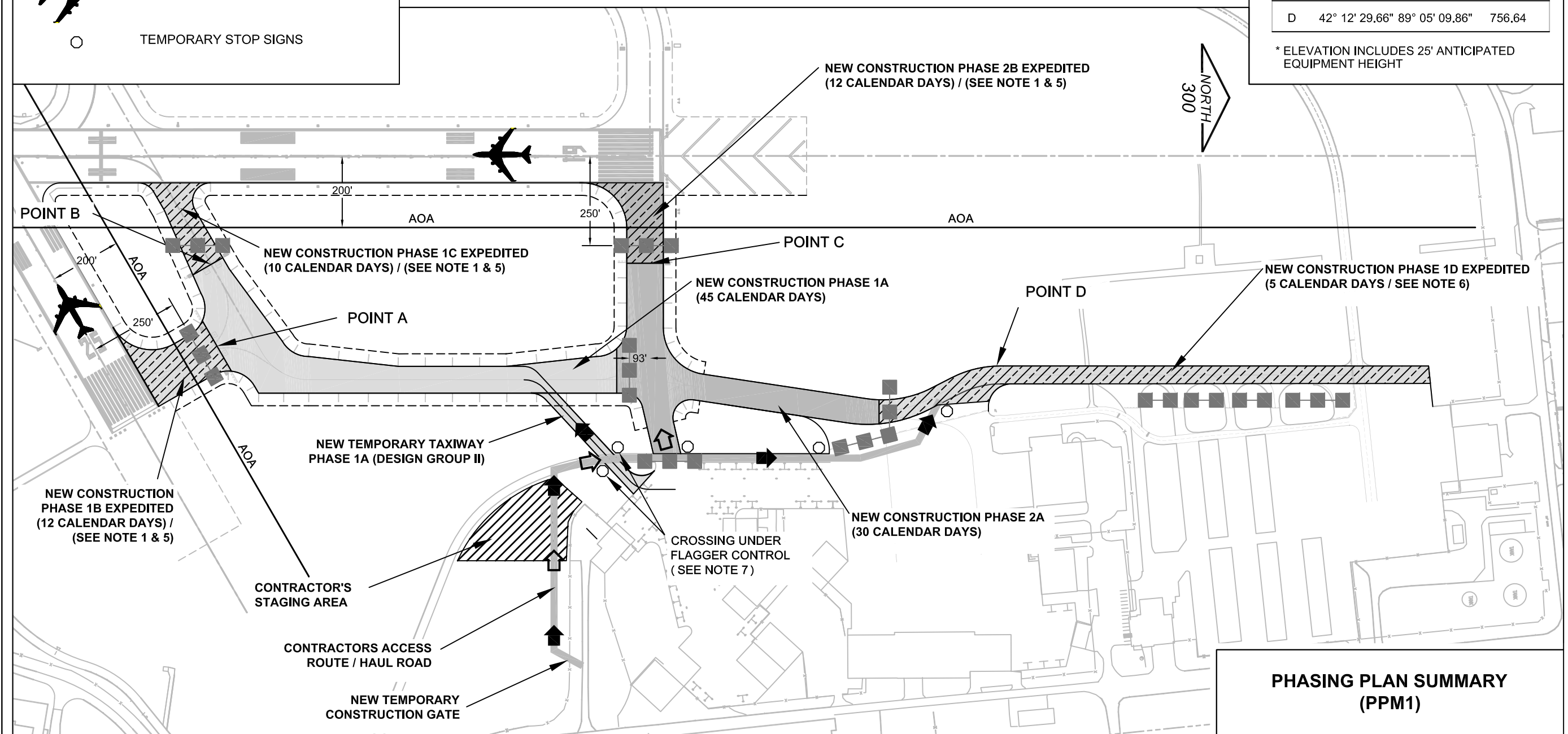
1. SIMULTANEOUS RUNWAY CLOSURES WILL NOT BE PERMITTED.
2. ALL PROPOSED HOMERUN CABLING IS NOT SHOWN FOR CLARITY. THIS WORK SHALL BE INCLUDED IN PHASE 1 CONSTRUCTION.
3. ANY TIME THE HAUL ROUTE CROSSES EXISTING AIRPORT PAVEMENT, THE PAVEMENT SHALL BE SWEEPED AND CLEANED AS REQUIRED TO THE SATISFACTION OF THE AIRPORT AND/OR ENGINEER.
4. AIRFIELD ACCESS FOR ALL TENANTS SHALL BE MAINTAINED DURING THE ENTIRE PROJECT EXCEPT AS NOTED IN PHASE 1D.
5. ALL WORK DURING PHASE 1B, PHASE 1C AND PHASE 2B WILL REQUIRE TEMPORARY CLOSURE OF EITHER RUNWAY 7/25 OF RUNWAY 1/19. ONLY DAILY CLOSURES OF RUNWAY WILL BE PERMITTED. NIGHTTIME CLOSURES WILL NOT BE ALLOWED. ALL WORK SHALL BE EXPEDITED TO MINIMIZE IMPACT ON AIRPORT OPERATIONS.
6. CLOSURE OF TAXIWAY J WILL BE PERMITTED DURING PHASE 1D FOR THE NUMBER OF CALENDAR DAYS SHOWN. THE CONTRACTOR SHALL NOTIFY THE AIRPORT TWO WEEKS PRIOR TO START OF WORK TO ALLOW FOR THE RELOCATION OF AIRCRAFT IF NEEDED.
7. THE CONTRACTOR SHALL EMPLOY A FULL-TIME FLAGGER AT THE LOCATION SHOWN IN THE PLANS. THE FLAGGER SHALL BE IN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES AND SHALL DIRECT CONSTRUCTION TRAFFIC ACROSS ACTIVE AIRFIELD PAVEMENTS. THE CONTRACTOR SHALL PROVIDE A RADIO FOR THE FLAGGER. BEFORE PHASE 2 CONSTRUCTION BEGINS, AIRPORT AND ATCT PERSONNEL SHALL APPROVE THE CONTRACTOR'S PROPOSED FLAGGER. THE COST OF THE FLAGGER SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL SANITARY SEWER WORK SHALL BE CONSTRUCTED DURING PHASE 1. NO SIMULTANEOUS CLOSURES OF TAXIWAY L AND TAXIWAY J NORTH OF L WILL BE PERMITTED DURING PHASE 1. ALL WORK WITHIN THE TAXIWAY J AND L INTERSECTION SHALL BE EXPEDITED TO MINIMIZE IMPACT ON AIRPORT OPERATIONS.



CRITICAL POINTS

POINT NO.	LATITUDE	LONGITUDE	ELEVATION*
A	42° 12' 08.46"	89° 05' 13.04"	758.46
B	42° 12' 08.41"	89° 05' 16.38"	758.18
C	42° 12' 20.47"	89° 05' 14.88"	758.04
D	42° 12' 29.66"	89° 05' 09.86"	756.64

\* ELEVATION INCLUDES 25' ANTICIPATED EQUIPMENT HEIGHT



PHASING PLAN SUMMARY (PPM1)

**PHASING PLAN PROJECT NOTES:**

**1. APPROVED PROGRESS SCHEDULE:**

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

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

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

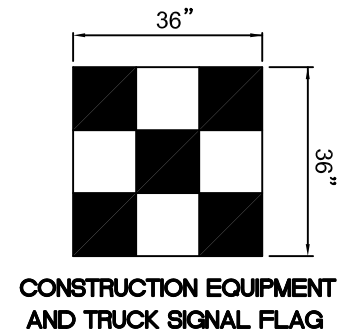
**3. CONSTRUCTION SITE ACCESS AND STAGING AREA:**

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

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

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

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



NOT TO SCALE

**5. GATE SECURITY:**

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

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

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

**7. UNAUTHORIZED ACCESS TO AIRFIELD:**

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

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT:

- REHABILITATE TAXIWAY B (SOUTH) PHASE 1
- REHABILITATE TAXIWAY B (SOUTH) PHASE 2

**PHASING PLAN GENERAL NOTES:**

**1. SUGGESTED SEQUENCE OF CONSTRUCTION:**

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

**2. STAGING AREA RESTORATION:**

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

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

THE CONTRACTOR SHALL CONSTRUCT THE HAUL ROUTE AS SHOWN IN THESE PLANS AND SHALL BE PAID FOR ONCE AS AR150540 - HAUL ROUTE. ANY OTHER HAUL ROUTE(S) SHALL BE INCIDENTAL TO AR150540. THE COST OF MAINTAINING THE HAUL ROUTE(S) SHALL BE INCIDENTAL TO AR150540. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT DEPUTY DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO AR150540 - HAUL ROUTE.

**4. AIRPORT APPROVAL OF PHASING:**

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

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

THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DEPUTY DIRECTOR OF OPERATIONS. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

(NOTES CONTINUED ON PHASING PLAN DETAILS - PPD1)

PHASE	WORK AREA	ALLOWABLE WORK PERIODS	AIRPORT OPERATIONAL RESTRICTIONS	APPROXIMATE SCHEDULE
1A	ON TAXIWAY J AND F - AREAS OUTSIDE OF RUNWAY 1/19 AND 7/25 A.O.A. AND SOUTH OF TAXIWAY L	7:00 A.M. - 7:00 P.M.	NO RESTRICTIONS	JULY 23 - SEPTEMBER 5, 2010 (45 CALENDAR DAYS)
1B (EXPEDITED)	ON TAXIWAY F - AREA WITHIN RUNWAY 7/25 A.O.A	DAILY CLOSURES OF RUNWAY 7/25 WILL BE PERMITTED 7:00 A.M. - 7:00 P.M.	WORK WITHIN 250' OF THE RUNWAY 7/25 Q WILL REQUIRE THE TEMPORARY CLOSURE OF RUNWAY 1/19 AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME.	SEPTEMBER 6 - SEPTEMBER 17, 2010 (12 CALENDAR DAYS)
1C (EXPEDITED)	ON TAXIWAY F - AREAS WITHIN RUNWAY 1/19 A.O.A.	DAILY CLOSURES OF RUNWAY 1/19 WILL BE PERMITTED 7:00 A.M. - 7:00 P.M.	WORK WITHIN 250' OF THE RUNWAY 1/19 Q WILL REQUIRE THE TEMPORARY CLOSURE OF RUNWAY 1/19 AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME.	SEPTEMBER 18 - SEPTEMBER 27, 2010 (10 CALENDAR DAYS)
1D (EXPEDITED)	ON TAXIWAY J - AREA 650' NORTH OF INTERSECTION OF TAXIWAY J AND L TO THE NORTHEAST T-HANGER APRON	CLOSURE OF TAXIWAY J 650' NORTH OF INTERSECTION OF TAXIWAY J AND L WILL BE PERMITTED	NO RESTRICTIONS	SEPTEMBER 28 - OCTOBER 2, 2010 (5 CALENDAR DAYS)
2A	ON TAXIWAY L AND J - AREAS OUTSIDE RUNWAY 1/19 A.O.A.	7:00 A.M. - 7:00 P.M.	NO RESTRICTIONS	OCTOBER 3 - NOVEMBER 1, 2010 (30 CALENDAR DAYS)
2B (EXPEDITED)	ON TAXIWAY L - AREAS WITHIN RUNWAY 1/19 A.O.A.	DAILY CLOSURES OF RUNWAY 1/19 WILL BE PERMITTED 7:00 A.M. - 7:00 P.M.	WORK WITHIN 250' OF THE RUNWAY 1/19 Q WILL REQUIRE THE TEMPORARY CLOSURE OF RUNWAY 1/19 AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME.	NOVEMBER 2 - NOVEMBER 14, 2010 (12 CALENDAR DAYS)
				114 CALENDAR DAYS

**PHASING PLAN NOTES (PPN1)**

RO018



Chicago Rockford International Airport



Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-4008

Rehabilitate TXY J and L

Revisions	
Date	Description

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APPROVED BY:	CMT-RFD
DATE:	4-16-2010
JOB No:	09258-05-00

**PHASING PLAN NOTES (PPN1)**

11

**PHASING PLAN GENERAL NOTES (CONT'D):**

(NOTES CONTINUED ON PHASING PLAN NOTES - PPN1)

**6. PROJECT LIGHTING OUTSIDE OF DAYLIGHT HOURS:**

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

**7. EXISTING UTILITY COORDINATION:**

COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

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

**8. TRAFFIC CONTROL PAYMENT:**

PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL BE PAID FOR AS AR800825 - TRAFFIC CONTROL AND PROTECTION, TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE PLACED ON 15' CENTERS AND HAVE ORANGE CONSTRUCTION FENCING BETWEEN EACH SET OF BARRICADES. TYPE 2 BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER FOR WORK ADJACENT TO THE EXPEDITED WORK AREA. LOW PROFILE BARRICADES SHALL BE USED ON ALL PAVEMENT AREAS OR AS DIRECTED BY THE 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 TYPE II AND TYPE III BARRICADES SHALL CONFORM TO IDOT STANDARD DETAIL 702001. ALL PAVEMENT DROP-OFFS GREATER THAN 24" REQUIRE TYPE II BARRICADES WITH EXTENDED LEGS. FOR AIRSIDE BARRICADE PLACEMENT, SEE SEQUENCE OF CONSTRUCTION SHEETS. FOR ROADWAY PROTECTION, SEE TEMPORARY TRAFFIC CONTROL PLAN AND GENERAL NOTES AND DETAILS SHEETS.

**9. DRIVERS TRAINING AND BADGING:**

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

**10. DUST CONTROL REQUIREMENTS:**

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

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

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

**12. STAGING AREA:**

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

**13. AIRFIELD LIGHTING COORDINATION:**

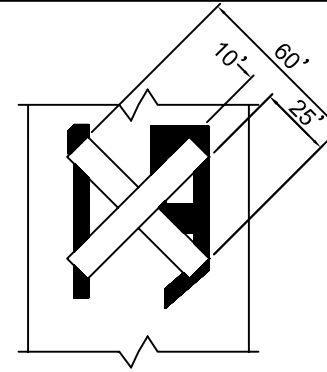
THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT DEPUTY DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY. THE CONTRACTOR SHALL BE RESPONSIBLE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

**14. WEEKLY COORDINATION MEETINGS:**

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

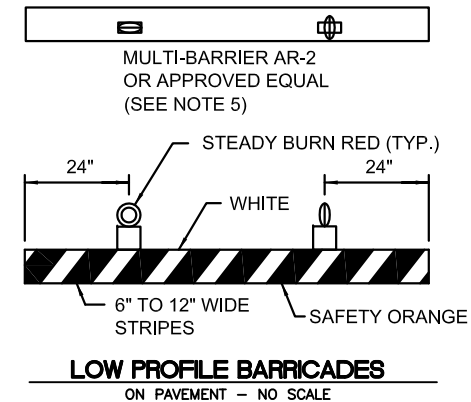
**15. TEMPORARY CABLES:**

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



**CLOSED RUNWAY MARKER DETAIL**  
ON PAVEMENT - NO SCALE

1. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE A MATERIAL APPROVED BY THE ENGINEER AND THE AIRPORT.
3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
4. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
5. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER PERSONNEL. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET OR AS DIRECTED BY THE ENGINEER AND AIRPORT. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.



**LOW PROFILE BARRICADES**  
ON PAVEMENT - NO SCALE

1. LOW PROFILE BARRICADES SHALL BE PLACED 15' ON CENTER AT THE EDGE OF ALL ACTIVE TAXIWAY PAVEMENTS WHERE THERE IS AN EDGE DROP-OFF GREATER THAN 3" AT THE EDGE OF THE TAXIWAY. BARRICADES SHALL BE WEIGHTED WITH A MINIMUM OF 6 SAND BAGS TO PREVENT THEM FROM BEING BLOWN OVER.
2. LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
3. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
4. BARRICADES TO BE PLACED WITH A MAXIMUM OF 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL TAXIWAY PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER.
5. ALTERNATE LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
6. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT'S COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.
7. A MINIMUM OF 60 LOW PROFILE BARRICADES SHALL BE ON SITE AT ALL TIMES. UPON THE COMPLETION OF THE PROJECT, ALL LOW PROFILE BARRICADES SHALL REMAIN PROPERTY OF THE AIRPORT. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO PAT ITEM AR800825 TRAFFIC CONTROL AND PROTECTION.

**PHASING PLAN DETAILS  
(PPD1)**

**RO018**



**Chicago Rockford  
International  
Airport**



**Rockford, Illinois**

**Greater Rockford  
Airport Authority**

**AIP: 3-17-0088-XX  
RFD-4008**

**Rehabilitate TXY J  
and L**

Revisions	
Date	Description

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DRAWN BY:	CMT- RFD
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APPROVED BY:	CMT- RFD
DATE:	4-16-2010
JOB No:	09258-05-00

**PHASING PLAN  
DETAILS  
(PPD1)**

**12**





Chicago Rockford  
International  
Airport



Rockford, Illinois

Greater Rockford  
Airport Authority

AIP: 3-17-0088-XX  
RFD-4008

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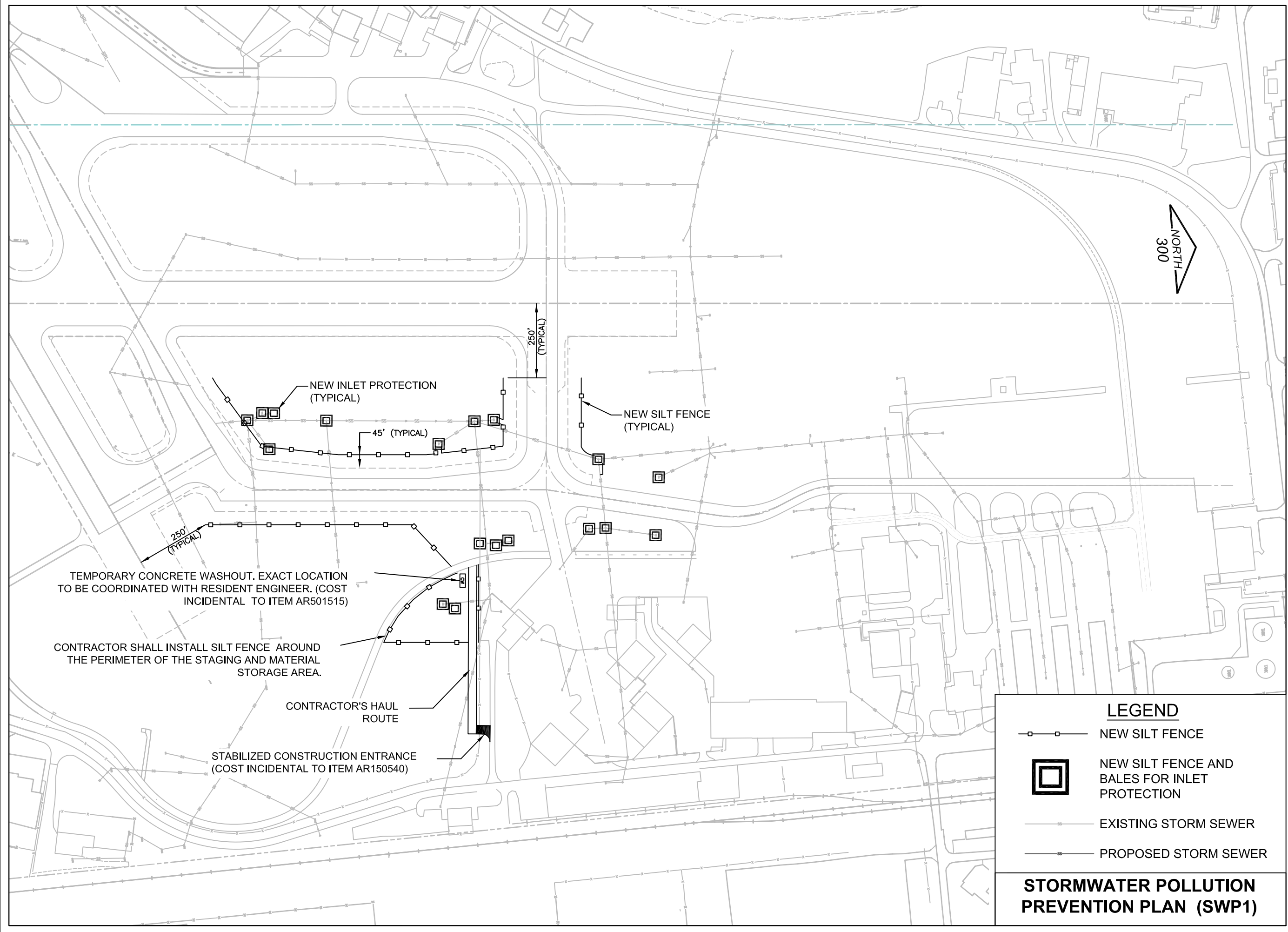
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DATE: 4-16-2010  
JOB No: 09258-05-00

**STORMWATER  
POLLUTION  
PREVENTION  
PLAN (SWP1)**



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

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

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

### AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 10.0 ACRES OF WHICH 10.0 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

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

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

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

### CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL

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

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

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

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION 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 SEEDDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.

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

- A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
- B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
- C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.
- D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDDED, 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 RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD.

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

7. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

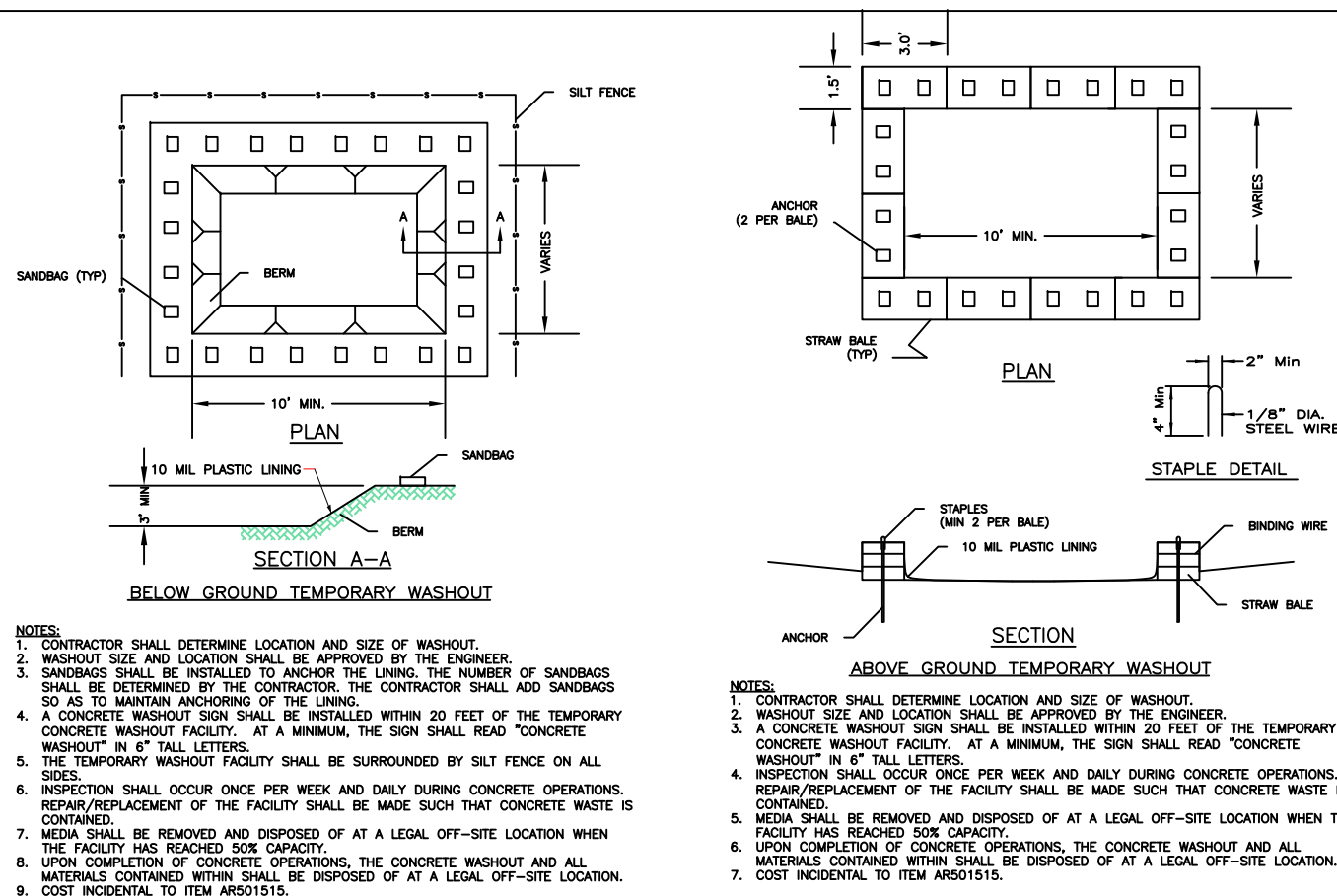
#### DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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

#### MAINTENANCE AFTER CONSTRUCTION

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



**CONCRETE WASHOUT**  
NOT TO SCALE

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

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#### Revisions

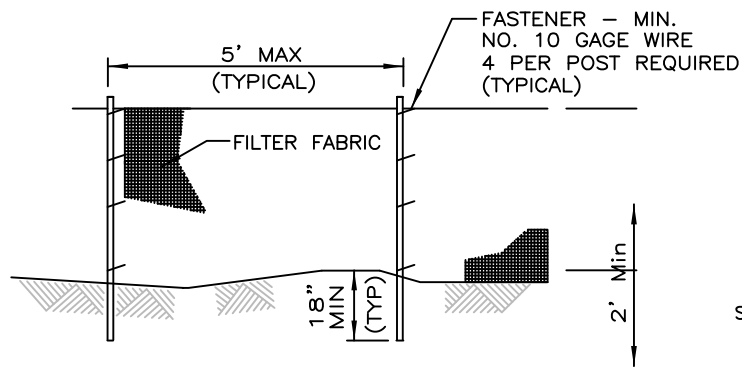
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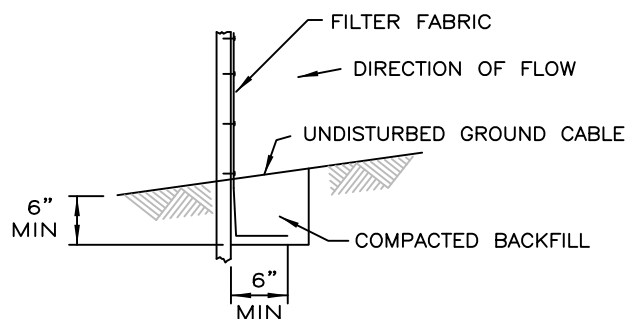
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DRAWN BY: CMT-RFD  
CHECKED BY: CMT-RFD  
APPROVED BY: CMT-RFD  
DATE: 4-16-2010  
JOB No: 09258-05-00

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

14

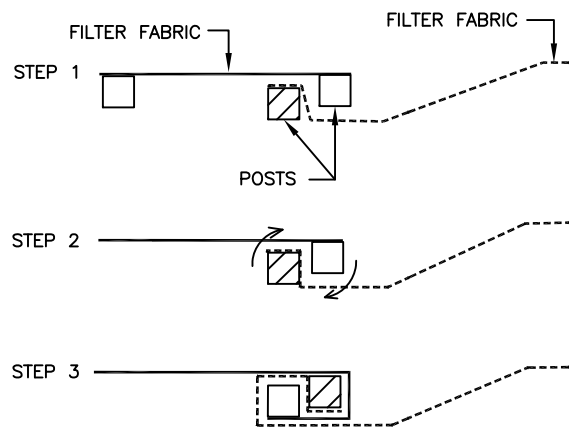


ELEVATION



FABRIC ANCHOR DETAIL

NOT TO SCALE  
FROM NRCS STANDARD DRAWING NO. IL-620

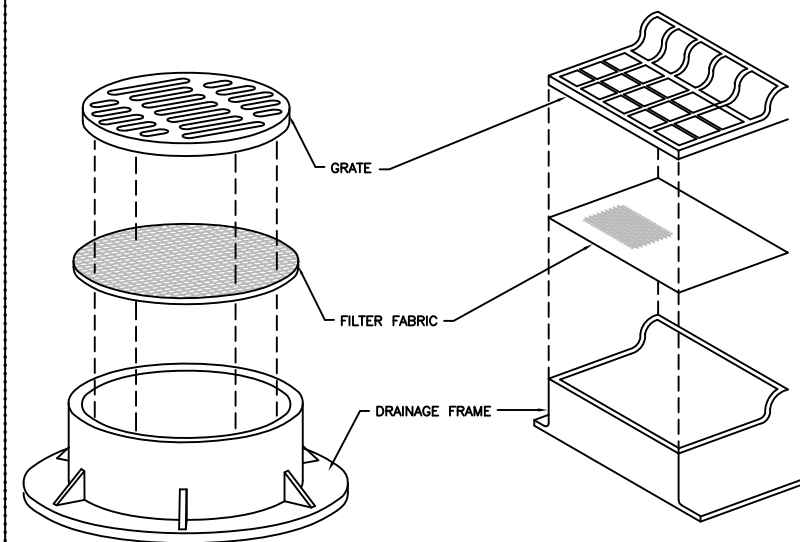


ATTACHING TWO SILT FENCES

NOT TO SCALE  
FROM NRCS STANDARD DRAWING NO. IL-620

**NOTES:**

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

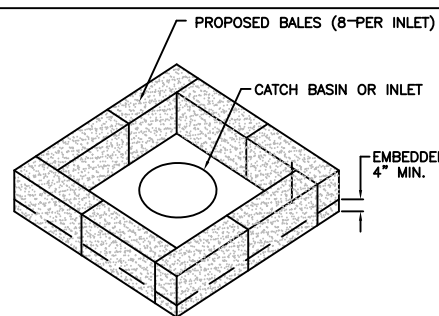


DRAINAGE STRUCTURE FILTER WRAP

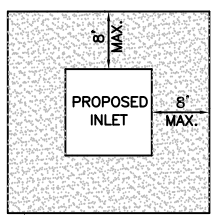
N.T.S.

**NOTES**

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



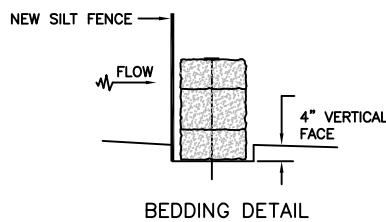
INLET PLACEMENT



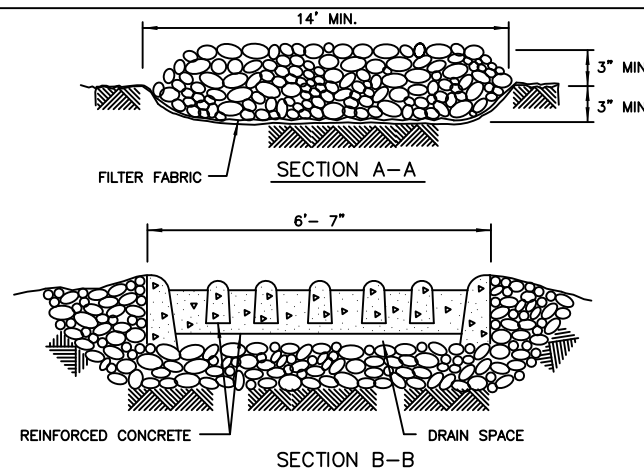
INLET PLACEMENT

INLET PROTECTION - TURF AREAS

N.T.S.

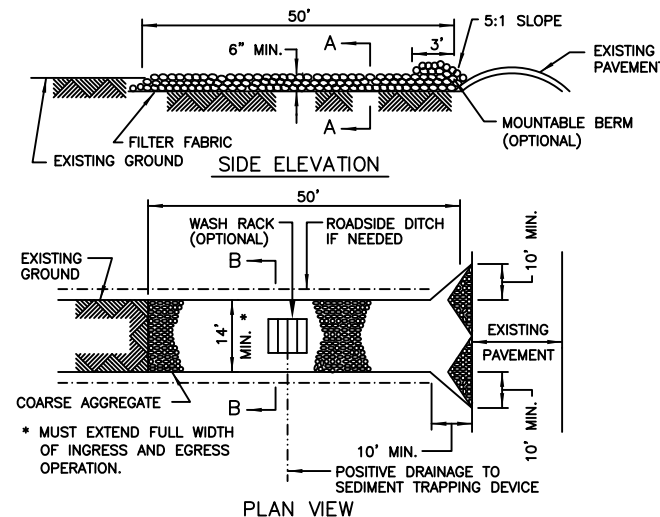


BEDDING DETAIL



STABILIZED CONSTRUCTION ENTRANCE

FROM NRCS STANDARD DRAWING NO. IL-630



PLAN VIEW

**INLET PROTECTION NOTES:**

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

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED UNDER SECTION 1080.03, OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4. COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS AND SHALL BE INCIDENTAL TO THE CONTRACT.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. IF WASH RACK ARE USED THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.
7. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE INCIDENTAL TO ITEM AR501515.

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

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Revisions

Date	Description

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

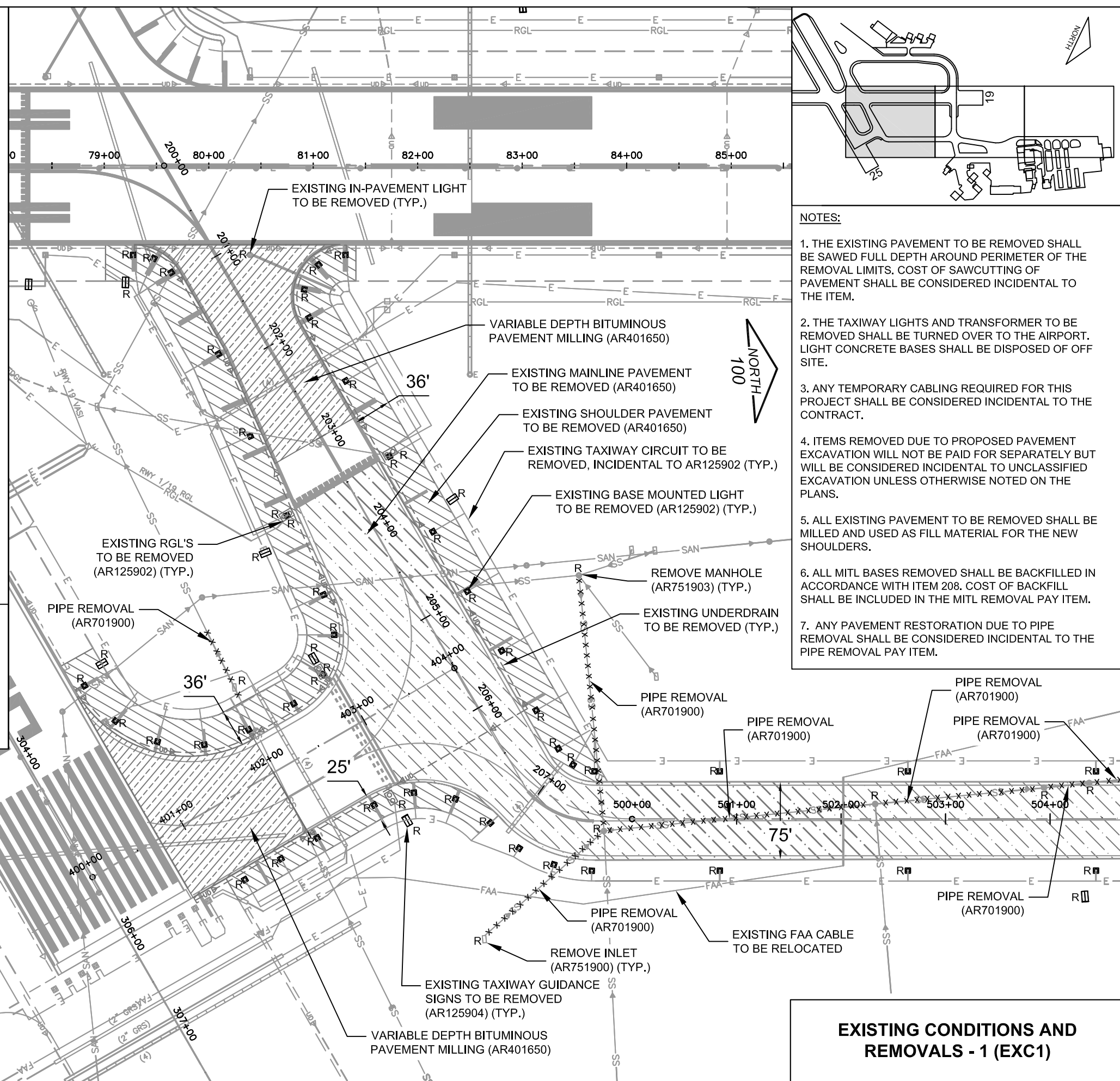
**STORMWATER POLLUTION PREVENTION PLAN DETAILS (SWD1)**

15



- LEGEND**
- 3" BIT. PAVEMENT MILLING (AVE.)
  - 5" BIT. PAVEMENT MILLING (AVE.)
  - VARIABLE DEPTH BIT. PAVEMENT MILLING
  - BIT. PAVEMENT REMOVAL (3"-4")
  - FULL DEPTH BIT. PAVEMENT REMOVAL & REPLACEMENT
  - EXISTING SANITARY LINE
  - EXISTING STORM SEWER
  - EXISTING UNDERDRAIN
  - EXISTING DUCT
  - EXISTING RUNWAY GUIDANCE LIGHT CIRCUIT
  - EXISTING AIRFIELD CIRCUIT
  - EXISTING MITL, BASE MOUNTED
  - EXISTING ELECTRICAL HANDHOLE
  - EXISTING RGL
  - EXISTING TAXIWAY GUIDANCE SIGN
  - EXISTING DRAINAGE INLET
  - EXISTING MANHOLE
  - EXISTING ITEM TO BE REMOVED
  - LINEAR REMOVAL ITEM
  - EXISTING IN-PAVEMENT LIGHT

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.



- NOTES:**
1. 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.
  2. THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
  3. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
  4. 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.
  5. ALL EXISTING PAVEMENT TO BE REMOVED SHALL BE MILLED AND USED AS FILL MATERIAL FOR THE NEW SHOULDERS.
  6. ALL MITL BASES REMOVED SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 208. COST OF BACKFILL SHALL BE INCLUDED IN THE MITL REMOVAL PAY ITEM.
  7. ANY PAVEMENT RESTORATION DUE TO PIPE REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE PIPE REMOVAL PAY ITEM.

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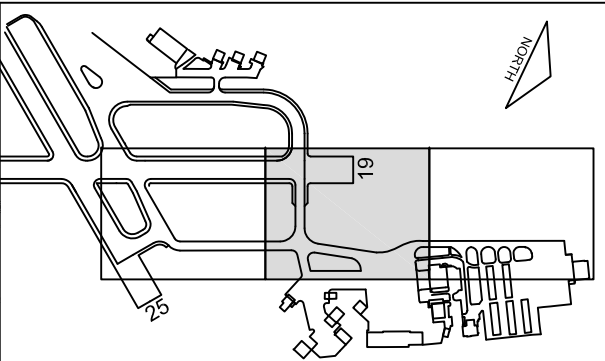
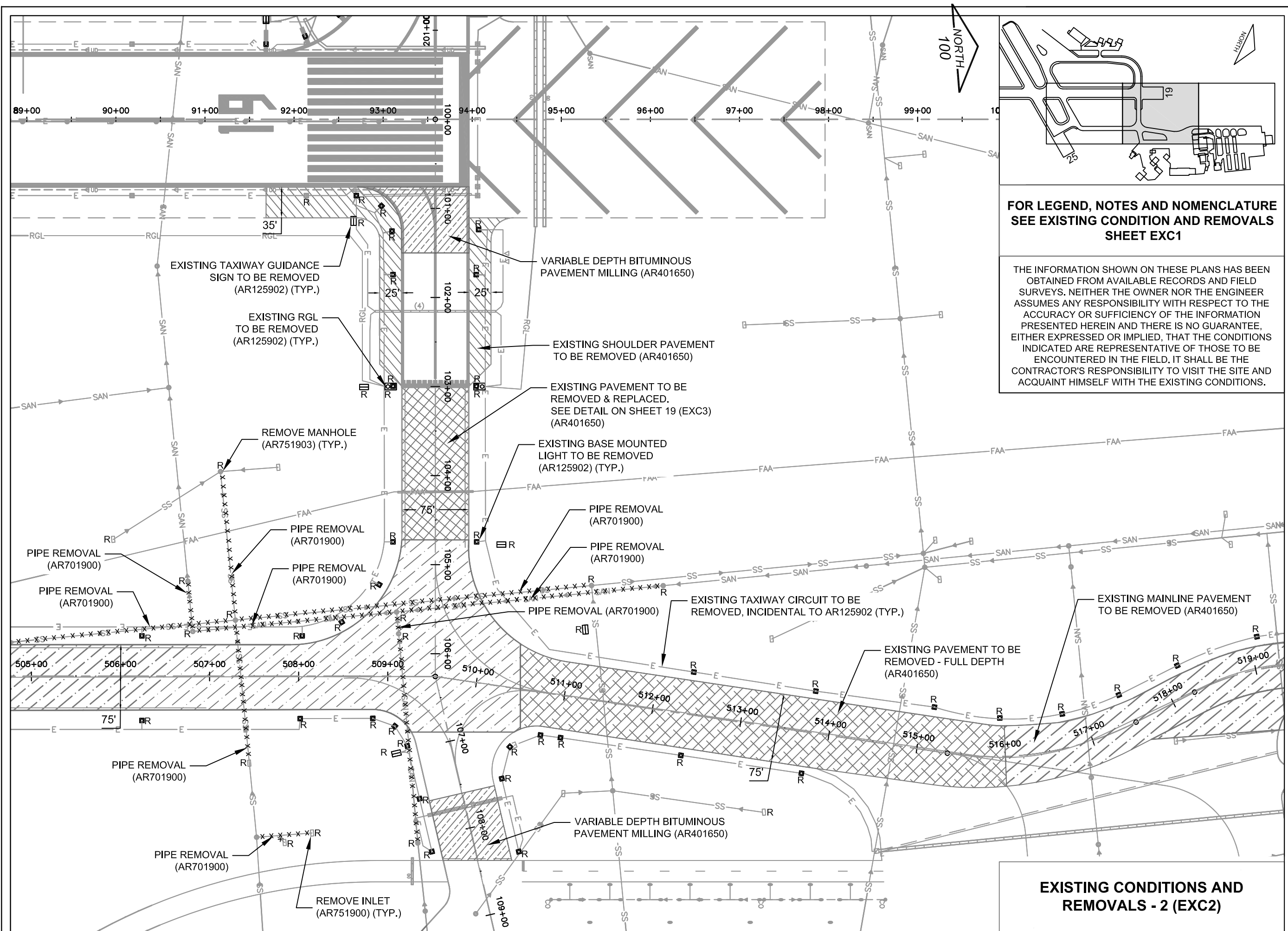
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DRAWN BY:	CMT- RFD
CHECKED BY:	CMT- RFD
APPROVED BY:	CMT- RFD
DATE:	4-16-2010
JOB No:	09258-05-00

EXISTING CONDITIONS AND REMOVALS -1 (EXC1)

16

**EXISTING CONDITIONS AND REMOVALS - 1 (EXC1)**





**FOR LEGEND, NOTES AND NOMENCLATURE  
SEE EXISTING CONDITION AND REMOVALS  
SHEET EXC1**

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**EXISTING CONDITIONS AND  
REMOVALS - 2 (EXC2)**

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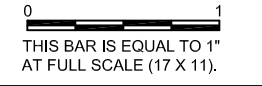
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Airport Authority**

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and L**

Revisions

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 JOB No: 09258-05-00

**EXISTING  
CONDITIONS AND  
REMOVALS - 2  
(EXC2)**



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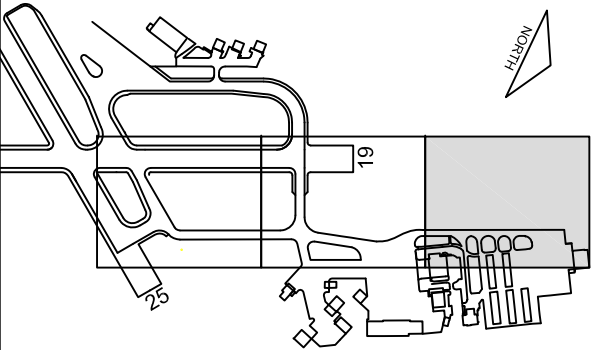
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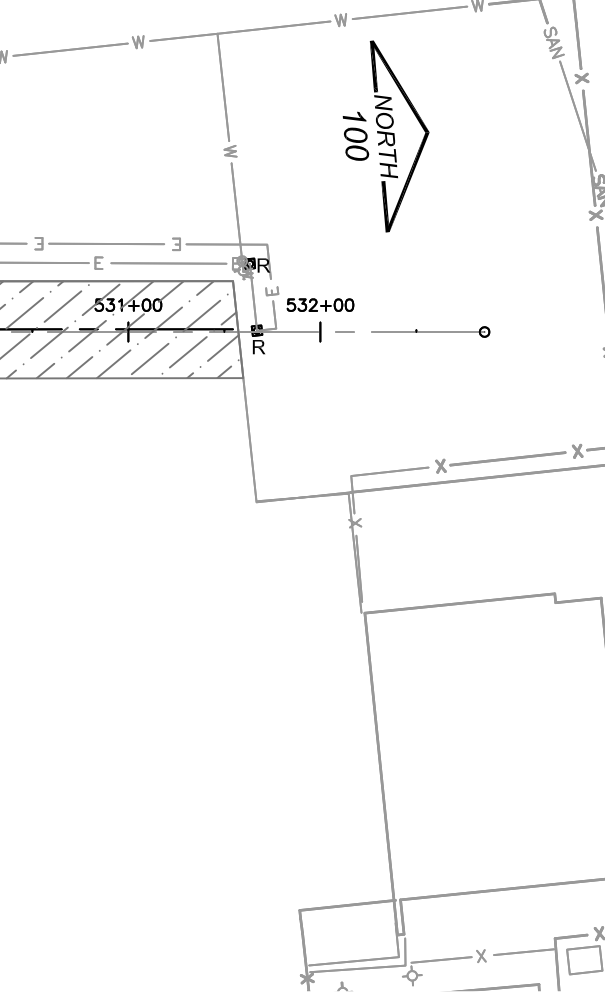
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DATE: 4-16-2010  
JOB No: 09258-05-00

**EXISTING CONDITIONS AND REMOVALS - 3 (EXC3)**

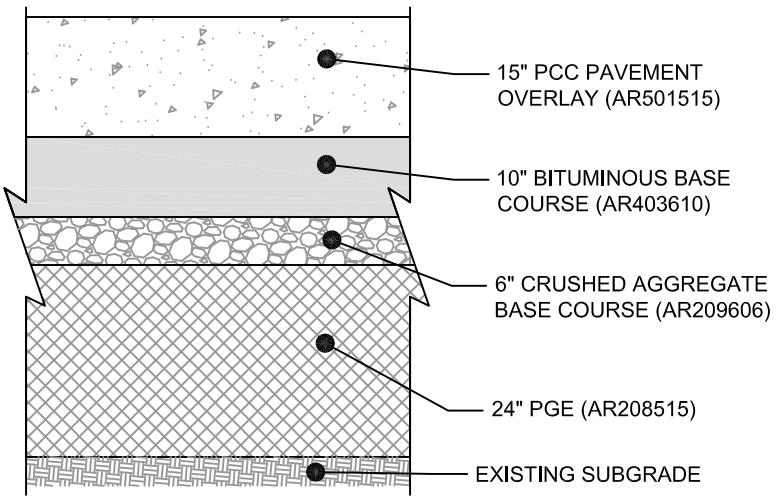


**FOR LEGEND, NOTES AND NOMENCLATURE SEE EXISTING CONDITION AND REMOVALS SHEET EXC1**

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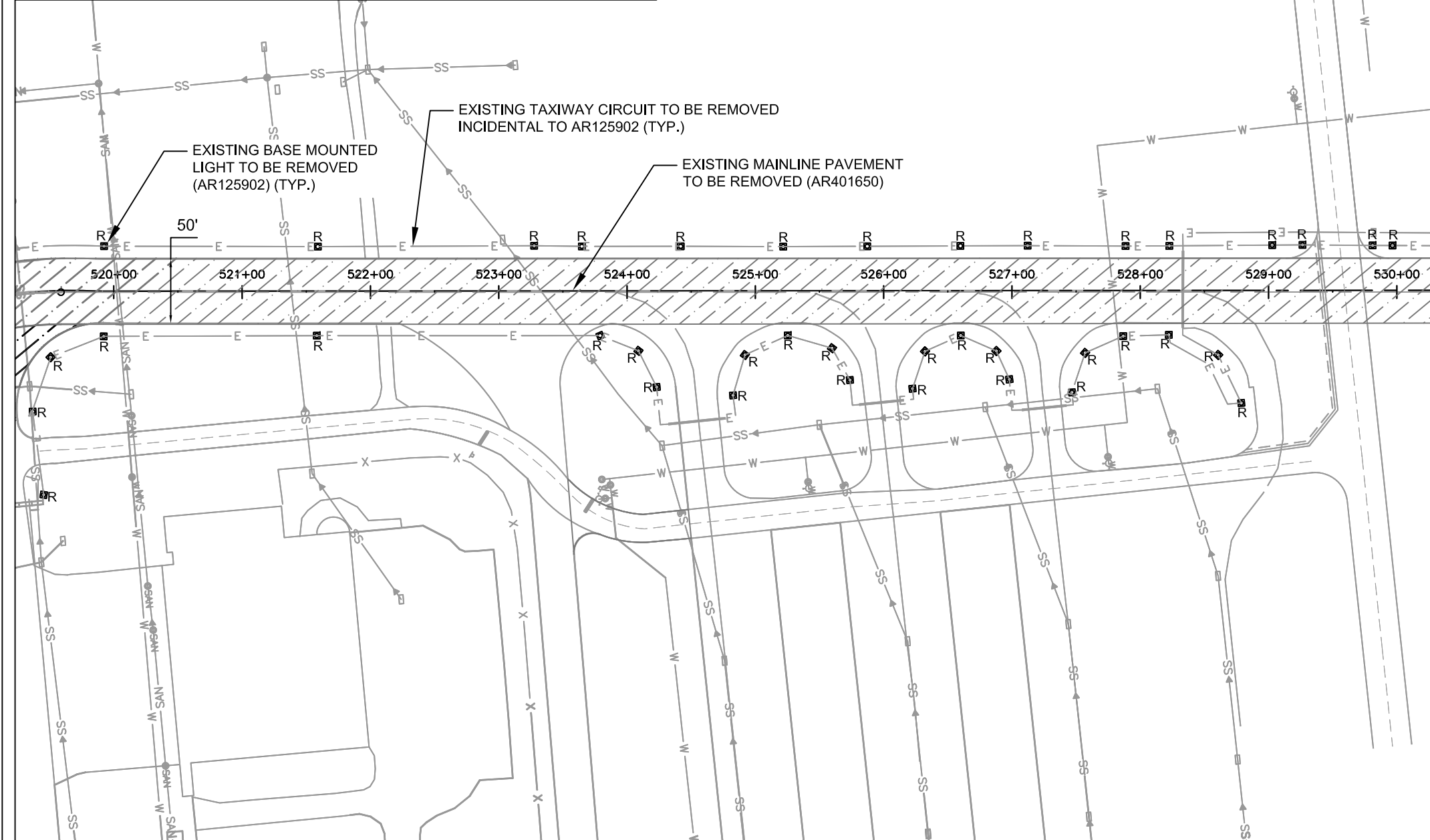


**EXISTING CONDITIONS AND REMOVALS - 3 (EXC3)**



**REMOVE & REPLACE PAVEMENT DETAIL**  
NO SCALE

**Note:**  
All UNCLASSIFIED EXCAVATION LOCATED WITHIN THE REMOVE AND REPLACE LIMITS SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM "AR208515 PORUOUS GRANULAR EMBANKMENT".





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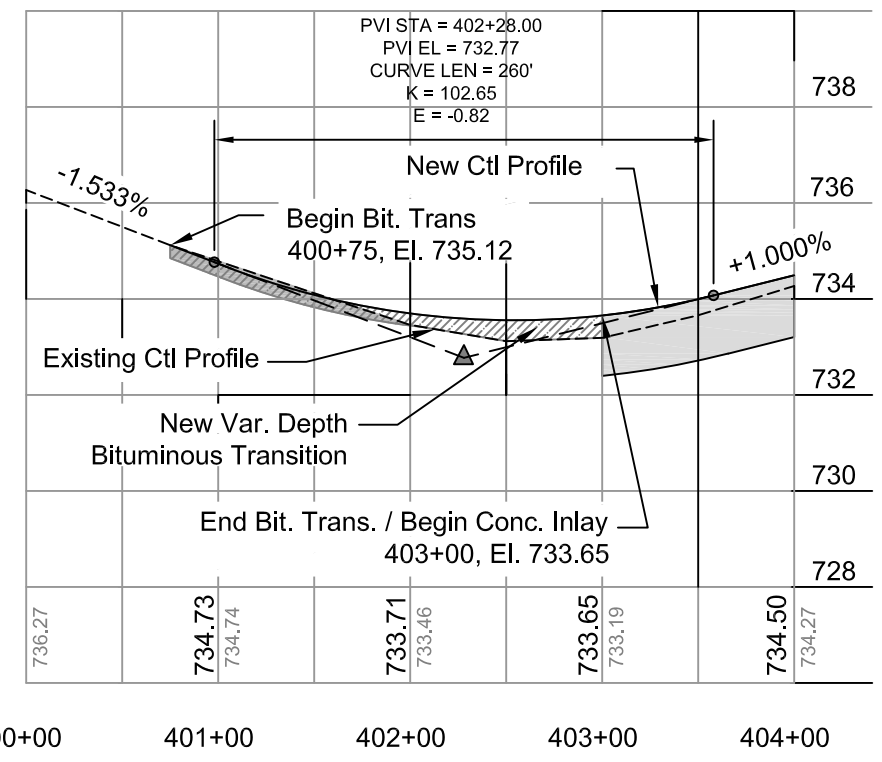
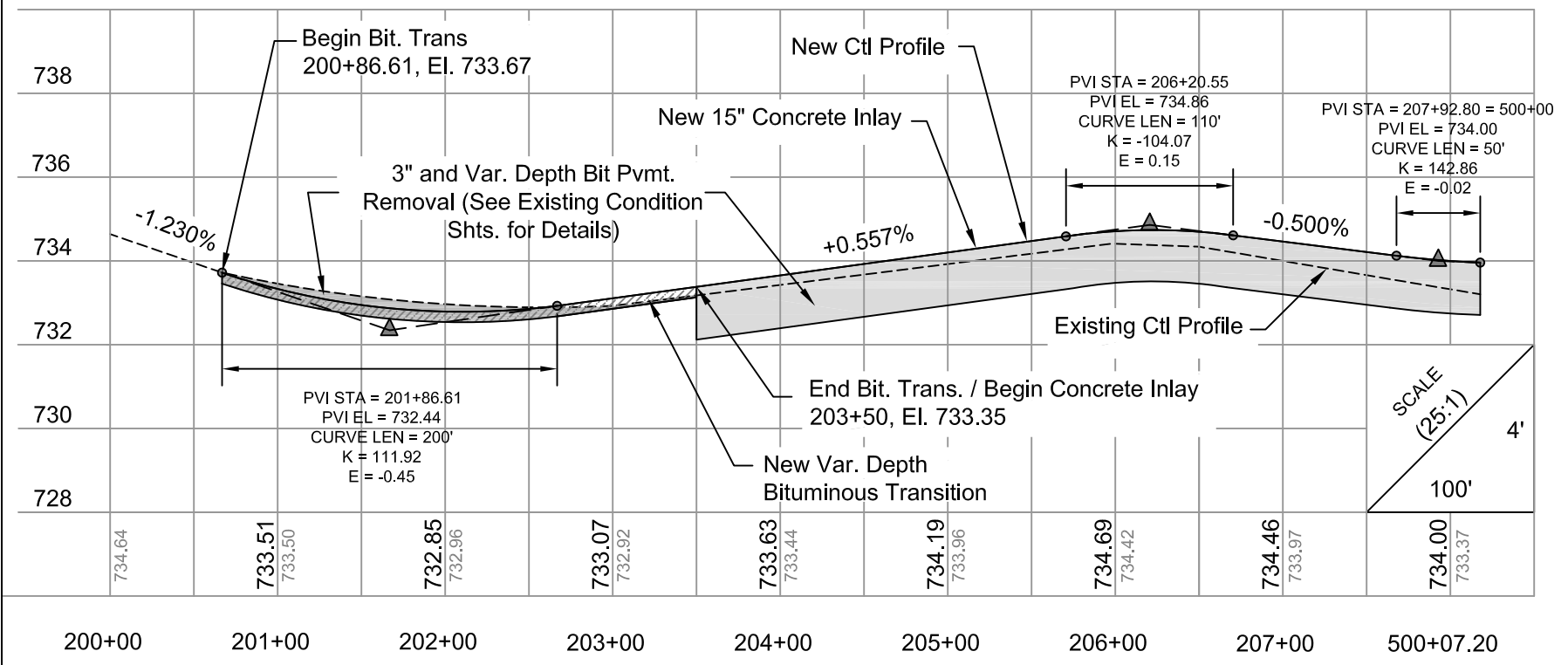
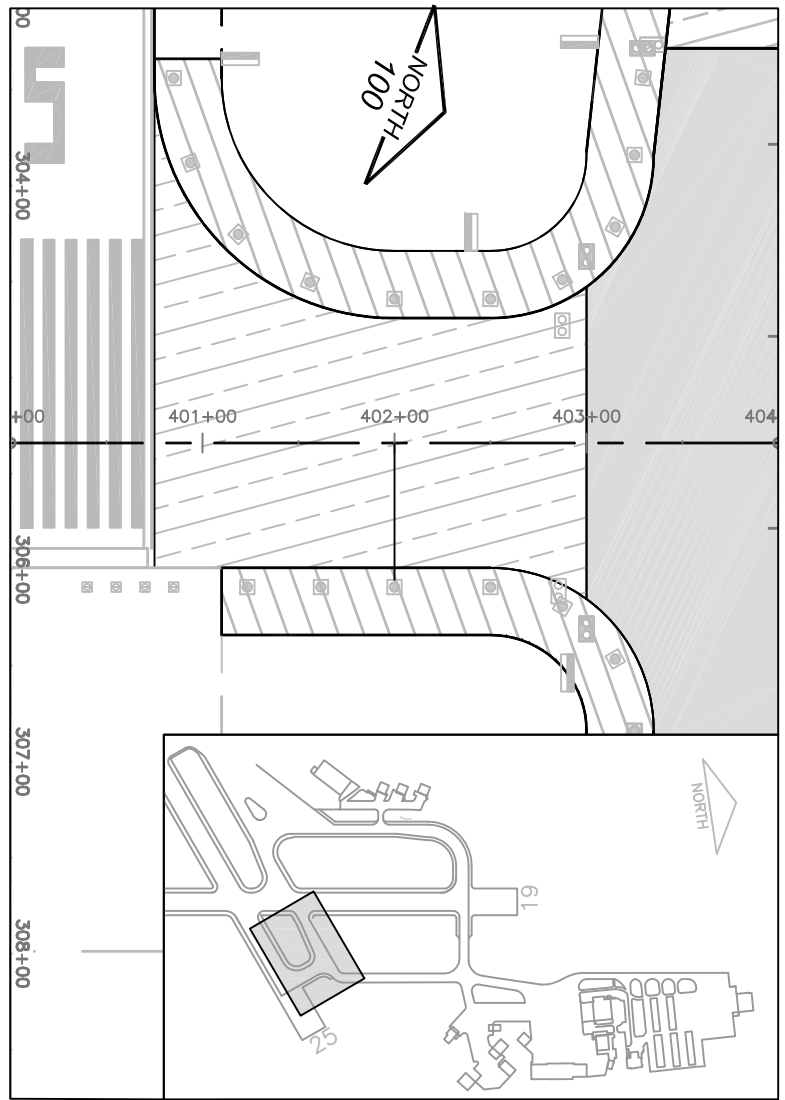
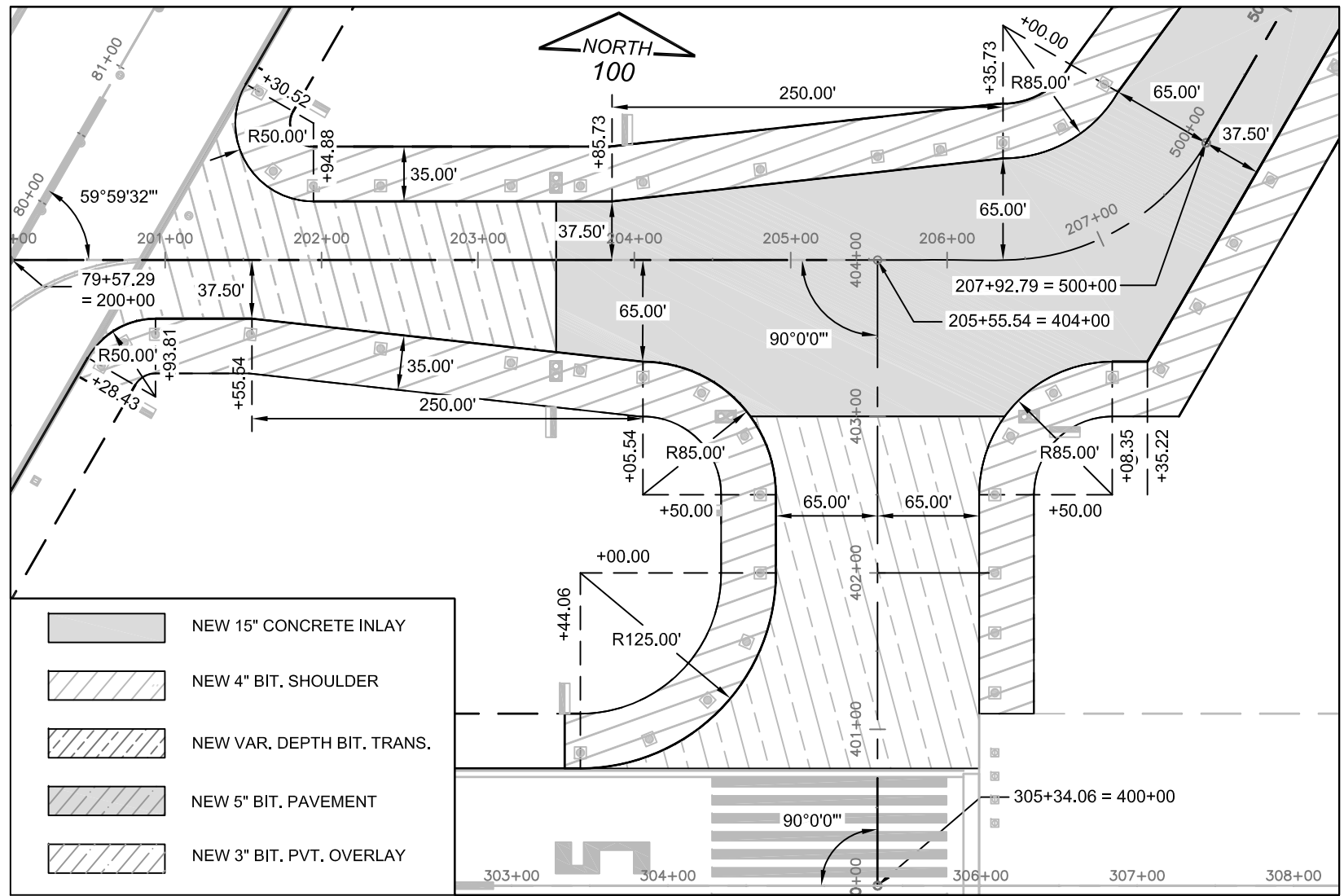
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Date	Description

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TXY F PLAN / PROFILE - 1 (FPP1)





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RFD-4008

Rehabilitate TXY J  
and L

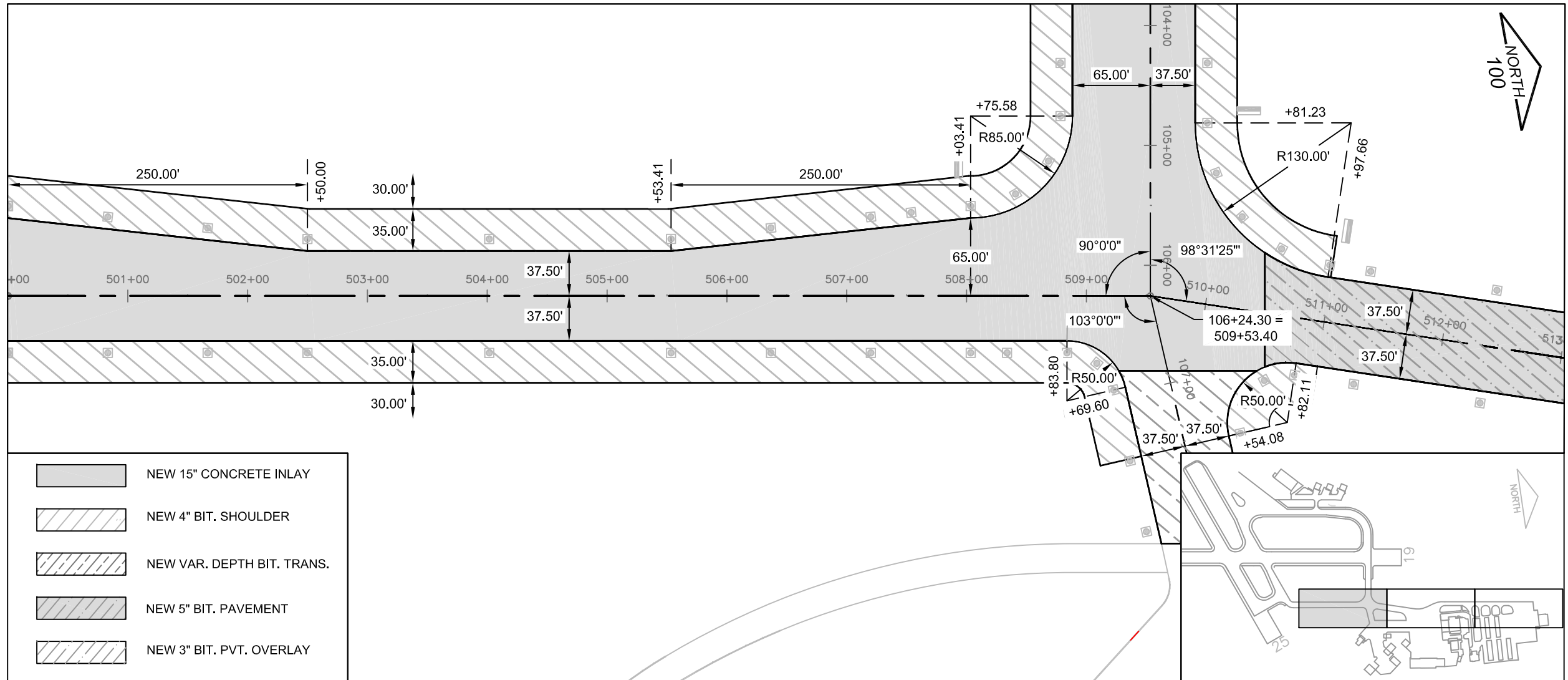
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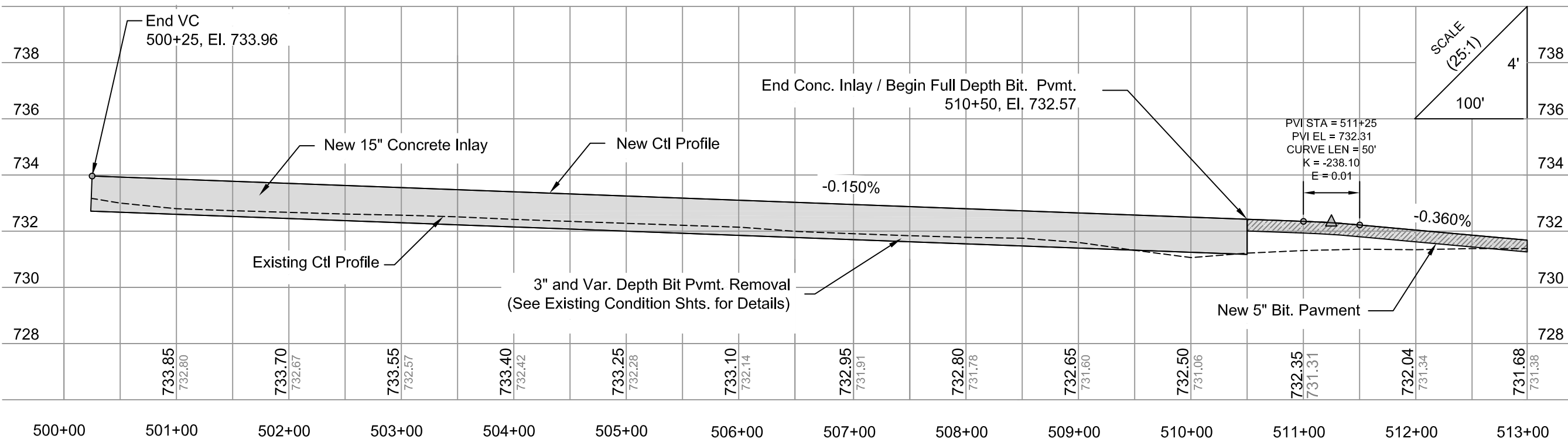
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**TXY J PLAN /  
PROFILE - 1  
(JPP1)**



- NEW 15" CONCRETE INLAY
- NEW 4" BIT. SHOULDER
- NEW VAR. DEPTH BIT. TRANS.
- NEW 5" BIT. PAVEMENT
- NEW 3" BIT. PVT. OVERLAY



733.85	733.70	733.55	733.40	733.25	733.10	732.95	732.80	732.65	732.50	732.35	732.04	731.68
732.80	732.67	732.57	732.42	732.28	732.14	731.91	731.78	731.60	731.06	731.31	731.34	731.38





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Rehabilitate TXY J and L

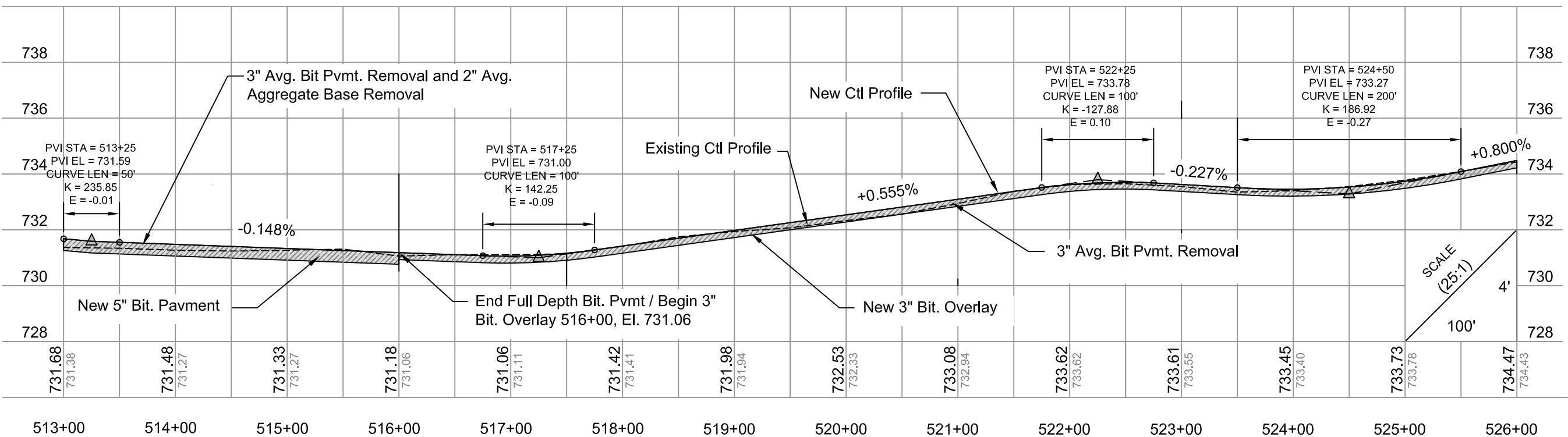
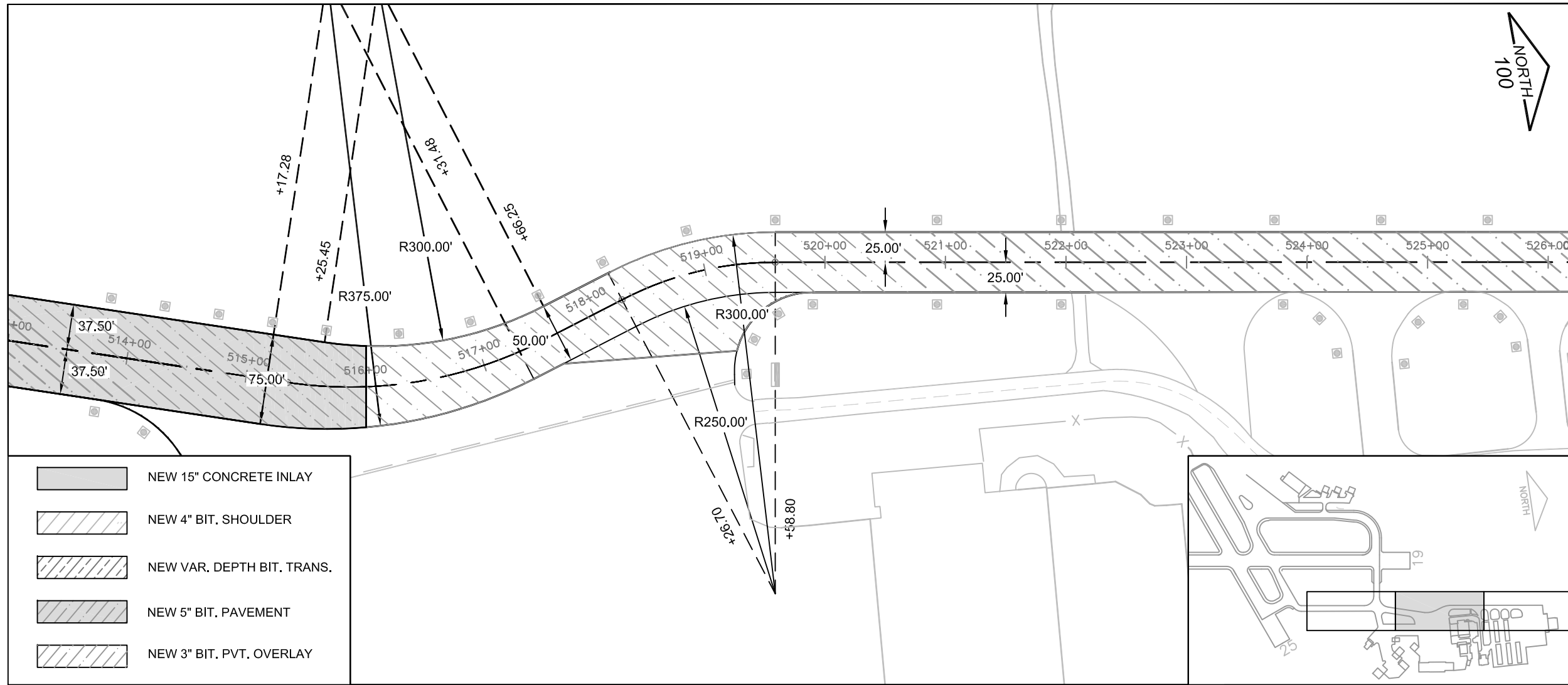
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TXY J PLAN /  
PROFILE - 2  
(JPP2)





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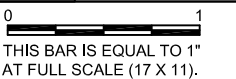
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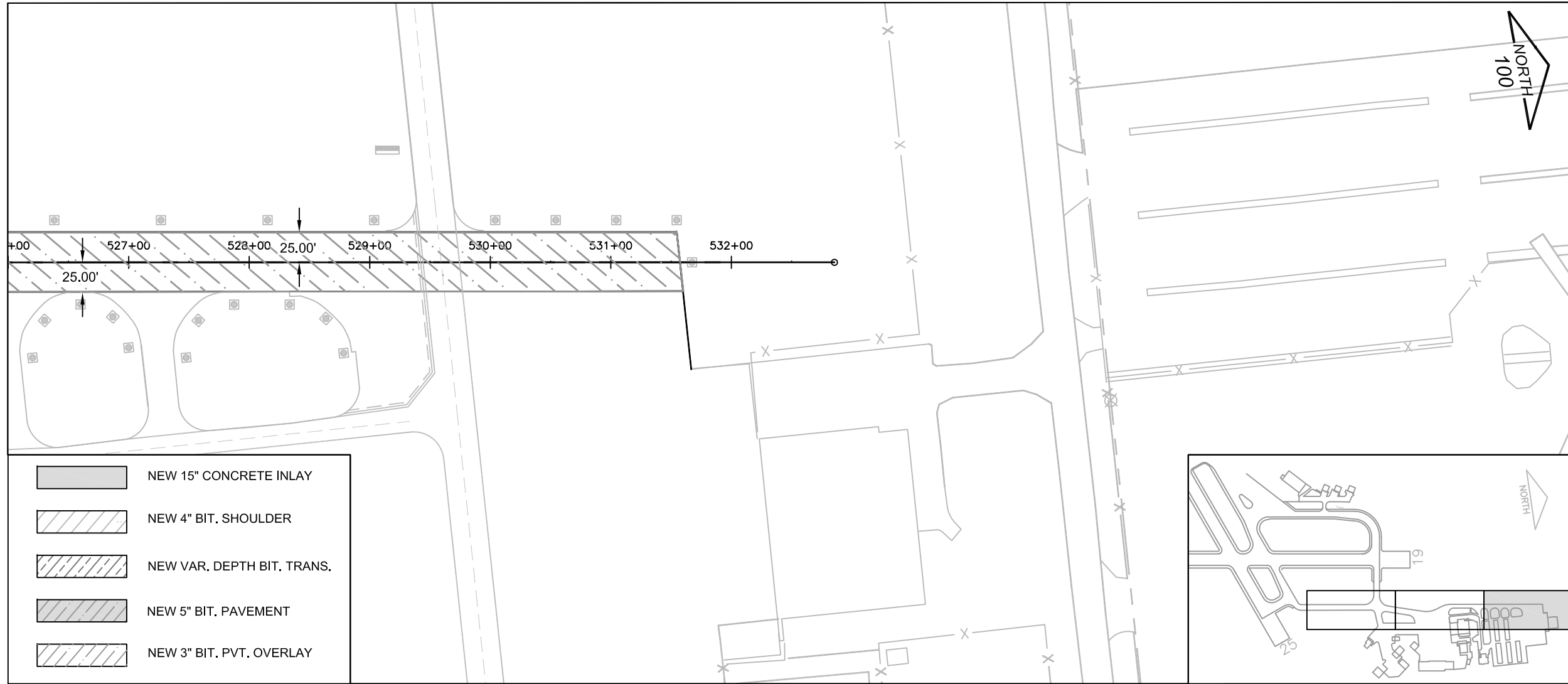
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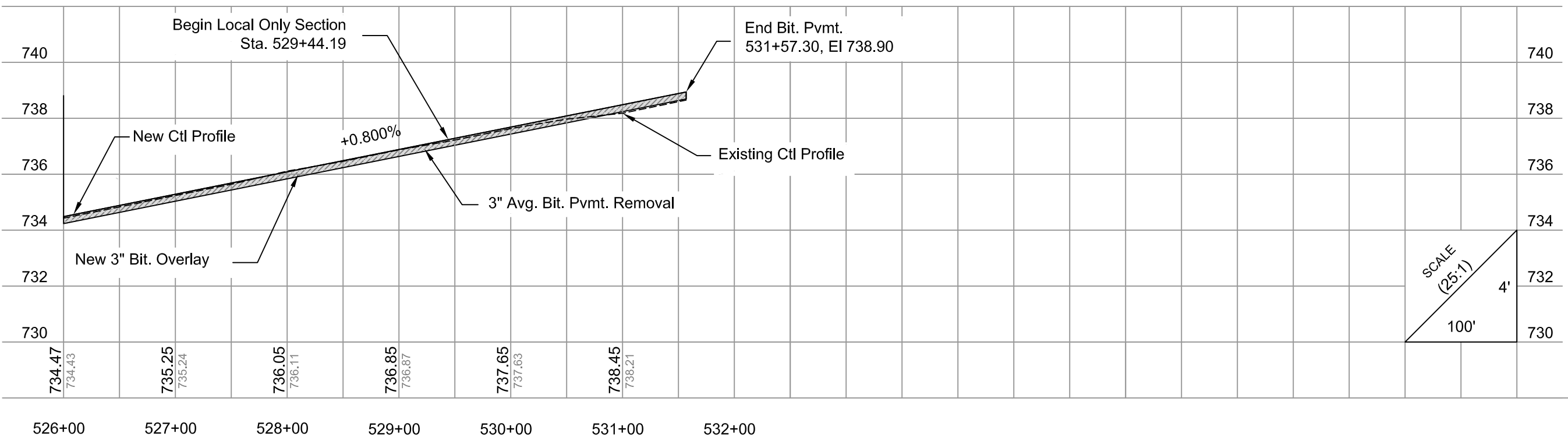


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**TXY J PLAN /  
PROFILE - 3  
(JPP3)**



	NEW 15" CONCRETE INLAY
	NEW 4" BIT. SHOULDER
	NEW VAR. DEPTH BIT. TRANS.
	NEW 5" BIT. PAVEMENT
	NEW 3" BIT. PVT. OVERLAY





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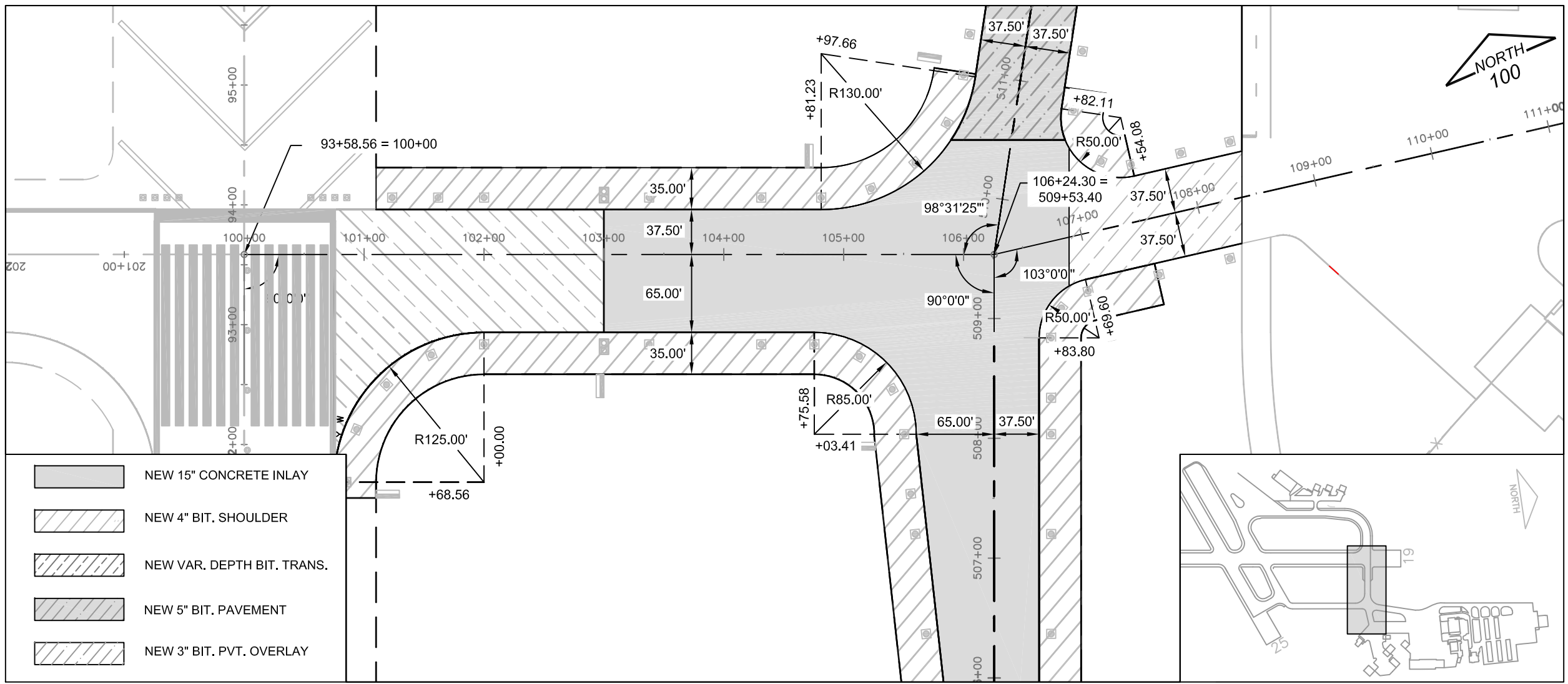


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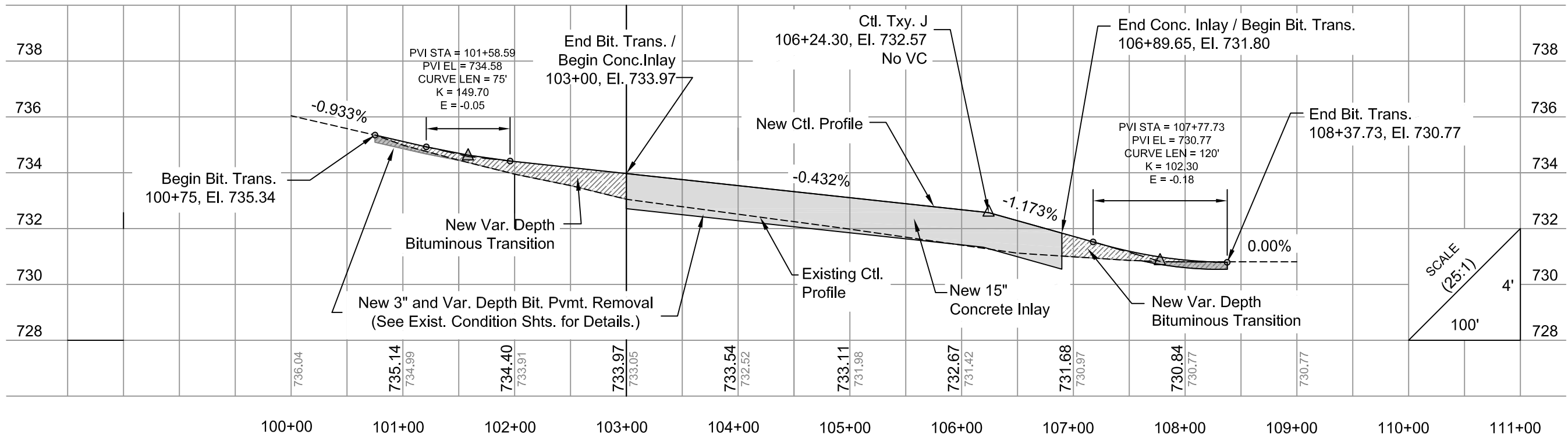
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**Rehabilitate TXY J  
and L**



- NEW 15" CONCRETE INLAY
- NEW 4" BIT. SHOULDER
- NEW VAR. DEPTH BIT. TRANS.
- NEW 5" BIT. PAVEMENT
- NEW 3" BIT. PVT. OVERLAY



Revisions

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**TXY L PLAN /  
PROFILE - 1  
(LPP1)**



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Rehabilitate TXY J and L

Revisions

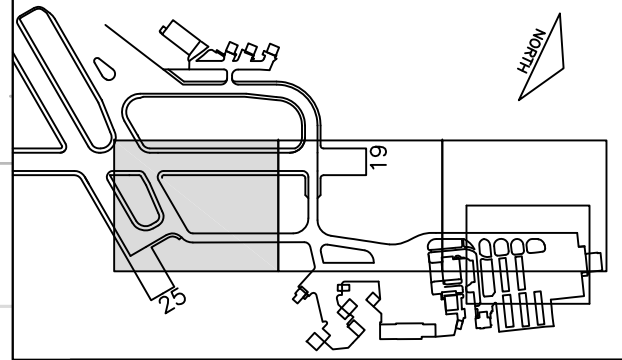
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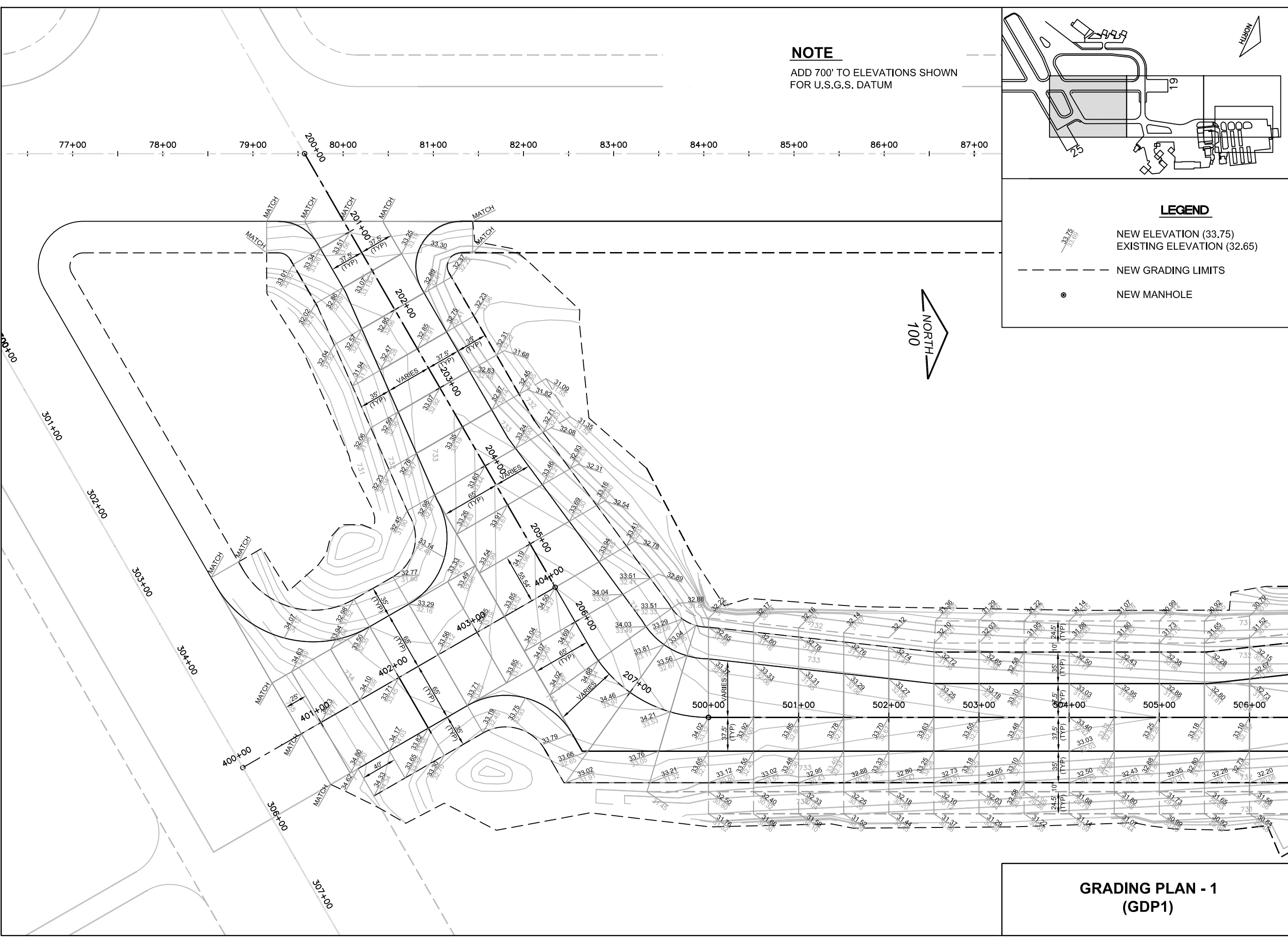
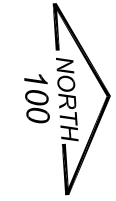
GRADING PLAN - 1 (GDP1)

**NOTE**  
ADD 700' TO ELEVATIONS SHOWN FOR U.S.G.S. DATUM



**LEGEND**

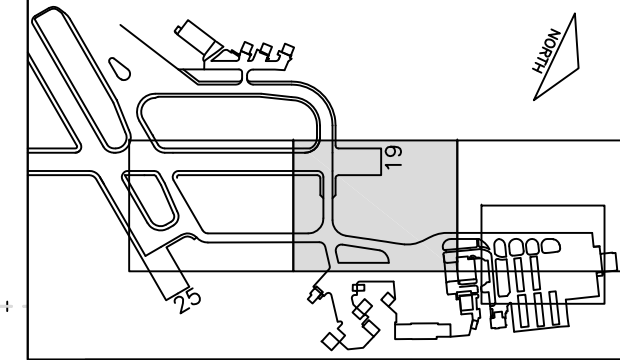
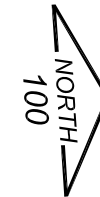
- NEW ELEVATION (33.75)
- EXISTING ELEVATION (32.65)
- NEW GRADING LIMITS
- NEW MANHOLE



**GRADING PLAN - 1 (GDP1)**



FOR LEGEND, NOTES AND NOMENCLATURE  
SEE GRADING PLAN. SHEET GDP1



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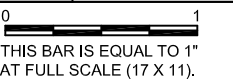
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**Rehabilitate TXY J  
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Revisions

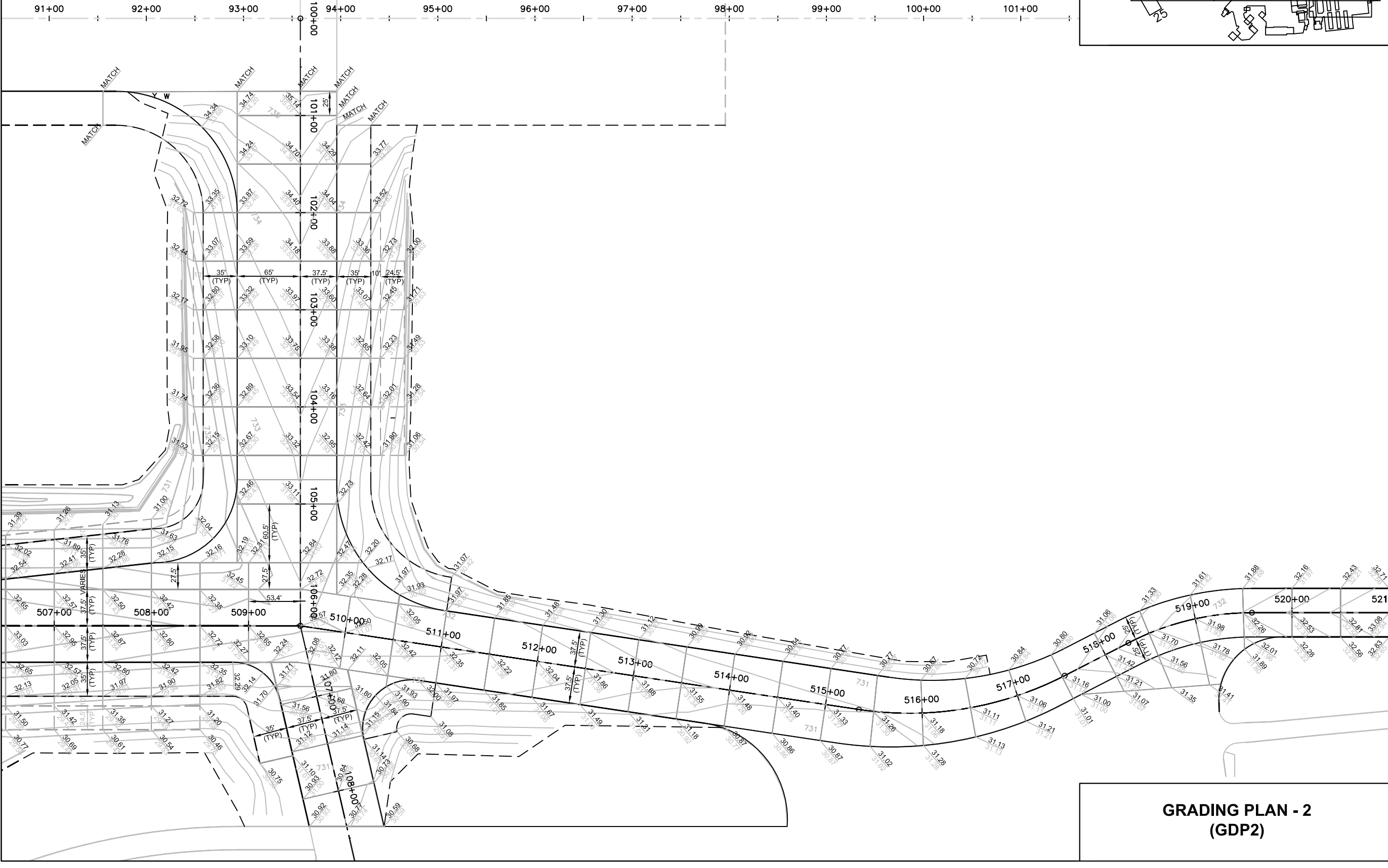
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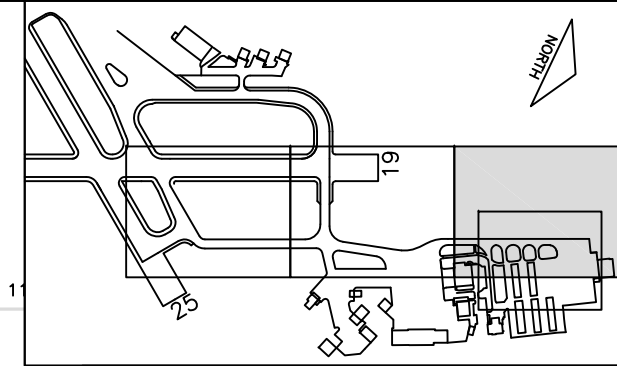
**GRADING PLAN - 2  
(GDP2)**

**25**



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SEE GRADING PLAN. SHEET GDP1

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00



NORTH  
100



FOR LEGEND, NOTES AND NOMENCLATURE  
SEE GRADING PLAN SHEET GDP1

GRADING PLAN - 3  
(GDP3)

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Rehabilitate TXY J  
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GRADING PLAN - 3  
(GDP3)

26



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Rehabilitate TXY J and L

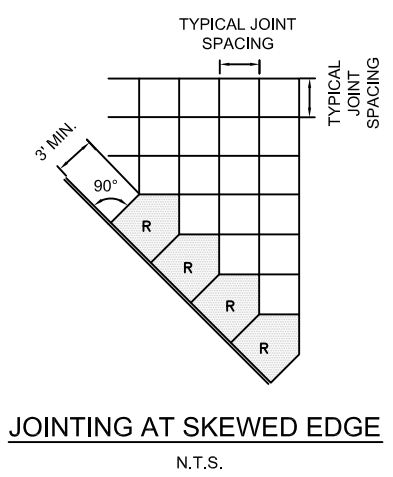
### Revisions

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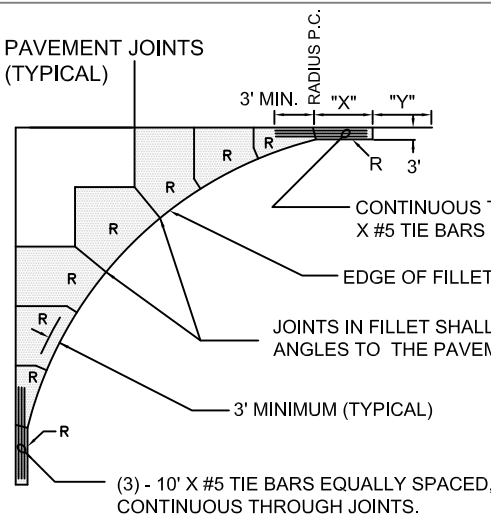
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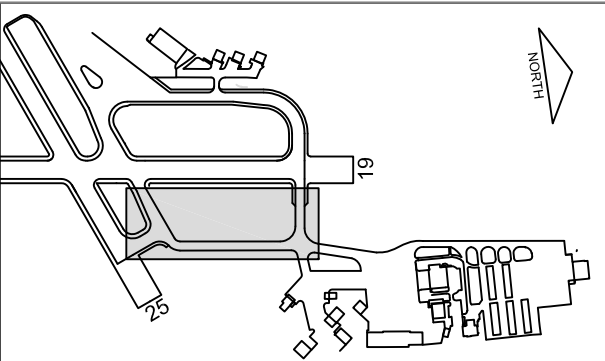
## JOINTING PLAN (JTP1)



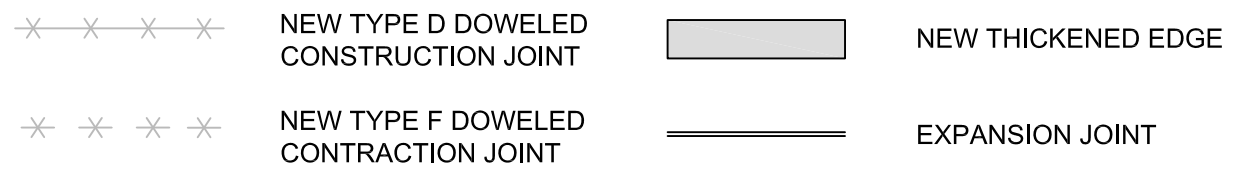
FILLET RADIUS	"X" (IN FEET)	"Y" (IN FEET)
20	4.30	6.24
25	4.88	7.00
30	5.40	7.68
50	7.11	9.95
75	8.79	12.21
85	9.38	13.00
100	10.21	14.11
125	11.44	15.78
150	12.56	17.29
175	13.58	18.68
200	14.53	19.98



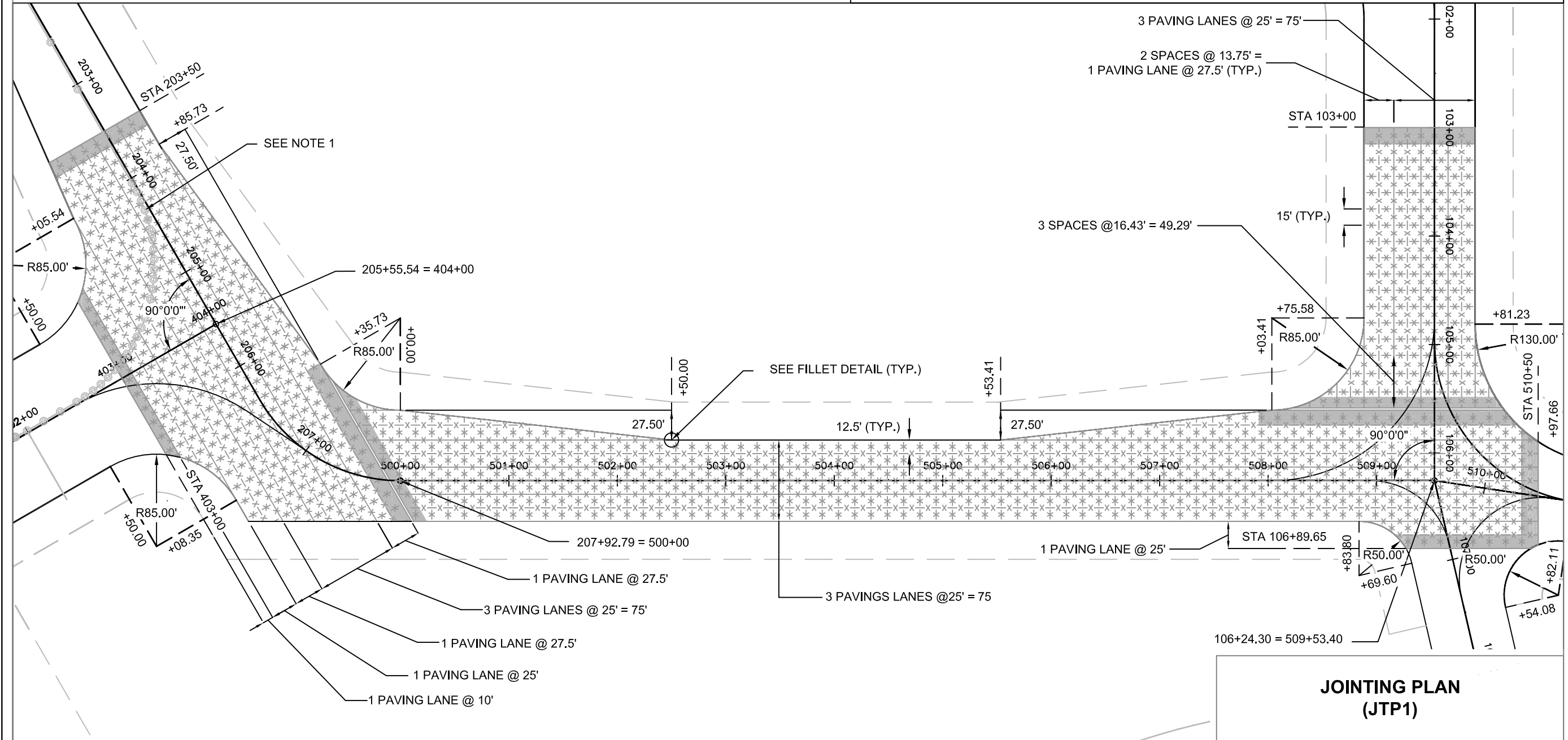
(R) DENOTES ODD SHAPED REINFORCED PANELS TO BE REINFORCED WITH DEFORMED WIRE FABRIC AS SHOWN ON JOINTING DETAILS SHEET. ALL NON RECTANGULAR SHAPED PANELS SHALL BE REINFORCED. (REINFORCEMENT NOT SHOWN)



### LEGEND



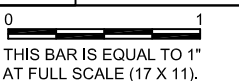
- NOTES:**
- 1. TAXIWAY CENTERLINE LIGHTS SHALL BE INSTALLED SO THAT THE NEAREST EDGE IS MINIMUM OF 2 FEET FROM ANY CONCRETE PAVEMENT JOINT.



### JOINTING PLAN (JTP1)

Revisions

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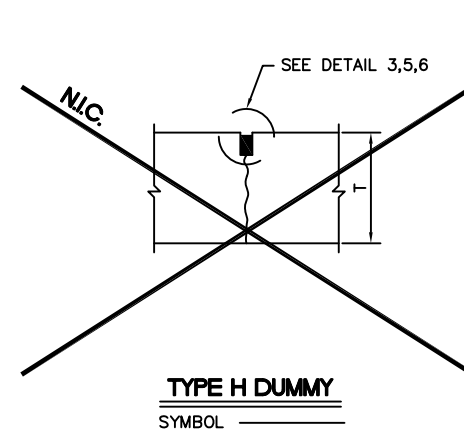
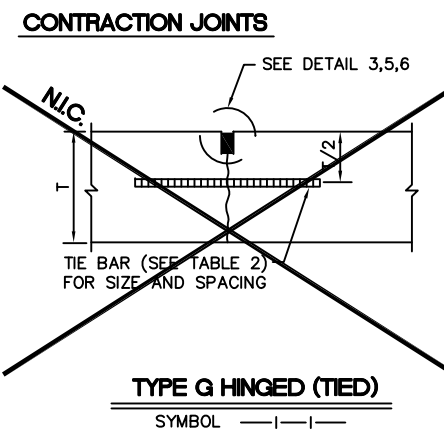
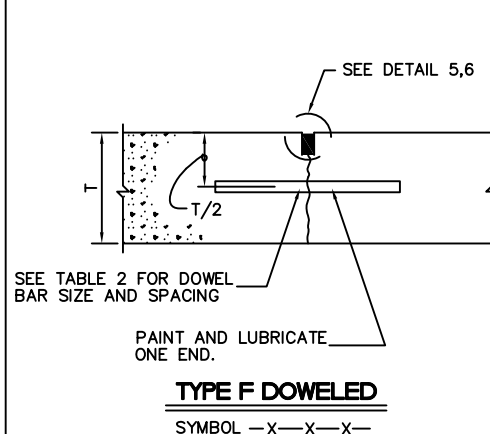
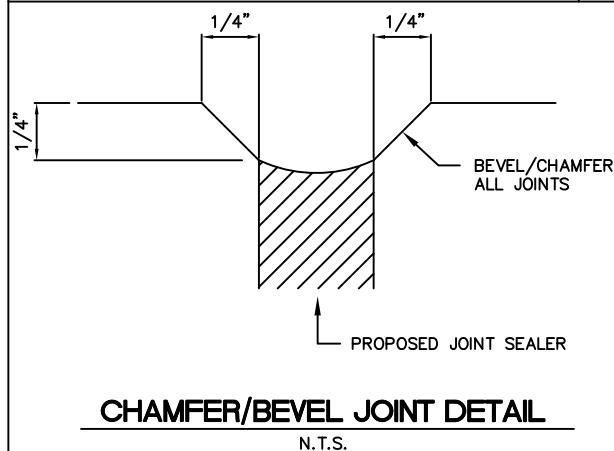
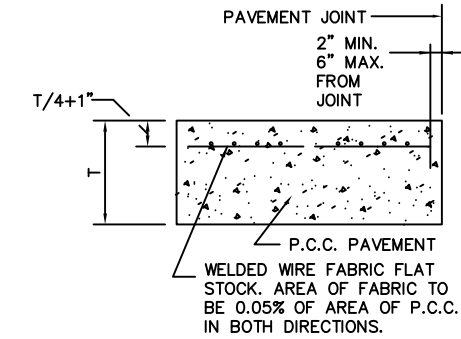
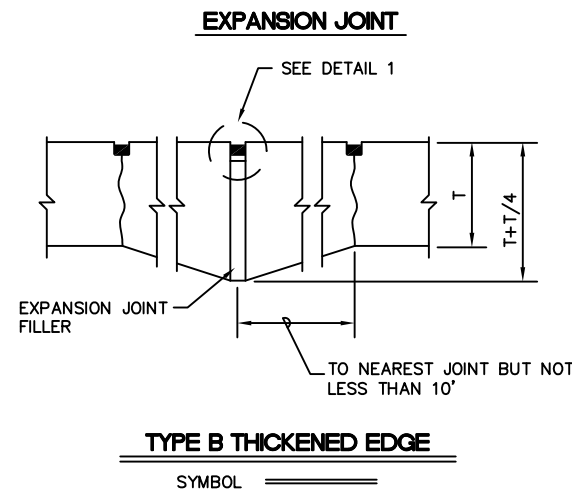
**JOINTING  
DETAILS  
(JTD1)**

**TABLE 1**

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

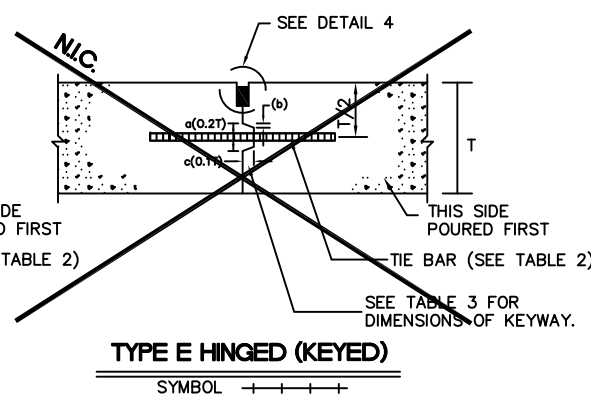
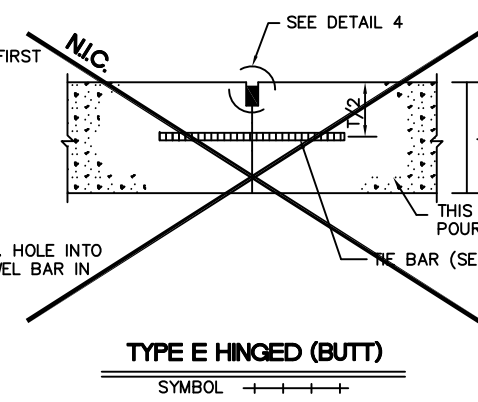
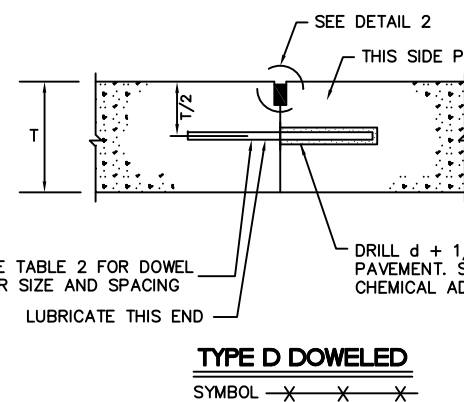
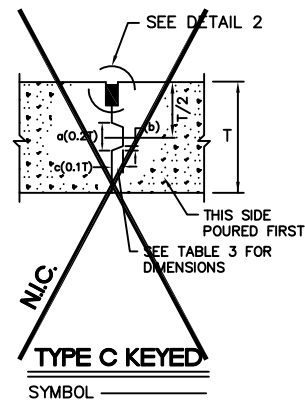
**TABLE 2**

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"

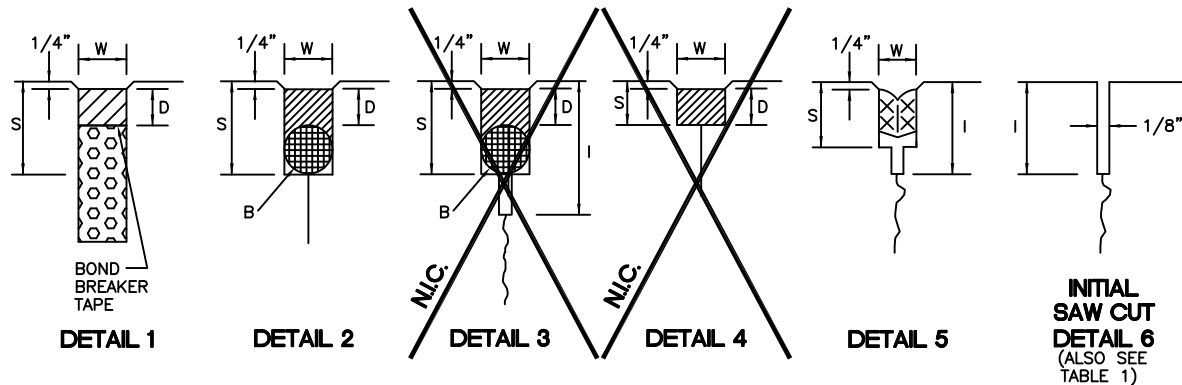


- JOINTING NOTES**
- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
  - THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS 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.

**CONSTRUCTION JOINTS**



**JOINT SEALING DETAILS**



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	3/8 (COM-PRESSED)
D=DEPTH OF SEALANT RESERVOIR (IN.)	1-1/2	1/2	1/2	1/2	1/4	N/A
B=BACKER ROD DIAMETER (IN.)	N/A	5/8	5/8	N/A	N/A	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-3/8	1-3/8	3/4	1/2	1-1/2

**JOINTING DETAILS  
(JTD1)**



**LEGEND**

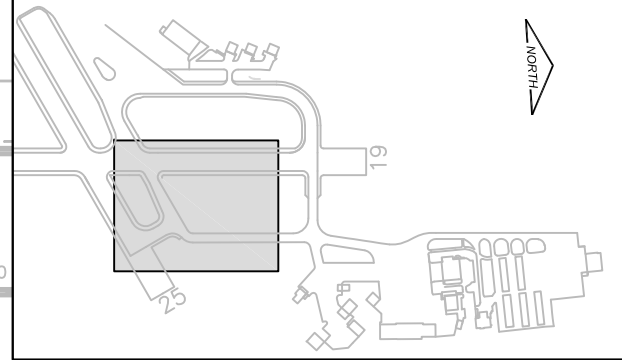
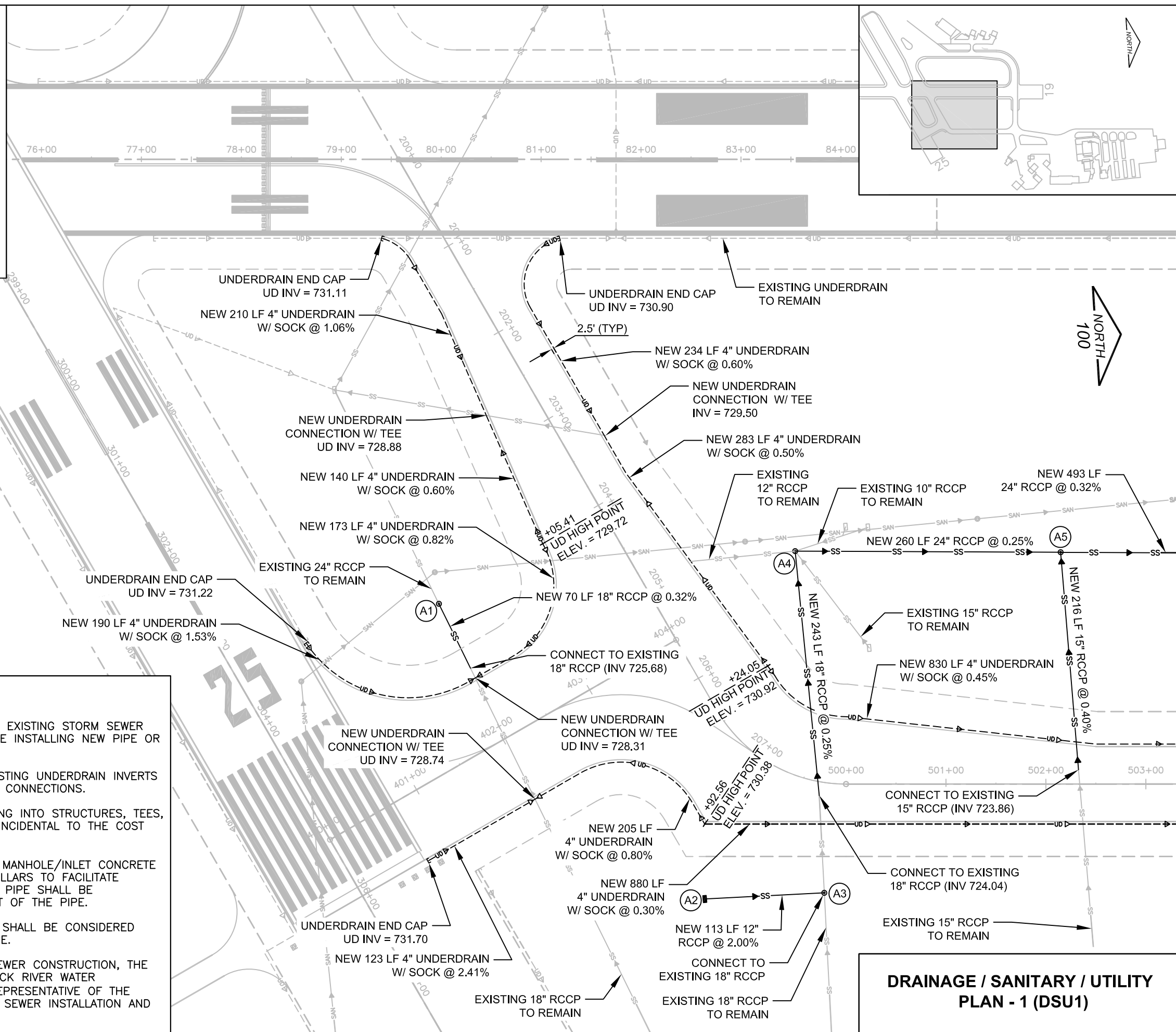
- SS — EXISTING STORM SEWER
- SS — NEW STORM SEWER
- SAN — EXISTING SANITARY SEWER
- SAN — NEW SANITARY SEWER
- UD — EXISTING UNDERDRAIN
- UD — NEW UNDERDRAIN
- ⊙ □ EXISTING MANHOLE / INLET
- ⊙ NEW MANHOLE
- NEW INLET

**FOR DRAINAGE SCHEDULE  
SEE SHEET 44 (SSD1)**

**FOR SANITARY SCHEDULE  
SEE SHEET 45 (SND1)**

**NOTES**

1. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING STORM SEWER AND SANITARY SEWER INVERTS BEFORE INSTALLING NEW PIPE OR MAKING CONNECTIONS.
2. CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING NEW UNDERDRAIN CONNECTIONS.
3. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
4. REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES, CORING AND CONCRETE COLLARS TO FACILITATE CONNECTIONS OF NEW STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.
5. ALL BACKFILL AND TRENCH BACKFILL SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.
6. PRIOR TO THE START OF SANITARY SEWER CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE ROCK RIVER WATER RECLAMATION DISTRICT (RRWRD). A REPRESENTATIVE OF THE RRWRD SHALL WITNESS ALL SANITARY SEWER INSTALLATION AND REMOVAL.



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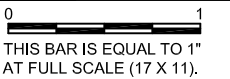
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**Rehabilitate TXY J  
and L**

**Revisions**

Date	Description



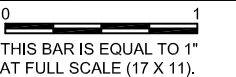
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JOB No:	09258-05-00

**DRAINAGE /  
SANITARY /  
UTILITY  
PLAN - 1  
(DSU1)**

**29**

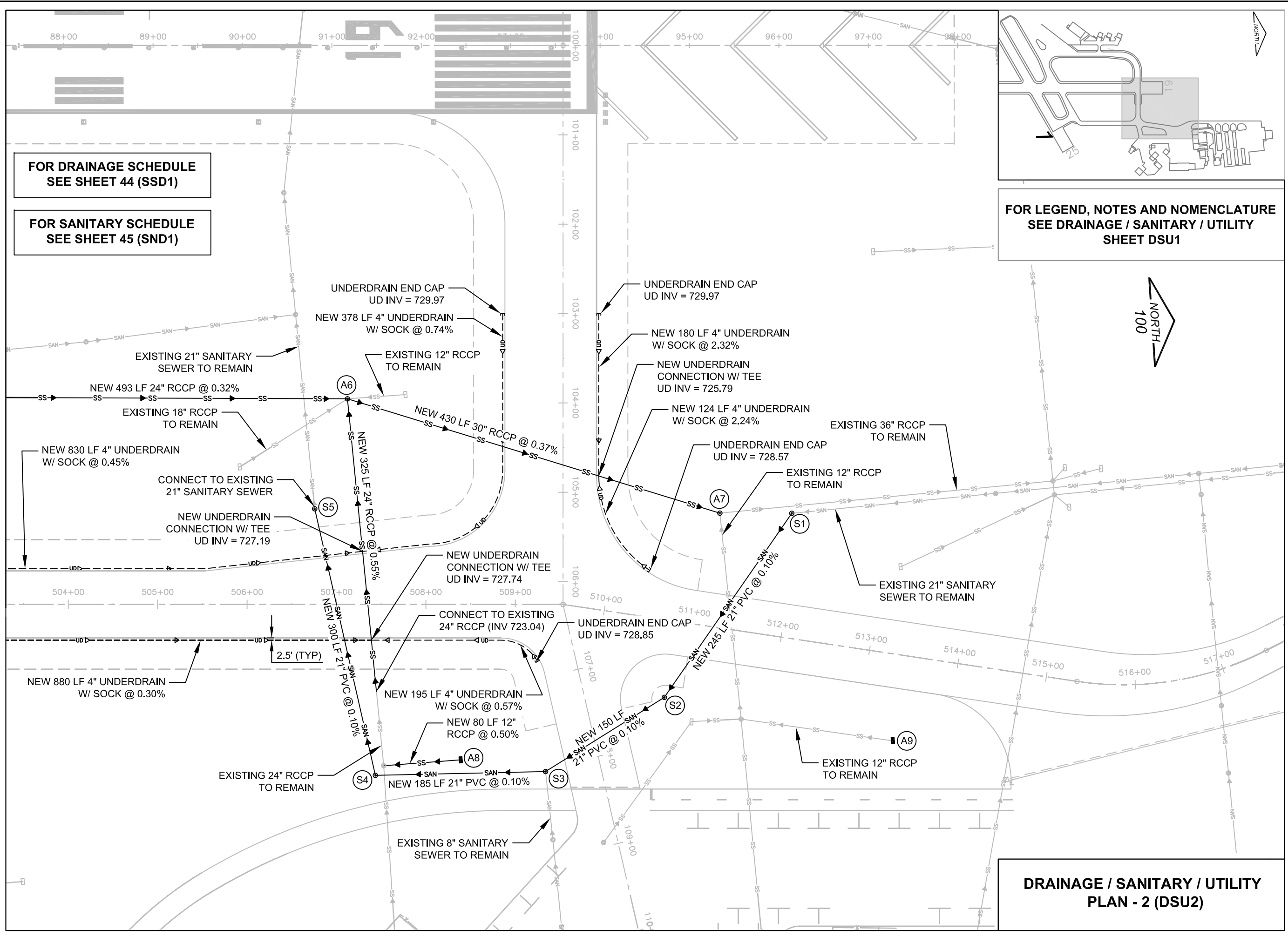
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Date	Description



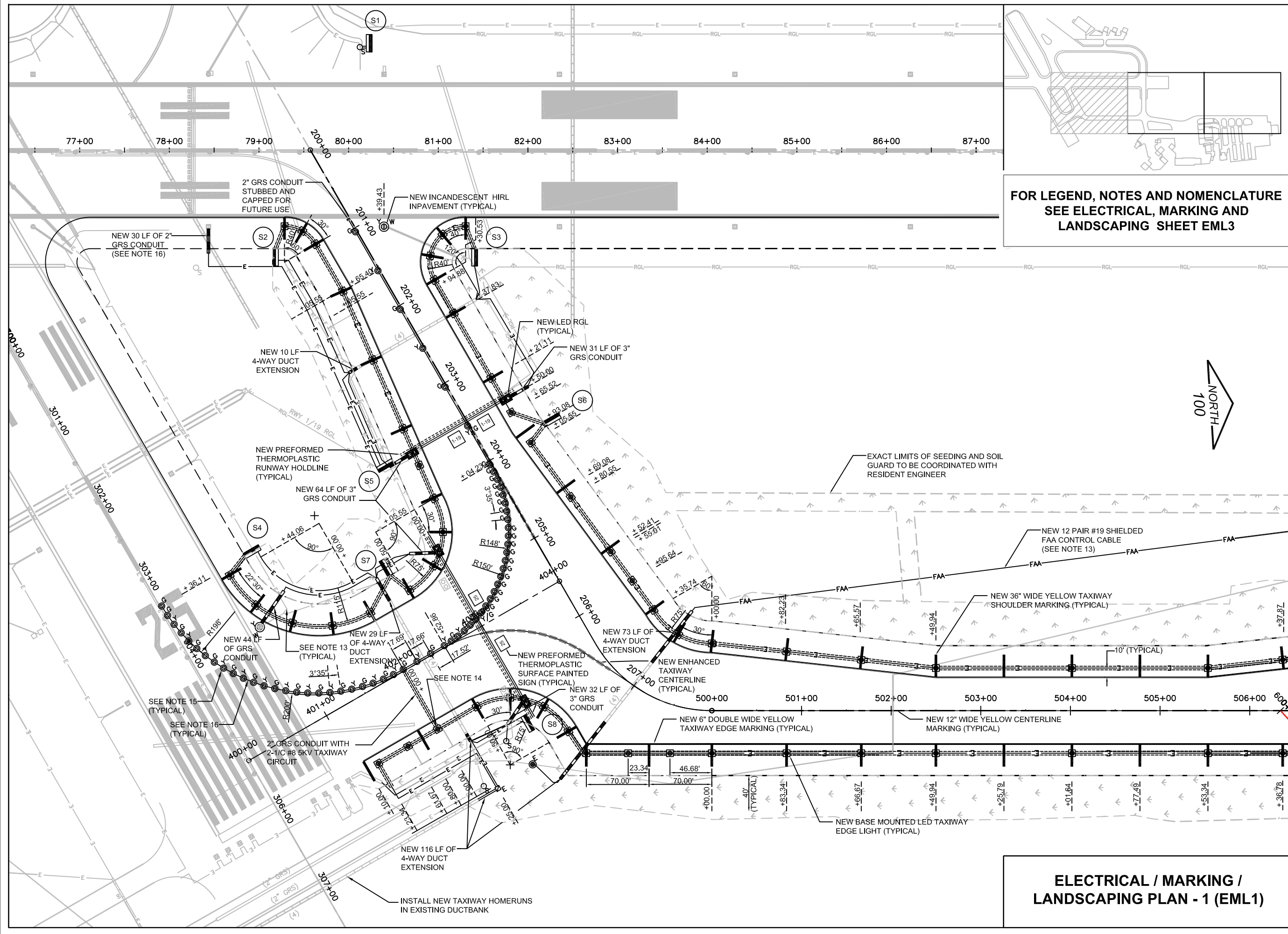
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**DRAINAGE /  
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PLAN - 2  
(DSU2)**





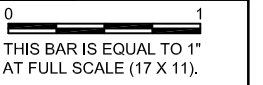
FOR LEGEND, NOTES AND NOMENCLATURE  
 SEE ELECTRICAL, MARKING AND  
 LANDSCAPING SHEET EML3



ELECTRICAL / MARKING /  
 LANDSCAPING PLAN - 1  
 (EML1)

Revisions

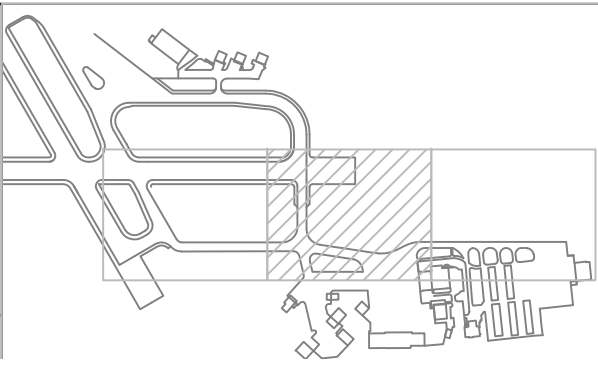
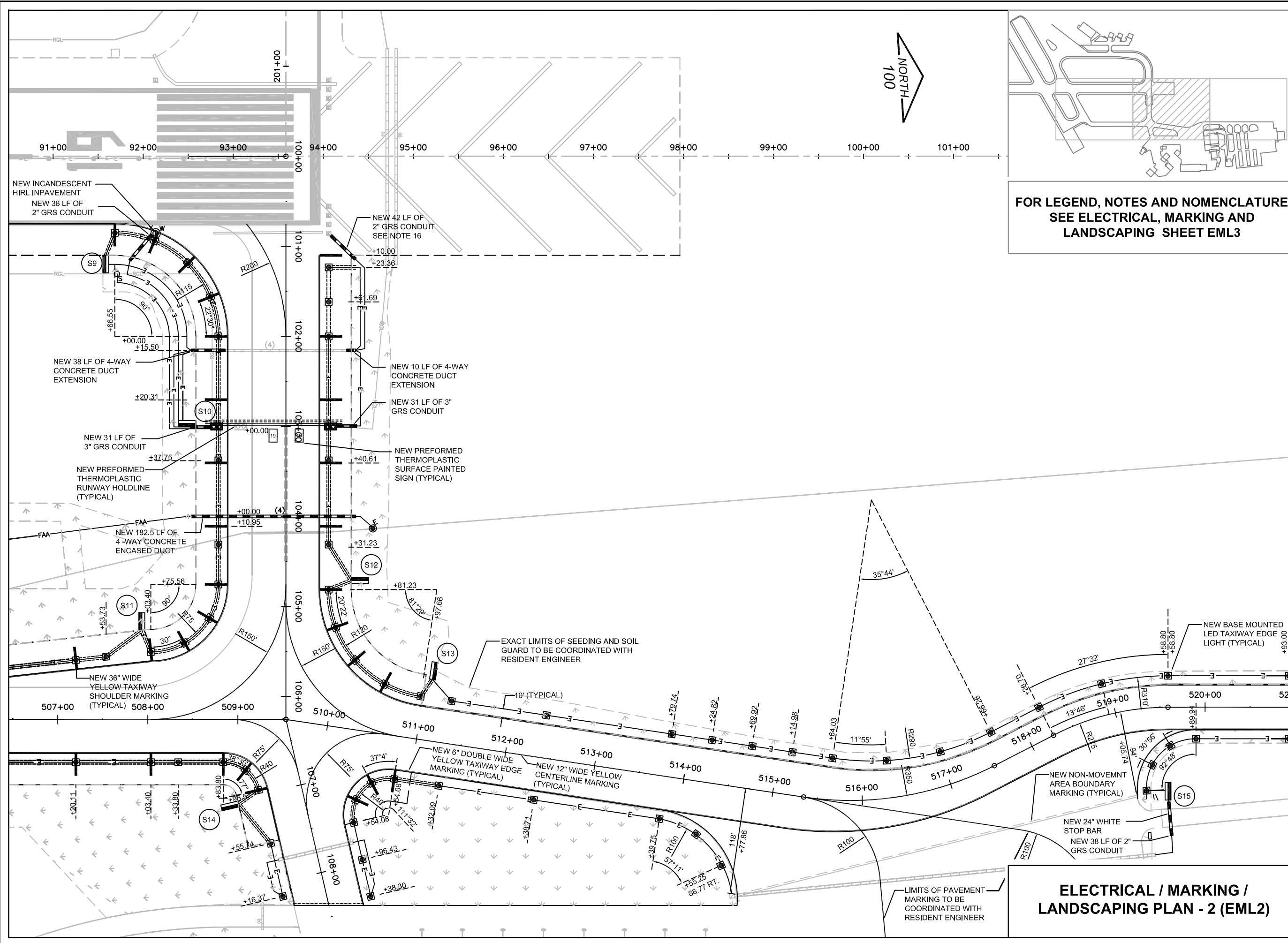
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ELECTRICAL /  
 MARKING /  
 LANDSCAPING  
 PLAN - 1  
 (EML1)

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**FOR LEGEND, NOTES AND NOMENCLATURE  
SEE ELECTRICAL, MARKING AND  
LANDSCAPING SHEET EML3**

**RO018**



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International  
Airport**



**Rockford, Illinois**

**Greater Rockford  
Airport Authority**

**AIP: 3-17-0088-XX  
RFD-4008**

**Rehabilitate TXY J  
and L**

**Revisions**

Date	Description

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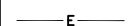

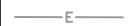
















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**ELECTRICAL /  
MARKING /  
LANDSCAPING  
PLAN - 2  
(EML2)**

**32**

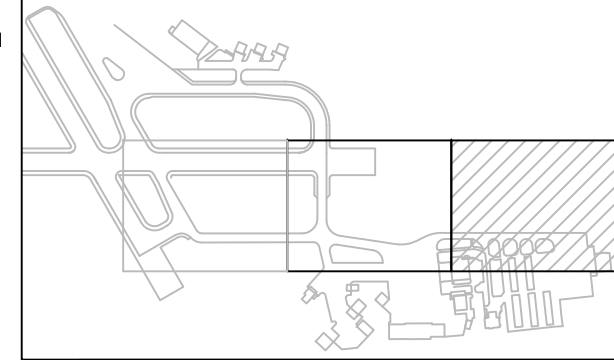


**LEGEND**

-  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 FAA 12 PAIR #19 SHIELDED CONTROL CABLE
-  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
-  NEW ELECTRICAL HANDHOLE
-  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
-  NEW ELECTRICAL MANHOLE
-  NEW INPAVEMENT LIGHT (COLOR INDICATED)

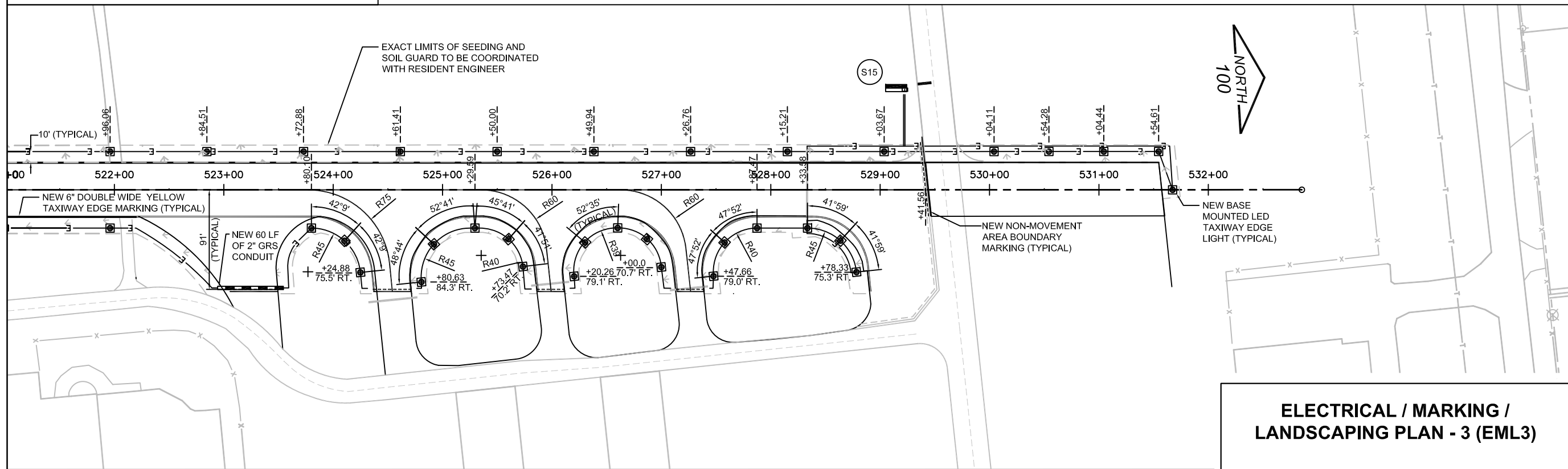
**ELECTRICAL NOTES:**

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. INSTALL NEW 3" GRS CONDUIT 5' BEYOND EDGE OF PAVEMENT. PULL BACK EXISTING RGL CIRCUIT PRIOR TO REMOVAL OF EXISTING RGLS. RE-INSTALL EXISTING (@) 1/C #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.
8. CONTRACTOR SHALL CORE HOLE AND INSTALL BUSHING IN EXISTING LIGHT CAN AND CONNECT NEW 2" STEEL DUCT (INCIDENTAL STEEL DUCT).
9. 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.
10. THE ROUTING OF THE PROPOSED DUCTS AND CONDUITS ARE SHOWN FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE ENGINEER.
11. SEE DETAILS ON SHEETS ELD1-3.
12. ALL EXISTING UNUSED AIRFIELD LIGHTING CABLE SHALL BE REMOVED FROM THE UNIT DUCT. UNIT DUCT SHALL BE ABANDONED IN PLACE. COST SHALL BE INCIDENTAL TO INSTALLATION OF NEW CABLE.
13. INSTALLATION AND SPLICING OF FAA CONTROL CABLE SHALL BE COORDINATED WITH FAA. INSTALLATION AND SPLICING OF FAA CABLE SHALL BE IN COMPLIANCE WITH FAA STANDARD SPECIFICATIONS.
14. CONNECT IN-PAVEMENT 1/C#6 INSULATED GROUNDING CONDUCTOR TO GROUND ROD AT EDGE LIGHT BASE.
15. TAXIWAY CENTERLINE LIGHTS SHALL BE INSTALLED SO THAT THE NEAREST EDGE IS MINIMUM OF 2 FEET FROM ANY CONCRETE PAVEMENT JOINT.
16. EXISTING PAVEMENT SHALL BE SAWED AND REMOVED IN ACCORDANCE WITH THE ELECTRICAL DETAILS AND NEW GRS CONDUIT INSTALLED. THE TRENCH SHALL BE BACKFILLED WITH 610 CONCRETE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND IN ACCORDANCE WITH THE ELECTRICAL DETAILS. PAVEMENT REMOVAL AND CONCRETE BACKFILL SHALL BE INCIDENTAL TO THE CONDUIT PAY ITEM.



**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.



**ELECTRICAL / MARKING / LANDSCAPING PLAN - 3 (EML3)**

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Rehabilitate TXY J and L

Revisions

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**ELECTRICAL / MARKING / LANDSCAPING PLAN - 3 (EML3)**

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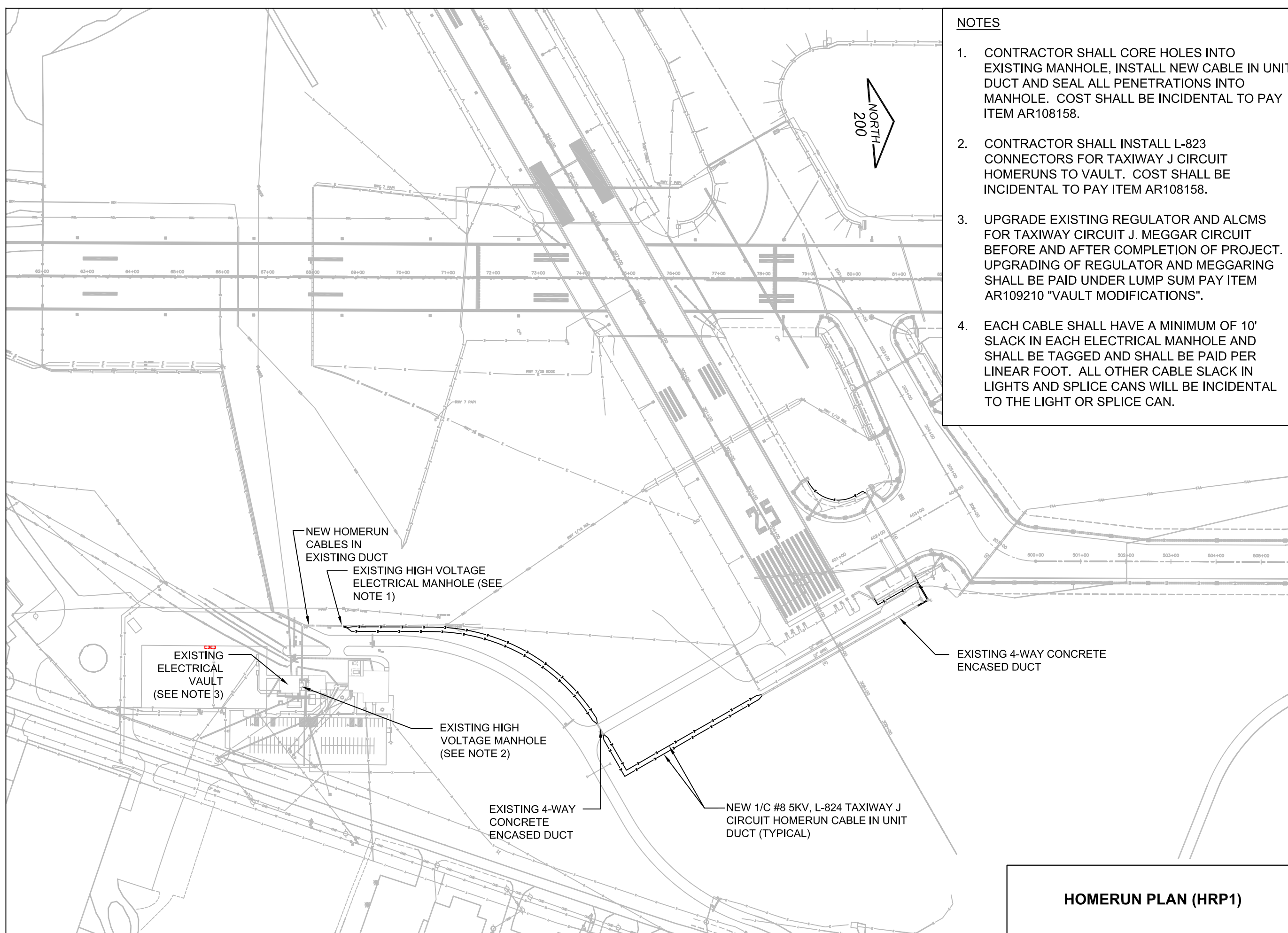
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HOMERUN PLAN  
(HRP1)

34

NOTES

1. CONTRACTOR SHALL CORE HOLES INTO EXISTING MANHOLE, INSTALL NEW CABLE IN UNIT DUCT AND SEAL ALL PENETRATIONS INTO MANHOLE. COST SHALL BE INCIDENTAL TO PAY ITEM AR108158.
2. CONTRACTOR SHALL INSTALL L-823 CONNECTORS FOR TAXIWAY J CIRCUIT HOMERUNS TO VAULT. COST SHALL BE INCIDENTAL TO PAY ITEM AR108158.
3. UPGRADE EXISTING REGULATOR AND ALCMS FOR TAXIWAY CIRCUIT J. MEGGAR CIRCUIT BEFORE AND AFTER COMPLETION OF PROJECT. UPGRADE OF REGULATOR AND MEGGARING SHALL BE PAID UNDER LUMP SUM PAY ITEM AR109210 "VAULT MODIFICATIONS".
4. EACH CABLE SHALL HAVE A MINIMUM OF 10' SLACK IN EACH ELECTRICAL MANHOLE AND SHALL BE TAGGED AND SHALL BE PAID PER LINEAR FOOT. ALL OTHER CABLE SLACK IN LIGHTS AND SPLICE CANS WILL BE INCIDENTAL TO THE LIGHT OR SPLICE CAN.



NEW HOMERUN  
CABLES IN  
EXISTING DUCT  
EXISTING HIGH VOLTAGE  
ELECTRICAL MANHOLE (SEE  
NOTE 1)

EXISTING  
ELECTRICAL  
VAULT  
(SEE NOTE 3)

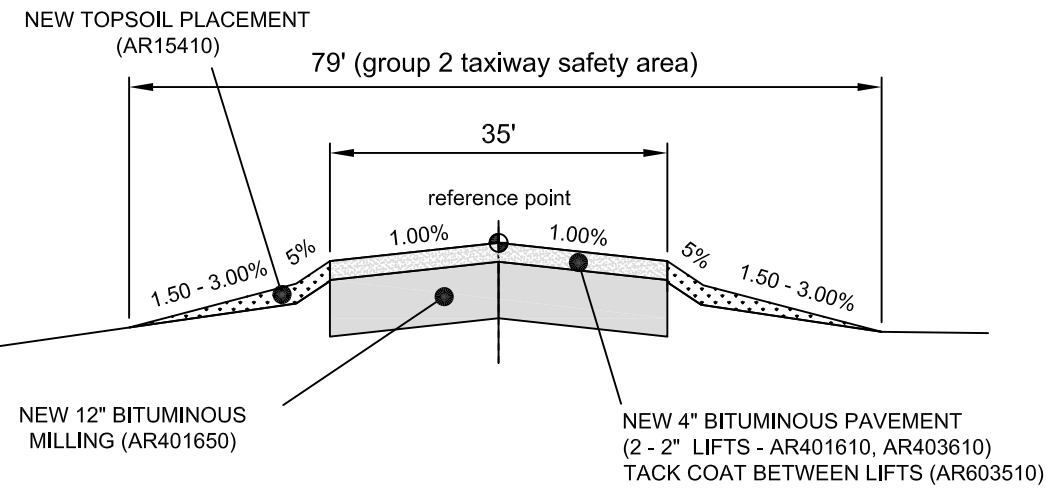
EXISTING HIGH  
VOLTAGE MANHOLE  
(SEE NOTE 2)

EXISTING 4-WAY  
CONCRETE  
ENCASED DUCT

NEW 1/C #8 5KV, L-824 TAXIWAY J  
CIRCUIT HOMERUN CABLE IN UNIT  
DUCT (TYPICAL)

EXISTING 4-WAY CONCRETE  
ENCASED DUCT

HOMERUN PLAN (HRP1)



**NOTES**

1. THE TEMPORARY TAXIWAY SHALL BE CONSTRUCTED DURING PHASE 1. THE START OF PHASE 2 CONSTRUCTION WILL NOT BE PERMITTED UNTIL THE TEMPORARY TAXIWAY HAS BEEN COMPLETED.
2. UPON COMPLETION OF THE PROJECT THE TEMPORARY TAXIWAY SHALL BE REMOVED. REMOVAL OF BITUMINOUS PAVEMENT SHALL BE PAID FOR UNDER ITEM AR401650. DEGRADING OF SITE / REMOVAL OF BITUMINOUS MILLING SUBGRADE SHALL BE CONSIDERED INCIDENTAL TO ITEM AR401650. REMOVAL OF PAVEMENT MARKING SHALL BE PAID UNDER ITEM AR620900. REMOVAL OF ELEVATED RETROREFLECTIVE MARKERS SHALL BE CONSIDERED INCIDENTAL TO ITEM AR125100.
3. PRIOR TO CONSTRUCTION THE ENGINEER SHALL PROVIDE A GRADING PLAN FOR THE TEMPORARY TAXIWAY.
4. DURING PHASE 2 CONSTRUCTION, THE CONTRACTOR SHALL EMPLOY A FULL-TIME FLAGGER AT THE LOCATIONS SHOWN. THE FLAGGER SHALL BE IN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES AND SHALL DIRECT CONSTRUCTION TRAFFIC ACROSS ACTIVE AIRFIELD PAVEMENTS. THE CONTRACTOR SHALL PROVIDE A RADIO FOR THE FLAGGER. BEFORE PHASE 2 CONSTRUCTION BEGINS, AIRPORT AND ATCT PERSONNEL SHALL APPROVE THE CONTRACTOR'S PROPOSED FLAGGER. THE COST OF THE FLAGGER SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. PLACEMENT, GRADING AND SHAPING OF THE BITUMINOUS PAVEMENT MILLINGS SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM AR401650.
6. ALL TEMPORARY CABLING REQUIRED SHALL BE INCIDENTAL TO PAY ITEM AR108108.

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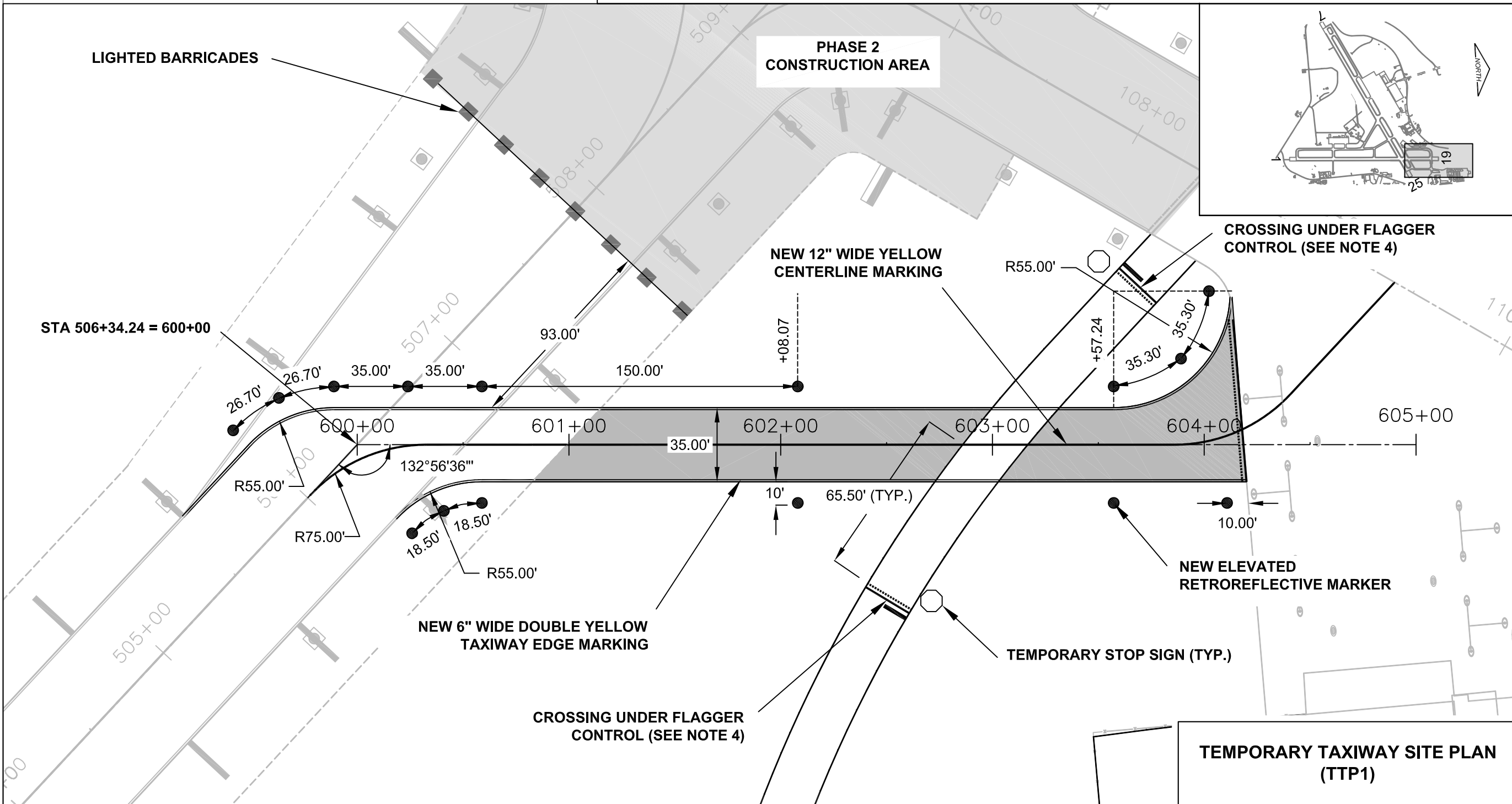
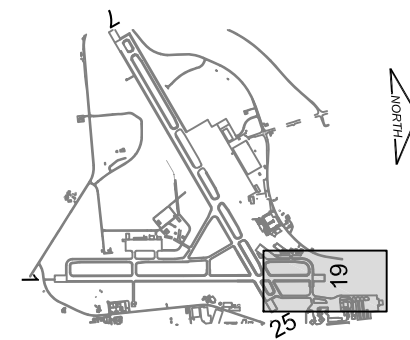


**Rockford, Illinois**

**Greater Rockford Airport Authority**

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Revisions

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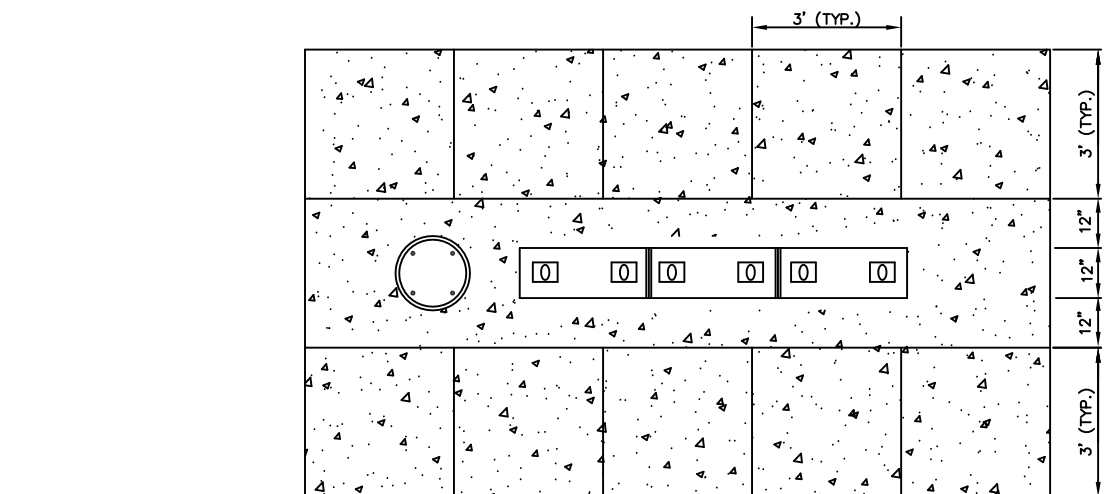
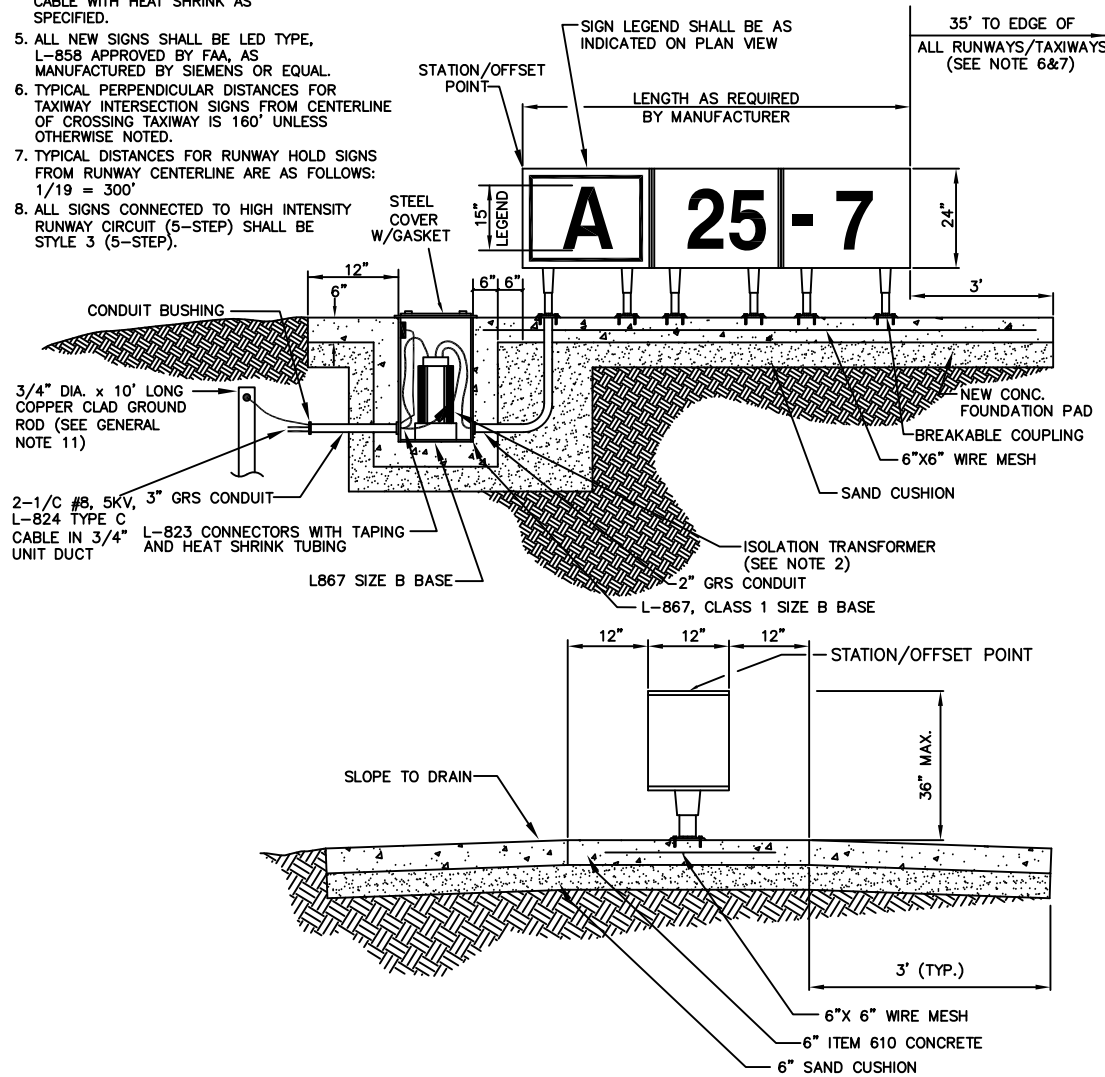
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**TEMPORARY TAXIWAY SITE PLAN (TTP1)**

**35**

**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).



**ARI254XX - 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	N S	BLANK	3 0	STA. 80+22.93, 109.5' LT. CENTERLINE RUNWAY 1/19
S2	N S	BLANK	0 3	STA. 79+18.43, 110.0' RT. CENTERLINE RUNWAY 1/19
S3	N S	BLANK	3 0	STA. 81+40.49, 110' RT. CENTERLINE RUNWAY 1/19
S4	E W	BLANK	0 3	STA. 303+34.06, 110.0' LT. CENTERLINE RUNWAY 7/25
S5	E W	61-19	1,2 4,2	STA. 203+46.63, 93.9' RT. CENTERLINE TAXIWAY F
S6	E W	BLANK	0 3,3	STA. 203+95.55, 73.6' LT. CENTERLINE TAXIWAY F
S7	N S	BLANK	0 3,3	STA. 402+40.00, 100.0' LT. CENTERLINE TAXIWAY F
S8	N S	25	1,2 4,2	STA. 402+90, 110.0' RT. CENTERLINE TAXIWAY F
S9	N S	BLANK	0 3	STA. 91+58.55, 110.0' RT. CENTERLINE RUNWAY 1/19
S10	E W	61	1,2 4,2	STA. 102+96.76, 100.0' RT. CENTERLINE TAXIWAY L
S11	N S	19	0 3	STA. 507+93.41, 99.1' LT. CENTERLINE TAXIWAY J
S12	E W	BLANK	0 3	STA. 104+71.21, 72.5' LT. CENTERLINE TAXIWAY L
S13	N S	61 25 J	3,3 2	STA. 511+07.64, 68.1' LT. CENTERLINE TAXIWAY J
S14	E W	BLANK	3,3 0	STA. 107+05.10, 72.5' RT. CENTERLINE TAXIWAY L
S15	N S	19	1 1	STA. 519+58.80, 103.0' RT. CENTERLINE TAXIWAY J
S16	E W	19	1 1	STA. 529+24.35, 93' LT. CENTERLINE TAXIWAY J

**PROPOSED SIGN TYPE LEGEND**

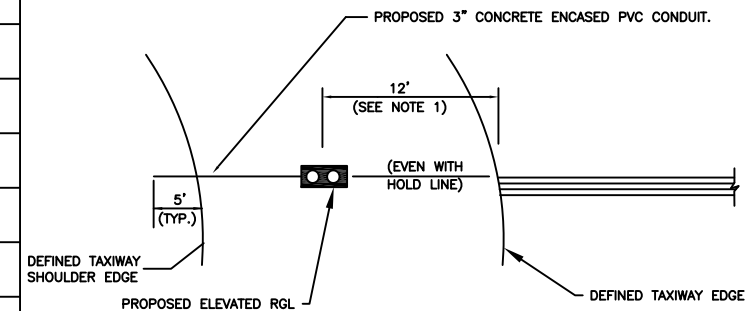
- 0 - BLANK PANEL - BLACK
- 1 - RUNWAY/TAXIWAY HOLDLINE - WHITE LEGEND ON RED BACKGROUND
- 2 - LOCATION SIGN - YELLOW LEGEND ON BLACK BACKGROUND
- 3 - DIRECTION SIGN - BLACK LEGEND ON YELLOW BACKGROUND
- 4 - RUNWAY APPROACH AREA BOUNDARY SIGN - BLACK LEGEND ON YELLOW BACKGROUND

**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.

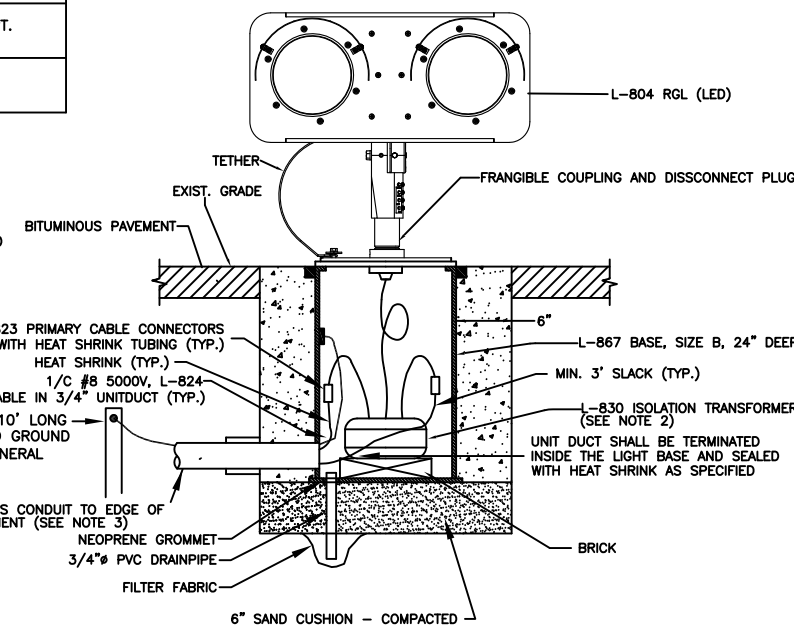


**ELEVATED LED RGL LAYOUT DETAIL (TYP)**

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" GRS CONDUIT UNDER PAVED
2. L-830 ISOLATION TRANSFORMER SHALL BE SIZED FOR LED TYPE RGL, AS RECOMMENDED BY THE MANUFACTURER.
3. FULL 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 ADB OR APPROVED EQUAL.

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**Revisions**

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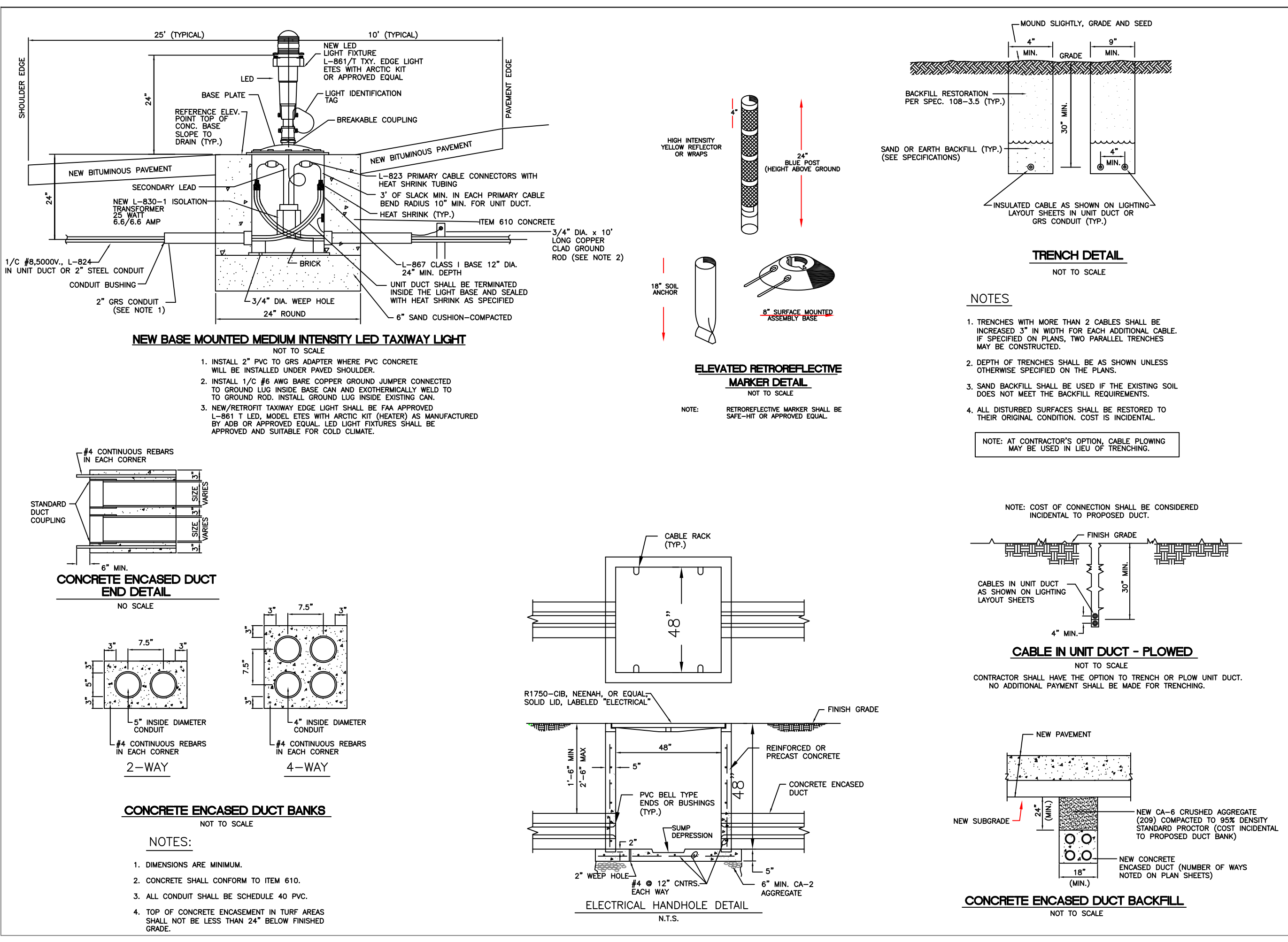
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**ELECTRICAL  
DETAILS - 1  
(ELD1)**

36





**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/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELD TO TO GROUND ROD. INSTALL GROUND LUG INSIDE EXISTING CAN.
3. NEW/RETROFIT TAXIWAY EDGE LIGHT SHALL BE FAA APPROVED L-861 T LED, MODEL ETES WITH ARCTIC KIT (HEATER) AS MANUFACTURED BY ADB OR APPROVED EQUAL. LED LIGHT FIXTURES SHALL BE APPROVED AND SUITABLE FOR COLD CLIMATE.

**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.

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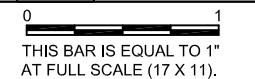
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DRAWN BY: CMT-RFD  
CHECKED BY: CMT-RFD  
APPROVED BY: CMT-RFD  
DATE: 4-16-2010  
JOB No: 06258-04-00

**ELECTRICAL DETAILS - 2 (ELD2)**

37

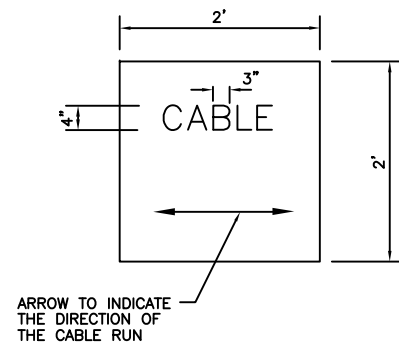
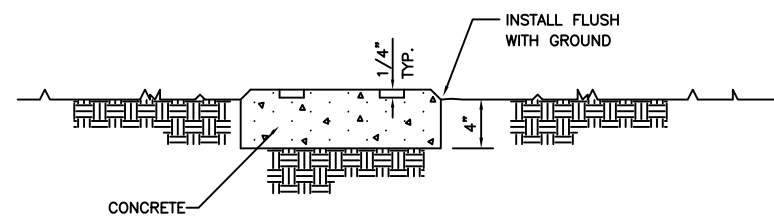
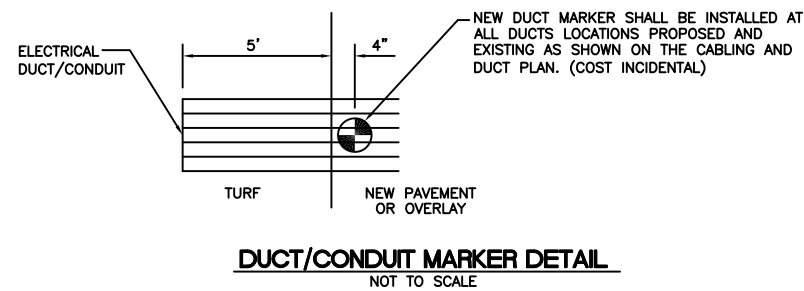
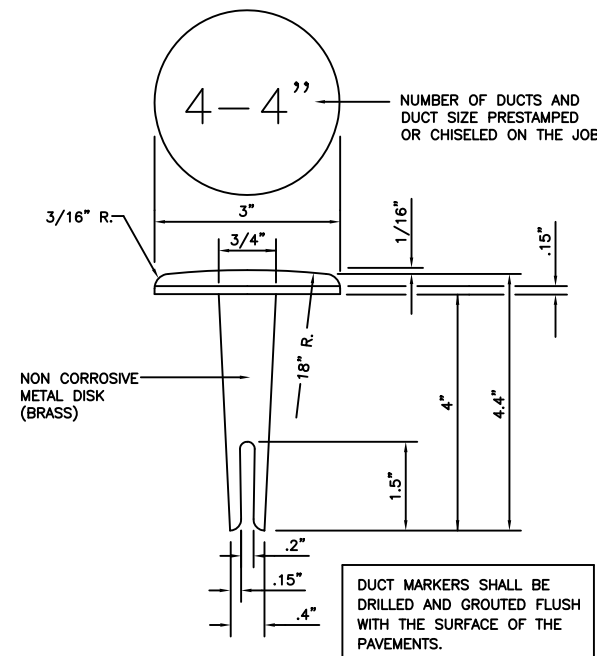
Revisions

Date	Description



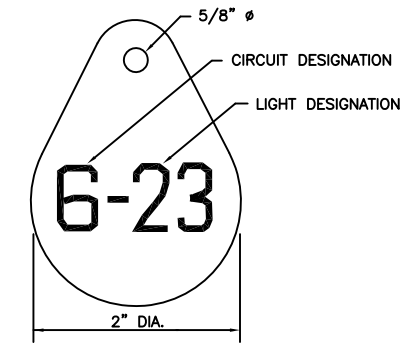
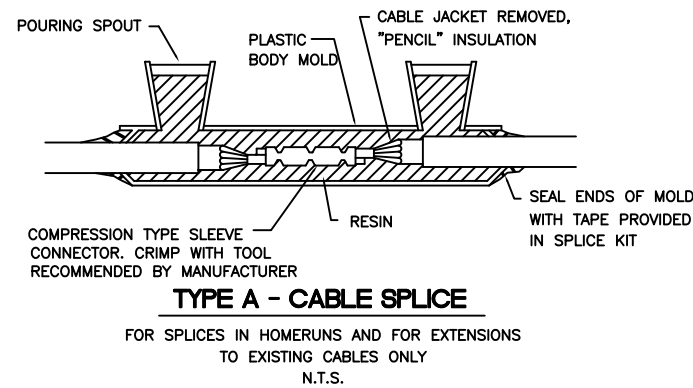
DESIGN BY: CMT-RFD  
 DRAWN BY: CMT-RFD  
 CHECKED BY: CMT-RFD  
 APPROVED BY: JGP  
 DATE: 1-23-2009  
 JOB No: 06258-04-00

**ELECTRICAL  
DETAILS - 3  
(ELD3)**



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

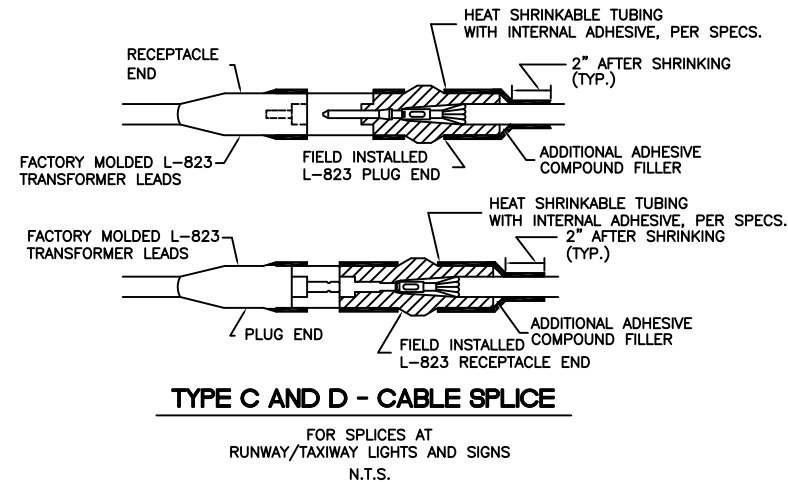
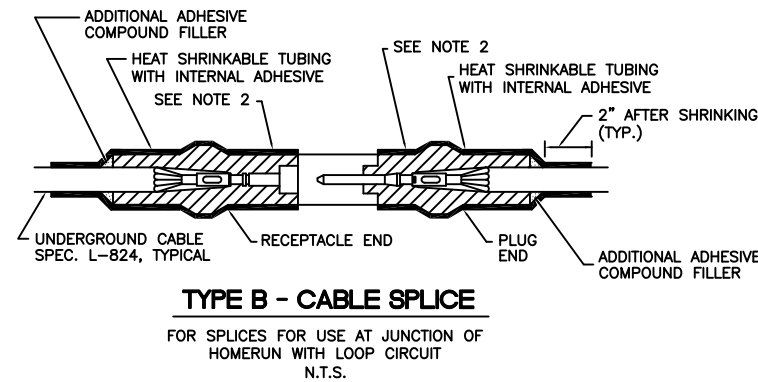
**TURF CABLE MARKER DETAIL**  
NOT TO SCALE



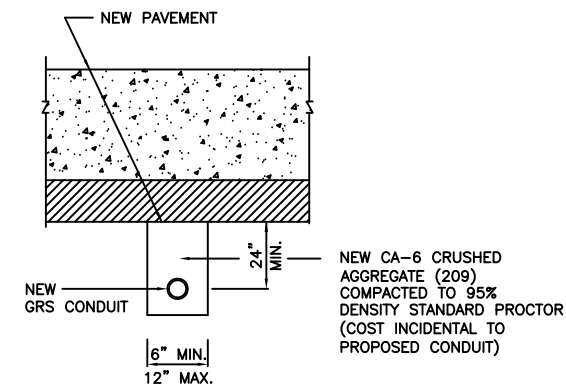
**LIGHT IDENTIFICATION DETAIL**  
NOT TO SCALE

NOTES:

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

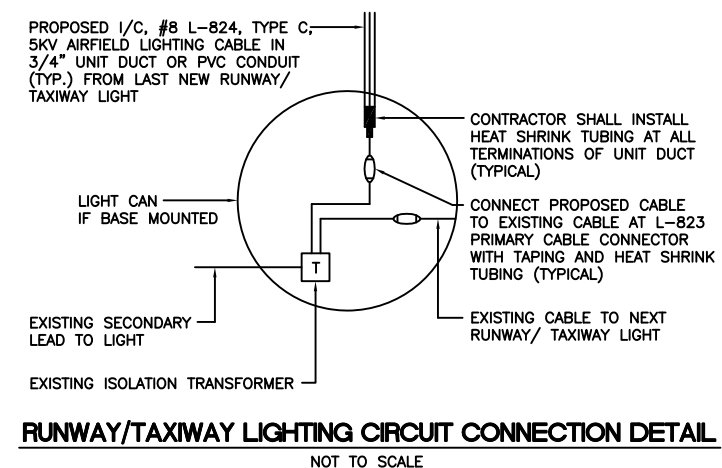


- NOTES
1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
  2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
  3. THE COST OF FURNISHING AND INSTALLING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



**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



Chicago Rockford International Airport



Rockford, Illinois

Greater Rockford Airport Authority

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RFD-4008

Rehabilitate TXY J and L

Revisions

Date	Description

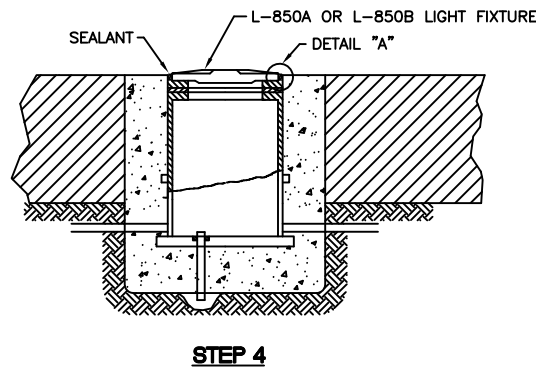
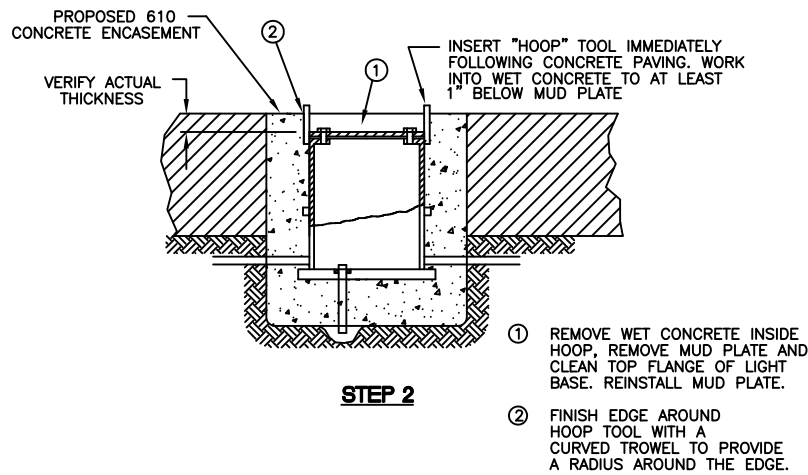
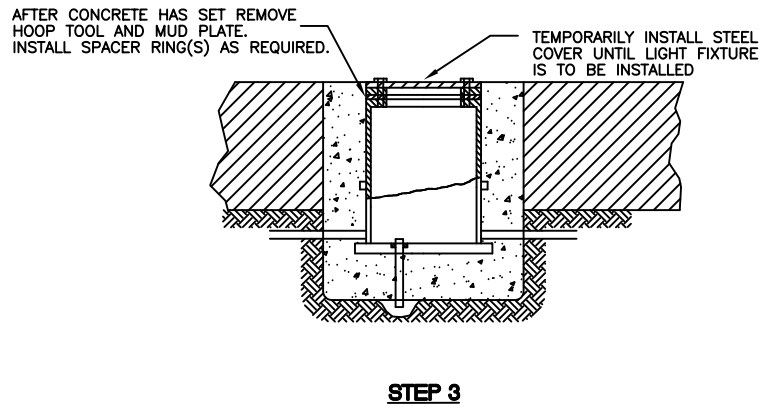
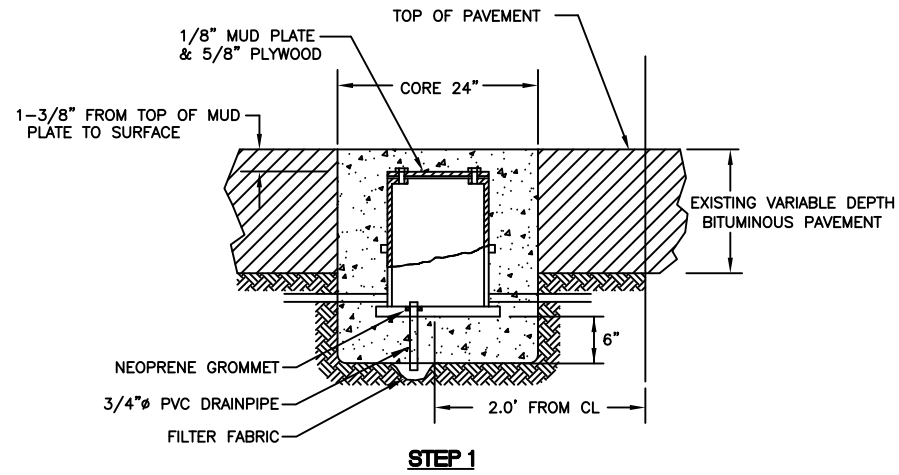
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THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

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

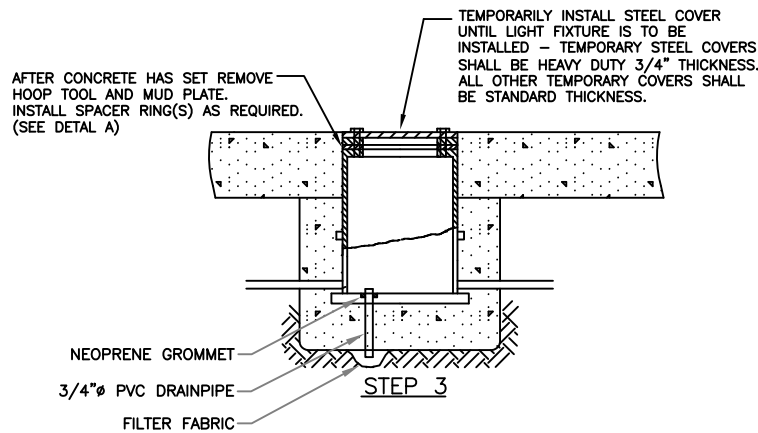
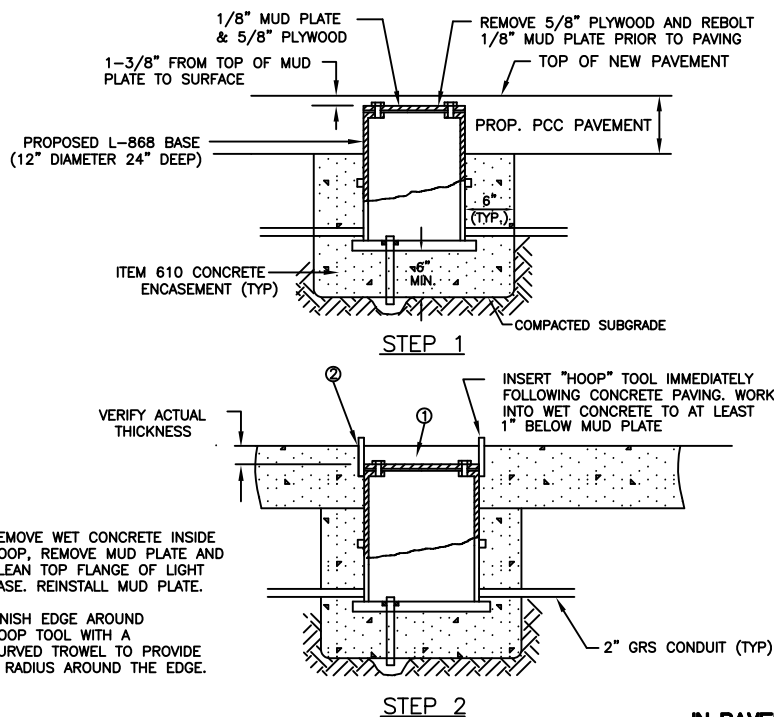
ELECTRICAL  
DETAILS - 4  
(ELD4)

NOTES FOR INSTALLATION OF TAXIWAY CENTERLINE LIGHTS

- EXCAVATE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW BASES AND 3" UNDER NEW CONDUIT. CLEAN CUT EDGES AND COMPACT BOTTOM OF EXCAVATION.
- USE MANUFACTURERS SETTING JIG (OR OTHER DEVICE APPROVED BY THE RE) FOR PROPERLY ALIGNING NEW L-868 BASES. SECURE SETTING JIG TO PREVENT MOVEMENT DURING CONCRETE ENCASEMENT.
- ENSURE PROPER ALIGNMENT AFTER CONCRETE ENCASEMENT OF NEW BASE BEFORE CONCRETE SETS UP. TIGHT CONNECTIONS MUST BE ASSURED TO PREVENT CONCRETE FROM ENTERING BASE OR CONDUIT.
- AFTER INSTALLATION OF THE L-868 BASE AND WHILE PCC PAVING AT THE FIXTURE LOCATION IS WET, INSERT "HOOP" TOOL TO AT LEAST 1" BELOW MUD PLATE. REMOVE WET CONCRETE FROM INSIDE HOOP AND CLEAN TOP FLANGE SURFACE. FINISH THE CONCRETE AROUND THE HOOP TOOL WITH A CURVED RADIUS TROWEL. USE CAUTION TO AVOID AGGREGATE SEGREGATION DURING THIS PROCEDURE.
- AFTER CONCRETE HAS SET, REMOVE HOOP TOOL AND MUD PLATE. INSTALL FLANGE AND SPACER RINGS AS REQUIRED, AND L-850A LIGHT ASSEMBLY. A TEMPORARY STEEL COVER MAY BE INSTALLED IF LIGHT FIXTURE IS TO BE INSTALLED LATER.
- AFTER FIXTURE INSTALLATION, BACKFILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT. ANNULAR SPACE SHALL BE NO MORE THAN 3/4" WIDE.
- THE EDGE OF THE LIGHT FIXTURE FLANGE FURTHEST FROM THE CENTERLINE SHALL MATCH THE ELEVATION OF THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER/FLANGE RINGS SHALL BE NO LARGER THAN 3/4" MAX. NO MORE THAN 3 RINGS SHALL BE USED. CTL LIGHTS TO BE INSTALLED LEVEL IN A HORIZONTAL PLANE ±1/2 DEGREE.
- DO NOT USE SHIPPING BOLTS. USE ONLY STAINLESS STEEL BOLTS INTENDED FOR LIGHT FIXTURE INSTALLATION. USE INDUSTRY STANDARD ANTI-SEIZE COMPOUND (GREASE) IN PLACE OF LOCK WASHERS AND TORQUE PER MANUFACTURERS INSTRUCTIONS.
- PROVIDE THREE (3) COPIES OF AN INSTRUCTION AND MAINTENANCE MANUAL TO THE ENGINEER 15 DAYS PRIOR TO STARTING INSTALLATION.
- CONTRACTOR TO HAVE A MANUFACTURER'S REPRESENTATIVE ON SITE TO AID THE INITIAL INSTALLATION OF LIGHT FIXTURE BASES.
- INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER, AND CONNECT TO NEW CABLE AS SHOWN.
- TAXIWAY CENTERLINE LIGHTS LOCATION AND TOLERANCES:
  - TRANSVERSE - ±1/4"
  - LONGITUDINAL - ±2' RELATIVE TO EACH LIGHTS TRUE POSITION.
- CONNECT 1/C #6 INSULATED GROUND CONDUCTOR TO GROUND ROD AT THE NEAREST LIGHT BASE. COST OF GROUND CONDUCTOR SHALL BE INCIDENTAL TO THE INSTALLATION OF IN-PAVEMENT LIGHTS.



TAXIWAY CENTERLINE LIGHT INSTALLATION IN EXISTING BITUMINOUS PAVEMENT



PCC PAVEMENT NOTES

- EXCAVATE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW BASES AND 6" UNDER NEW CONDUIT. CLEAN CUT EDGES AND COMPACT BOTTOM OF EXCAVATION.
- USE MANUFACTURERS SETTING JIG (OR OTHER DEVICE APPROVED BY THE ENGINEER FOR PROPERLY ALIGNING NEW L-868 BASES. SECURE SETTING JIG TO PREVENT MOVEMENT DURING CONCRETE ENCASEMENT. ALL CONDUITS TO BE SUPPORTED DURING CONSTRUCTION AS REQUIRED.
- ALL LIGHT BASES SHALL BE PROPERLY POSITIONED AND ALIGNED AND CONDUIT CONNECTING THE BASES PROPOERLY SECURED IN PLACE BEFORE POURING CONCRETE. ENSURE PROPER ALIGNMENT AFTER CONCRETE ENCASEMENT OF NEW BASE BEFORE CONCRETE SETS UP. TIGHT CONNECTIONS MUST BE ASSURED TO PREVENT CONCRETE FROM ENTERING BASE OR CONDUIT.
- AFTER INSTALLATION OF THE L-868 BASE AND WHILE PCC PAVING AT THE FIXTURE LOCATION IS WET, INSERT "HOOP" TOOL TO AT LEAST 1" BELOW MUD PLATE. REMOVE WET CONCRETE FROM INSIDE HOOP AND CLEAN TOP FLANGE SURFACE. FINISH THE CONCRETE AROUND THE HOOP TOOL WITH A CURVED RADIUS TROWEL. USE CAUTION TO AVOID AGGREGATE SEGREGATION DURING THIS PROCEDURE.
- AFTER CONCRETE HAS SET, REMOVE HOOP TOOL AND MUD PLATE. INSTALL FLANGE AND SPACER RINGS AS REQUIRED AND LIGHT ASSEMBLY. A TEMPORARY STEEL COVER MAY BE INSTALLED IF LIGHT FIXTURE IS TO BE INSTALLED LATER.
- AFTER FIXTURE INSTALLATION, FILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT. ANNULAR SPACE SHALL BE NO MORE THAN 3/4" WIDE.
- INSTALL BASE AND RINGS SO THAT OUTER EDGE OF LIGHT FIXTURE WILL BE AT SAME ELVATION AS THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER/FLANGE RINGS SHALL BE NO LARGER THAN 3/4" MAX. NO MORE THAN 3 RINGS SHALL BE USED.

IN-PAVEMENT CENTERLINE LIGHT  
INSTALLATION IN PROPOSED PCC PAVEMENT

NO SCALE

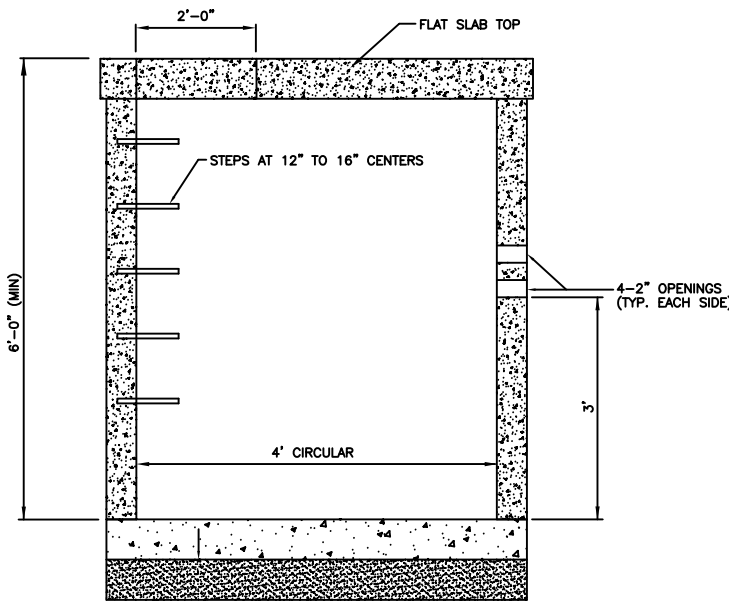
Revisions

Date	Description

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AT FULL SCALE (17 X 11).

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

**ELECTRICAL  
DETAILS - 5  
(ELD5)**

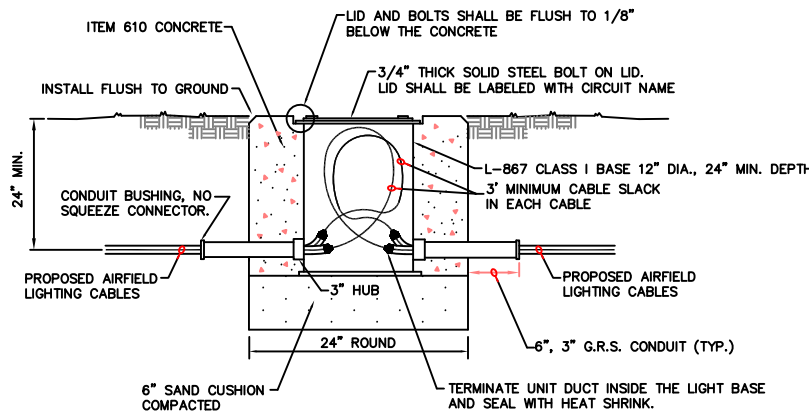


**ELEVATION**

**ELECTRICAL MANHOLE**  
NOT TO SCALE

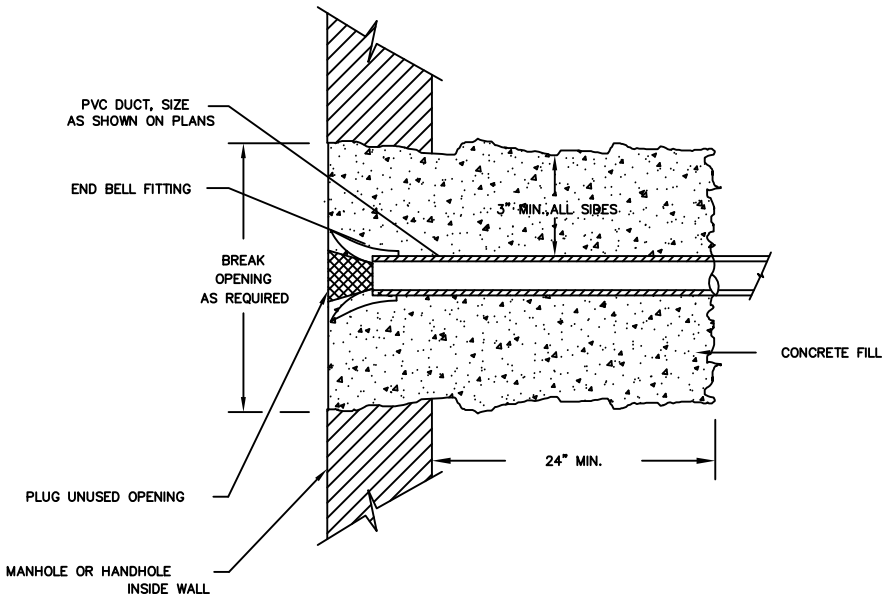
**NOTES**

- 1. ELECTRICAL MANHOLE (4' DIA.) SHALL BE PER IDOT STANDARD 602401-02 AS MODIFIED BY DETAIL ON THE PLANS.
- 2. ECCENTRIC AND CONCENTRIC CONE TOPS SHALL NOT BE USED. PRECAST REINFORCED CONCRETE FLAT SLAB TOP SHALL BE USED PER IDOT STANDARD 602601-02 AND 602401-02.
- 3. USE TYPE 1 FRAME AND LID MARKED "ELECTRIC" PER IDOT STANDARD 604001-03
- 4. PROPOSED ELECTRICAL MANHOLE SHALL ACCOMMODATE 4-2" OPENINGS ON EACH SIDE OF THE MANHOLE.

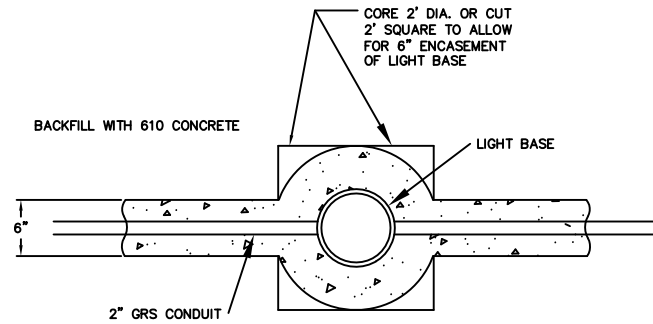


**PROPOSED AIRFIELD SPLICE CAN**

N.T.S.

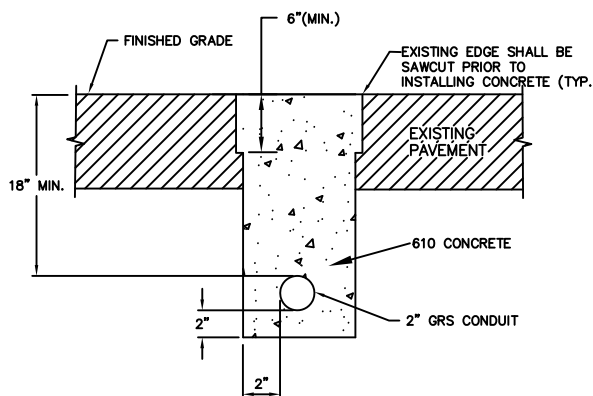


**DUCT ENTRY DETAIL AT MANHOLES AND HANDHOLES**



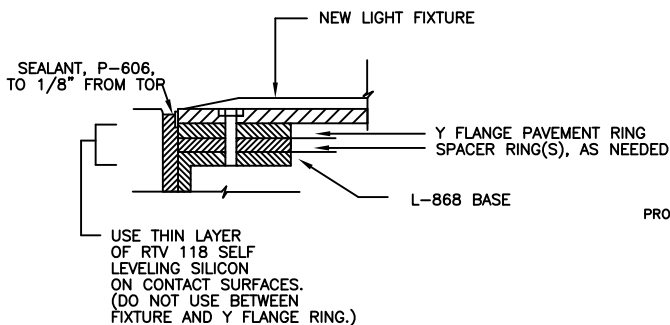
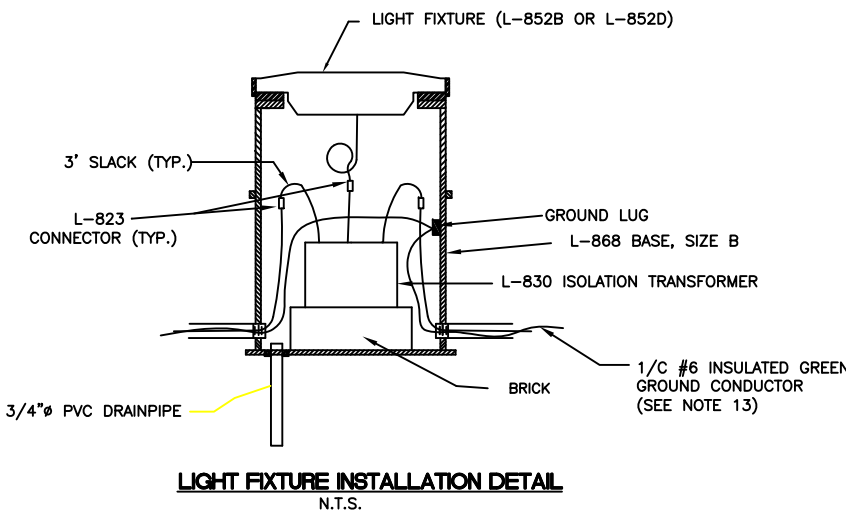
**PMT CUT FOR INPAVEMENT LIGHT BASE INSTALLATION - PLAN**

N.T.S.



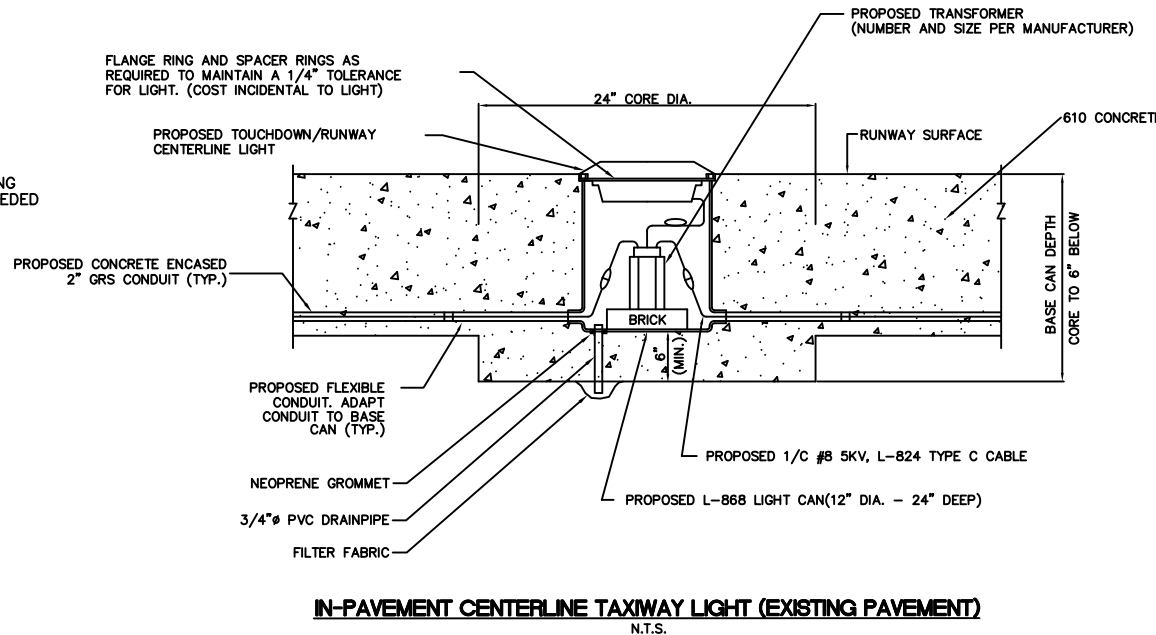
**CONCRETE ENCASED 2" GRS CONDUIT**

NOT TO SCALE



**DETAIL A**

N.T.S.



**IN-PAVEMENT CENTERLINE TAXIWAY LIGHT (EXISTING PAVEMENT)**

N.T.S.

CONTRACTOR SHALL FABRICATE LIGHT CAN SETTING JIG. JIG SHALL ALLOW FOR CORRECT AZIMUTH, ELEVATION AND SLOPE OF LIGHT CAN AND FIXTURES THROUGHOUT INSTALLATION PROCEDURE.





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Rockford, Illinois

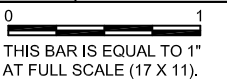
Greater Rockford  
Airport Authority

AIP: 3-17-0088-XX  
RFD-4008

Rehabilitate TXY J  
and L

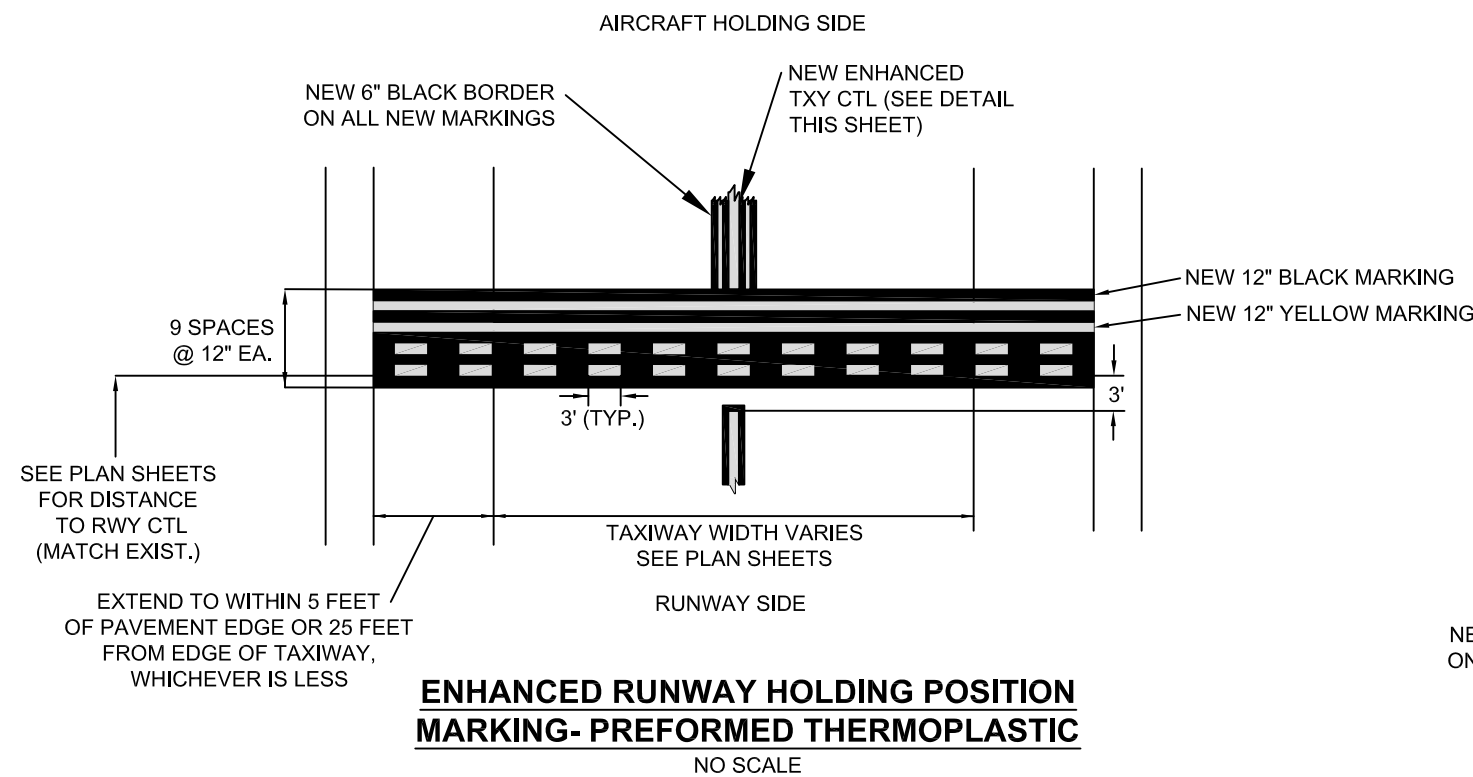
Revisions

Date	Description



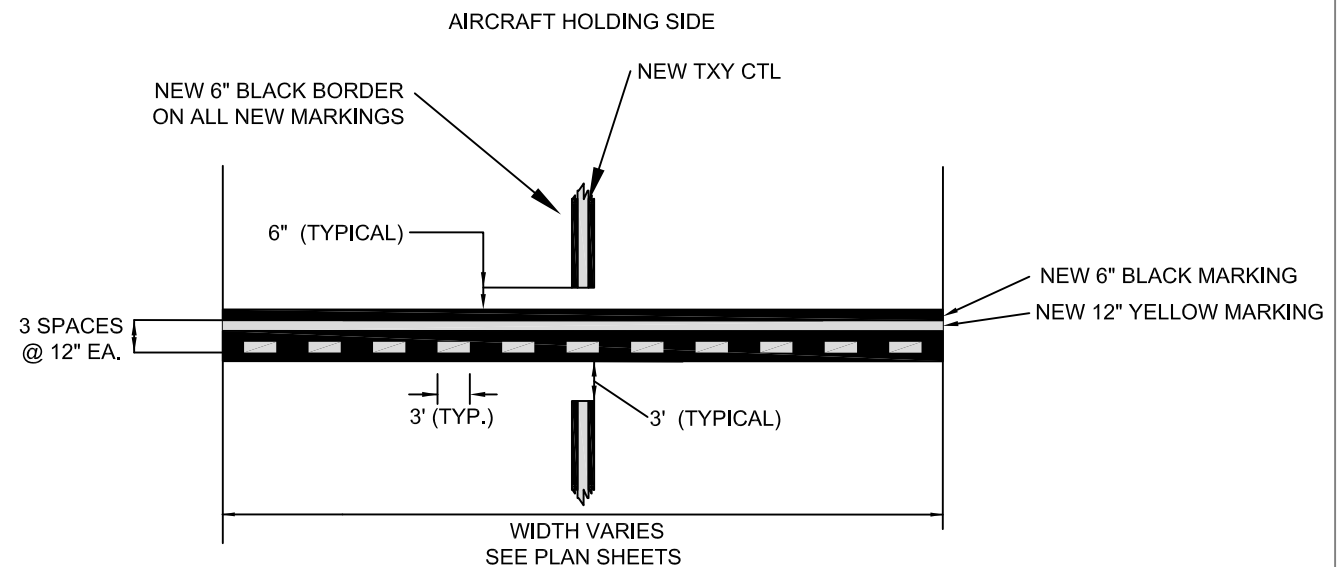
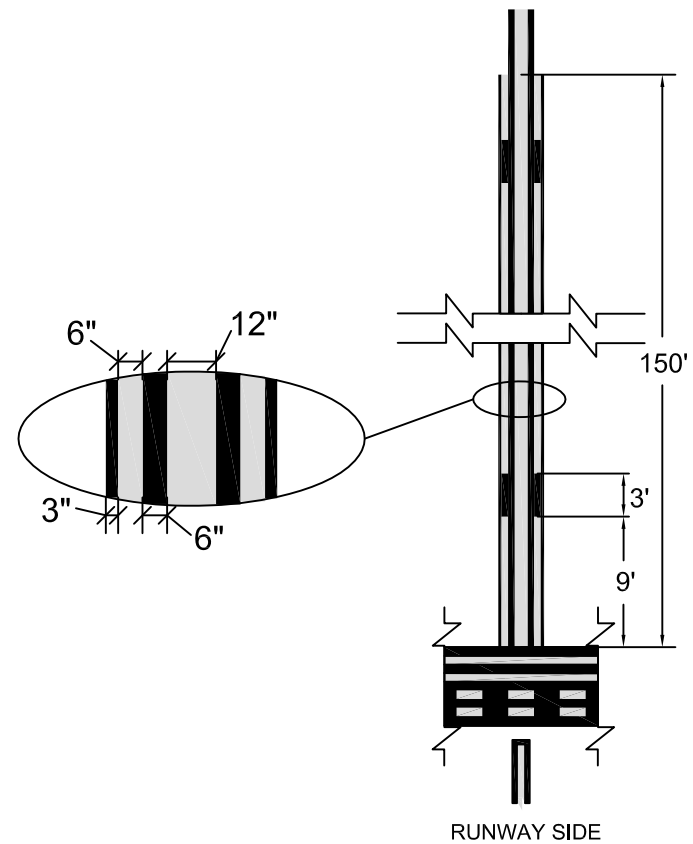
DESIGN BY:	CMT- RFD
DRAWN BY:	CMT- RFD
CHECKED BY:	CMT- RFD
APPROVED BY:	CMT- RFD
DATE:	4-16-2010
JOB No:	09258-05-00

**MARKING  
DETAILS  
(MRD1)**



**NOTES - PREFORMED THERMOPLASTIC HOLD POSITION MARKING**

1. THE MATERIALS SHALL BE APPLIED USING A VARIABLE SPEED SELF-PROPELED MOBILE HEATER IN CONFORMANCE WITH THE MANUFACTURE'S SPECIFICATIONS.
2. THE PAVEMENT SHALL BE CLEAN, DRY AND FREE OF DEBRIS TO THE SATISFACTION OF THE RESIDENT ENGINEER.
3. A NON-VOC SEALER SHALL BE APPLIED TO THE PAVEMENT PRIOR TO THE MARKINGS ARE PLACED. THE SEALER SHALL BE IN-CONFORMANCE WITH THE PREFORMED THERMOPLASTIC MANUFACTURER'S RECOMMENDATIONS. THE SEALER SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCIDENTAL TO THE PAVEMENT MARKING PAY ITEM.



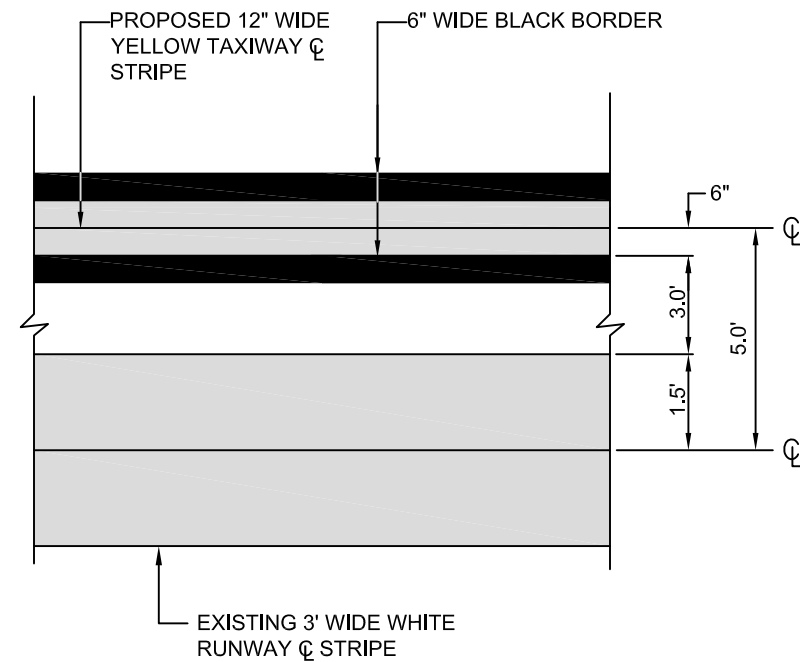
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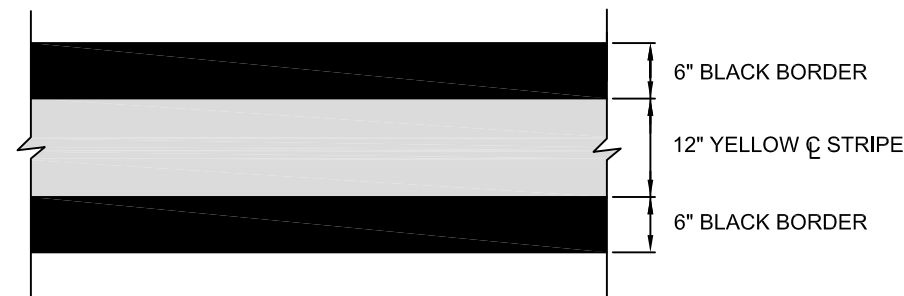
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AT FULL SCALE (17 X 11).

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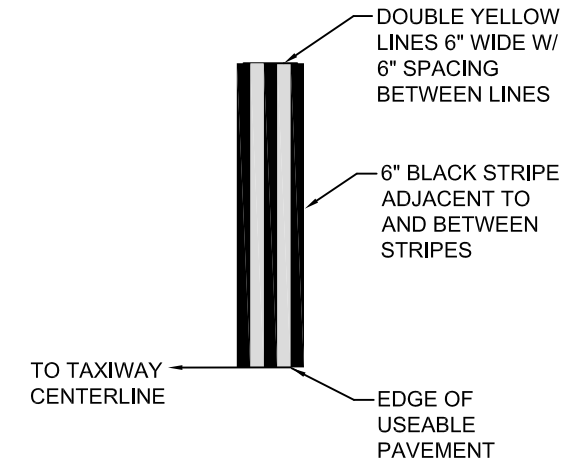
**MARKING  
DETAILS  
(MRD2)**



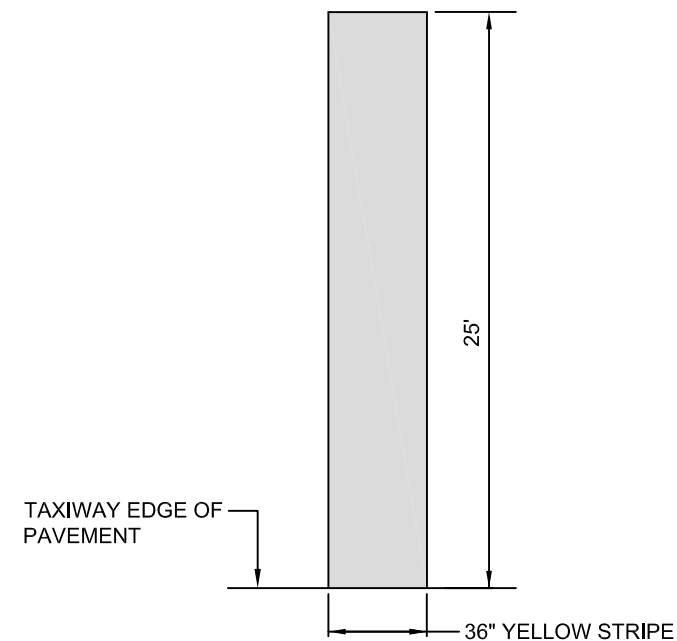
**TAXIWAY TANGENT DETAIL**  
NO SCALE



**TAXIWAY CENTERLINE ON PCC DETAIL**  
NO SCALE



**CONTINUOUS TAXIWAY EDGE LINE MARKING**  
NO SCALE



**TAXIWAY SHOULDER DETAIL**  
NO SCALE



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Rockford, Illinois

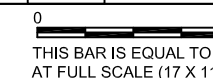
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RFD-4008

Rehabilitate TXY J and L

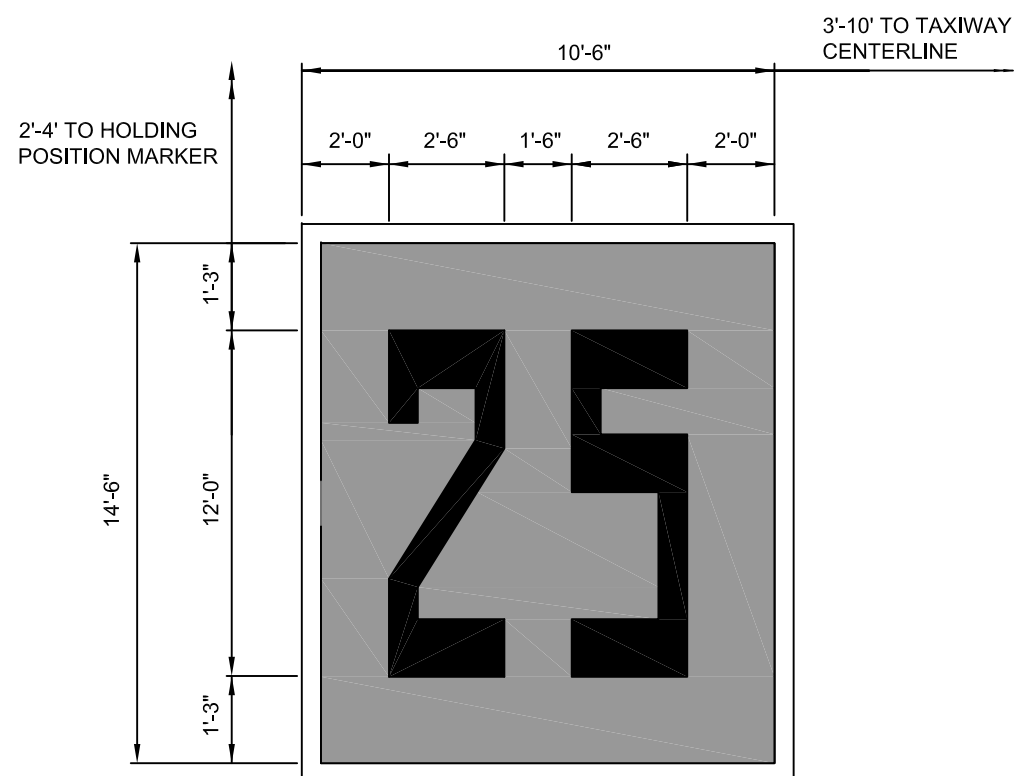
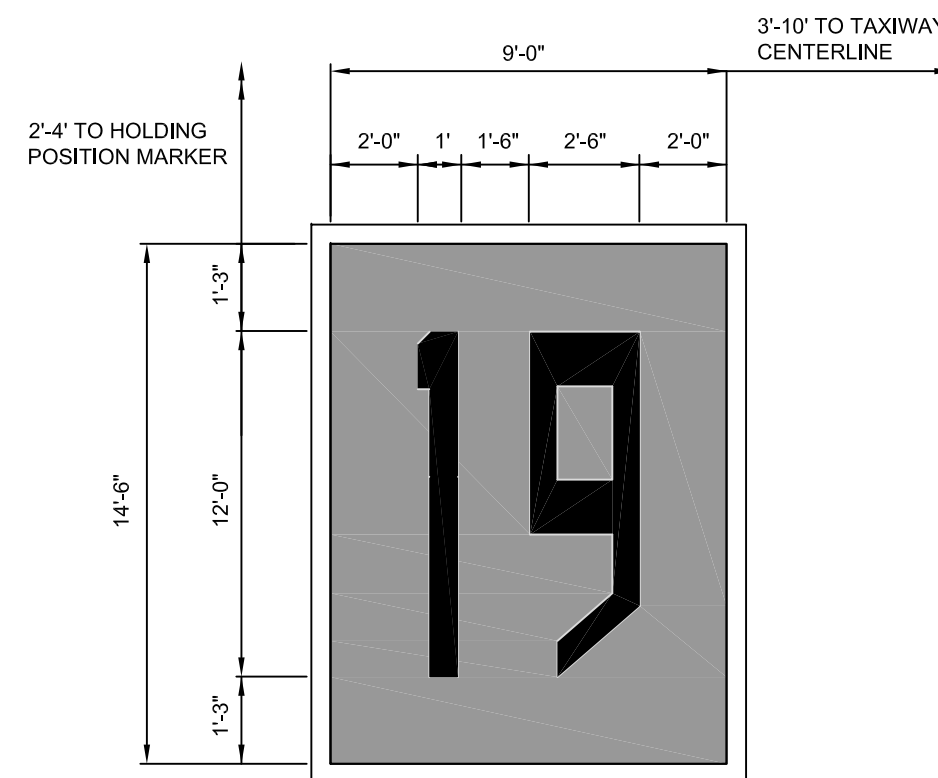
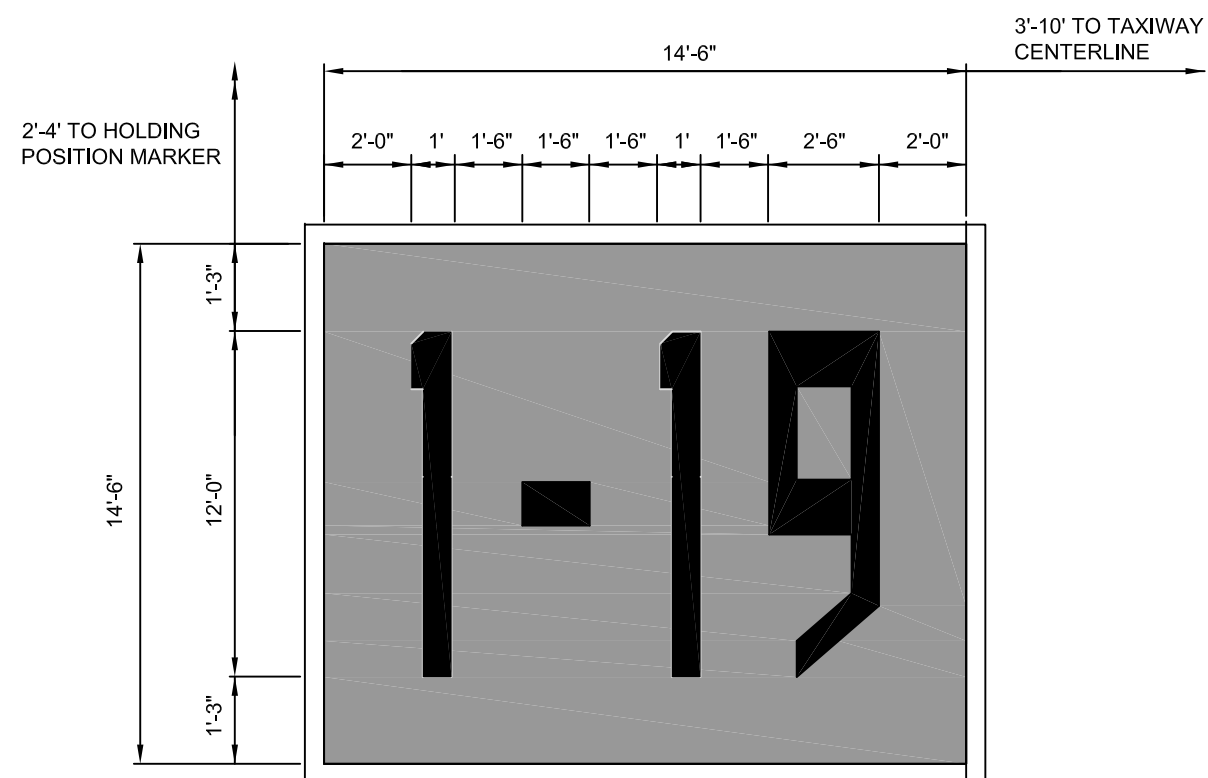
Revisions

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JOB No:	09258-05-00

MARKING DETAILS (MRD3)



**SURFACE PAINTED HOLDING POSITION SIGNS  
- PREFORMED THERMOPLASTIC**  
NO SCALE

**NOTES - PREFORMED THERMOPLASTIC SURFACE HOLDING SIGNS**

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.
3. THE MATERIALS SHALL BE APPLIED USING A VARIABLE SPEED SELF-PROPELED MOBILE HEATER IN CONFORMANCE WITH THE MANUFACTURE'S SPECIFICATIONS.
4. THE PAVEMENT SHALL BE CLEAN, DRY AND FREE OF DEBRIS TO THE SATISFACTION OF THE RESIDENT ENGINEER.
5. A NON-VOC SEALER SHALL BE APPLIED TO THE PAVEMENT PRIOR TO THE MARKINGS ARE PLACED. THE SEALER SHALL BE IN-CONFORMANCE WITH THE PREFORMED THERMOPLASTIC MANUFACTURER'S RECOMMENDATIONS. THE SEALER SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCIDENTAL TO THE PAVEMENT MARKING PAY ITEM.



Chicago Rockford International Airport



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 Greater Rockford Airport Authority  
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Rehabilitate TXY J and L

### Revisions

Date	Description

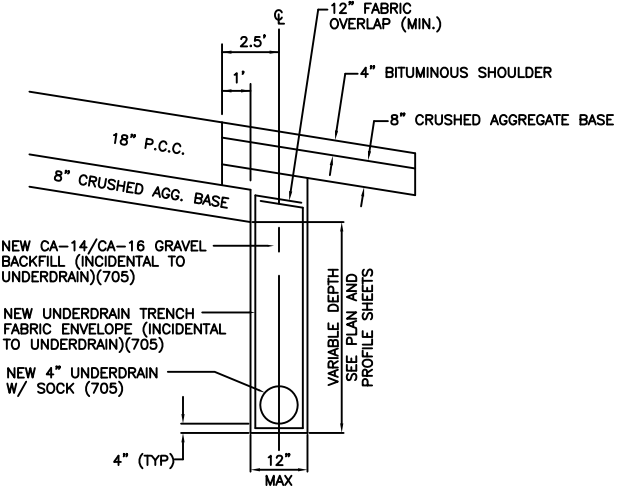
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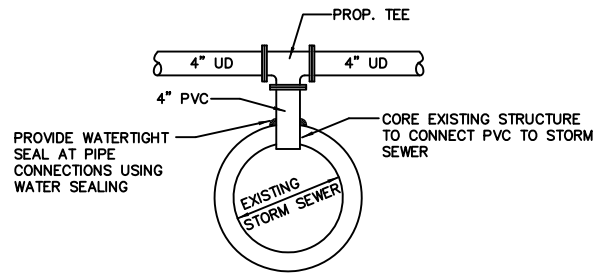
## STORM SEWER DETAILS (SSD1)

### DRAINAGE SEWER SCHEDULE

NO.	DESCRIPTION	STATION	OFFSET	RIM ELEV.	FLOW IN			FLOW OUT		
					INVERT	DIA. (INCHES)	INVERT ELEV.	INVERT	DIA. (INCHES)	INVERT ELEV.
A1	5' TYPE A MANHOLE W/ NEENAH R-3492 (OR EQUAL) FRAME AND OPEN LID	204+05.55 CL TWY F	187.56' RT	731.00	NE	18	725.46	SW	18	725.46
A2	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID (NEENAH R-3492 OR EQUAL)	207+20.00 CL TWY F	149.54' RT	733.65				N	12	727.04
A3	5' TYPE A MANHOLE W/ NEENAH R-3492 (OR EQUAL) FRAME AND OPEN LID	207+80.21 CL TWY F	109.80' RT	731.75	E	18	724.28	W	18	724.28
A4	7' TYPE A MANHOLE W/ NEENAH R-3492 (OR EQUAL) FRAME AND OPEN LID	205+38.21 CL TWY F	147.55' LT	731.40	E	18	723.44	N	24	723.44
					NE	15	725.66			
					NW	10	725.66			
A5	5' TYPE A MANHOLE W/ NEENAH R-3492 (OR EQUAL) FRAME AND OPEN LID	502+14.77 CL TWY J	232.15' LT	731.50	S	24	722.79	N	24	722.79
					E	15	723.00			
A6	7' TYPE A MANHOLE W/ NEENAH R-3492 (OR EQUAL) FRAME AND OPEN LID	507+12.27 CL TWY J	230.03' LT	730.30	S	24	721.21	NE	30	723.89
					SE	18	723.89			
					E	24	721.25			
					N	12	724.79			
A7	5' TYPE A MANHOLE W/ NEENAH R-3492 (OR EQUAL) FRAME AND OPEN LID	511+11.72 CL TWY J	127.58' LT	729.67	SW	30	719.62	N	36	719.62
A8	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID (NEENAH R-3492 OR EQUAL)	513+39.09 CL TWY J	96.33' RT	727.95				S	12	724.41
A9	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID (NEENAH R-3492 OR EQUAL)	508+37.25 CL TWY J	174.00' RT	729.50				S	12	724.51

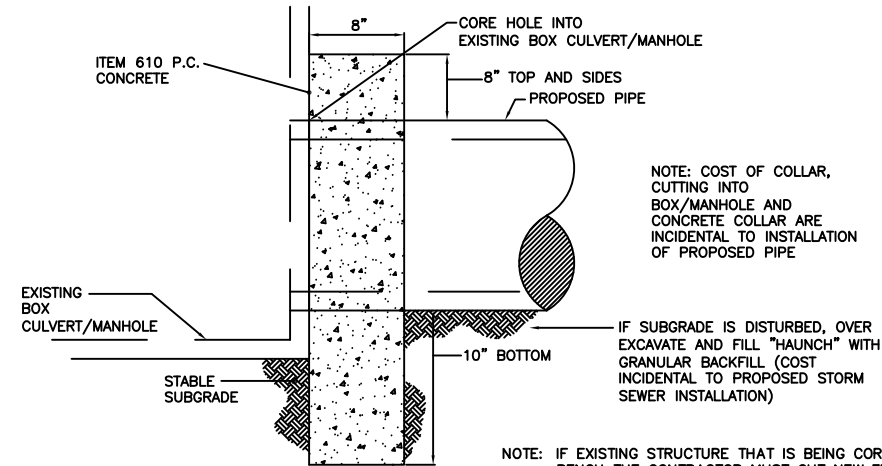


**UNDERDRAIN DETAIL  
 EDGE OF PAVEMENT AREAS  
 FOR STOPWAY**  
 NOT TO SCALE

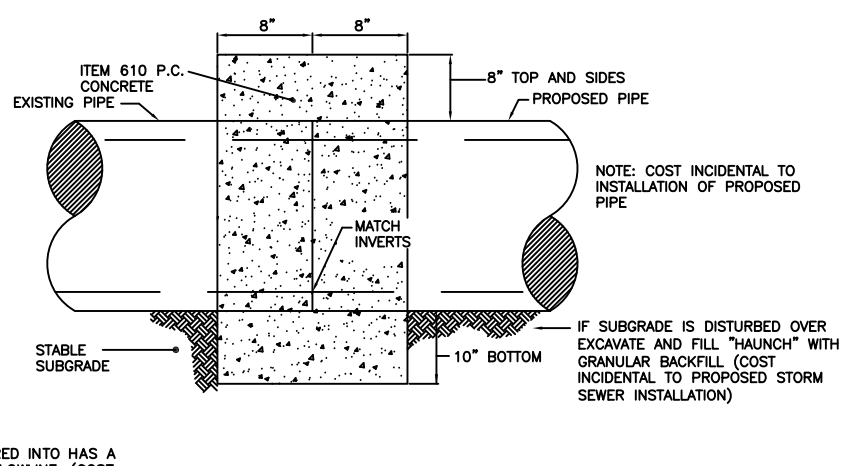


**UNDERDRAIN CONNECTION DETAILS**  
 NOT TO SCALE

UNDERDRAIN CONNECTIONS AND FITTINGS, TEES AND ELBOWS USED FOR CONNECTIONS TO PROPOSED STRUCTURES / EXISTING STORM SEWERS, SHALL BE CONSIDERED INCIDENTAL TO THE PROPOSED UNDERDRAIN. SEE DRAINAGE, SANITARY, & UTILITY NOTES.



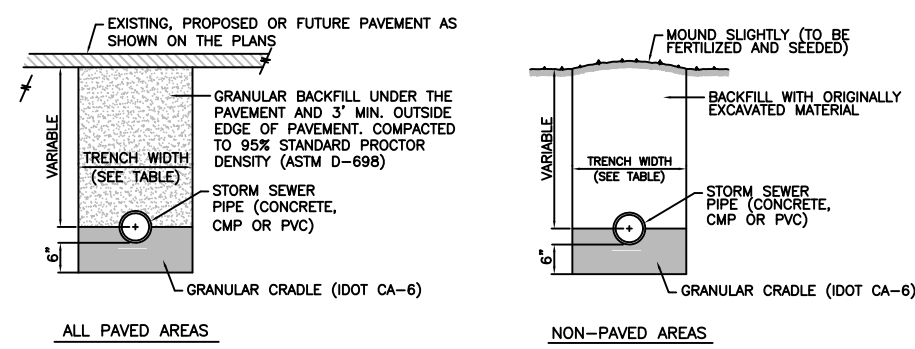
**CONCRETE COLLAR - STORM SEWER**  
 NOT TO SCALE



**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).

INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH
6	3'-7"
8	3'-9"
12	4'-2"
15	4'-6"
18	4'-9"
21	5'-0"
24	5'-4"
27	5'-7"
30	5'-11"
36	6'-6"
42	7'-1"



**TRENCH DETAILS - STORM SEWER**  
 NOT TO SCALE

## STORM SEWER DETAILS (SSD1)



Revisions

Date	Description

0 1  
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**SANITARY  
SEWER DETAILS  
(SND1)**

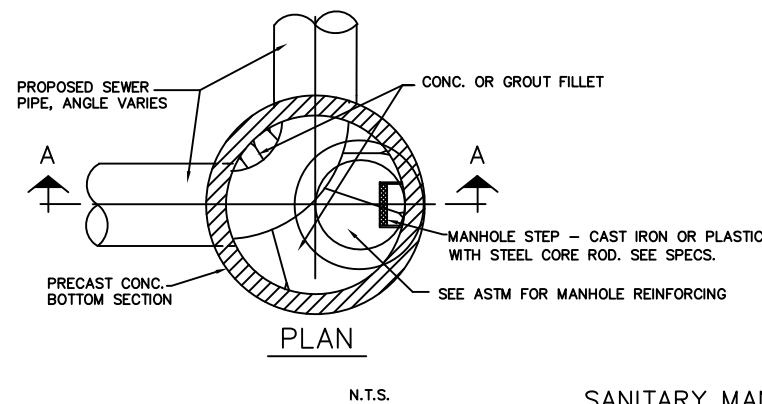
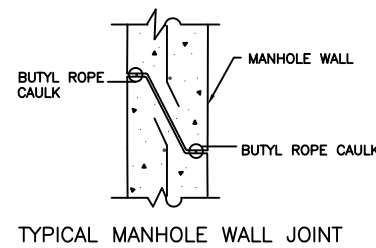
**SANITARY SEWER SCHEDULE**

NO.	DESCRIPTION	STATION	OFFSET	RIM ELEV.	FLOW IN			FLOW OUT		
					INVERT	DIA. (INCHES)	INVERT ELEV.	INVERT	DIA. (INCHES)	INVERT ELEV.
S1	4' TYPE A BIT. COATED SANITARY MANHOLE W/ NEENAH (OR EQUAL) R-3492 FRAME AND CLOSED LID	511+91.30 CL TWY J	138.72' LT	729.44	N	21	717.39	SE	21	717.34
S2	4' TYPE A BIT. COATED SANITARY MANHOLE W/ NEENAH (OR EQUAL) R-3492 FRAME AND CLOSED LID	511+91.30 CL TWY J	86.11' RT	730.75	NW	21	717.09	SE	21	717.04
S3	4' TYPE A BIT. COATED SANITARY MANHOLE W/ NEENAH (OR EQUAL) R-3492 FRAME AND CLOSED LID	511+91.30 CL TWY J	187.84' RT	730.75	NW	21	716.89	S	21	716.84
S4	4' TYPE A BIT. COATED SANITARY MANHOLE W/ NEENAH (OR EQUAL) R-3492 FRAME AND CLOSED LID	511+91.30 CL TWY J	191.28' RT	730.45	N	21	716.66	W	21	716.61
S5	4' TYPE A BIT. COATED SANITARY MANHOLE W/ NEENAH (OR EQUAL) R-3492 FRAME AND CLOSED LID	511+91.30 CL TWY J	106.99' LT	731.00	E	21	716.31	W	21	716.26

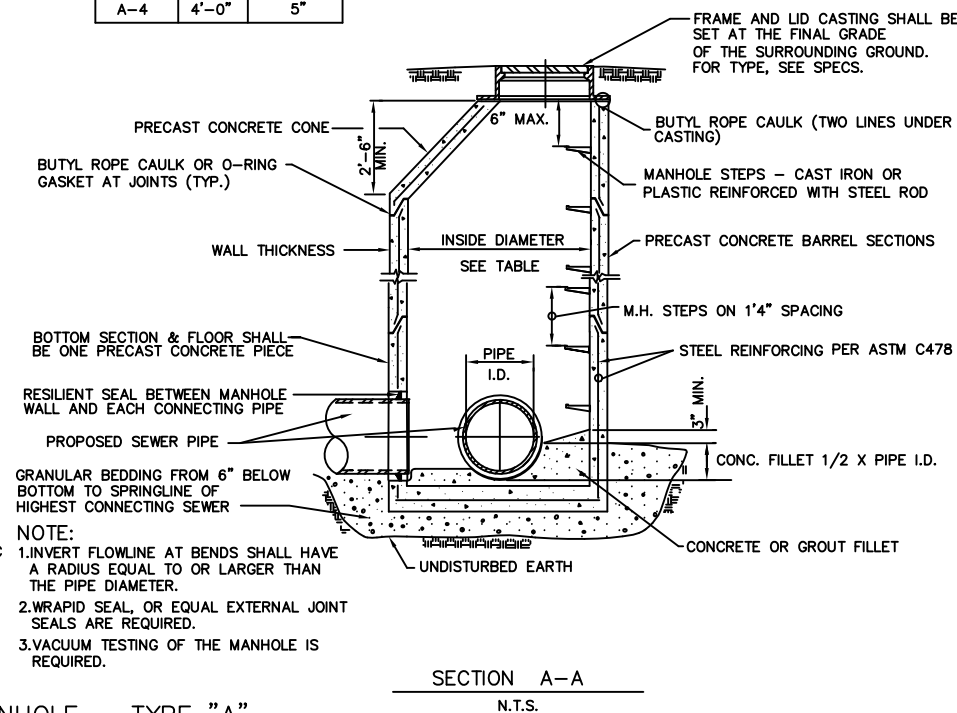
**NOTE: STATION AND OFFSET IS TO CENTER OF STRUCTURE**  
\* SEE SPECIFICATION SECTION 15270

**NOTE :**  
ADDITIONAL REQUIREMENTS FOR CONCRETE MANHOLE CASTINGS, AND RESILIENT SEAL AROUND PIPE ARE IN THE SPECIFICATIONS.

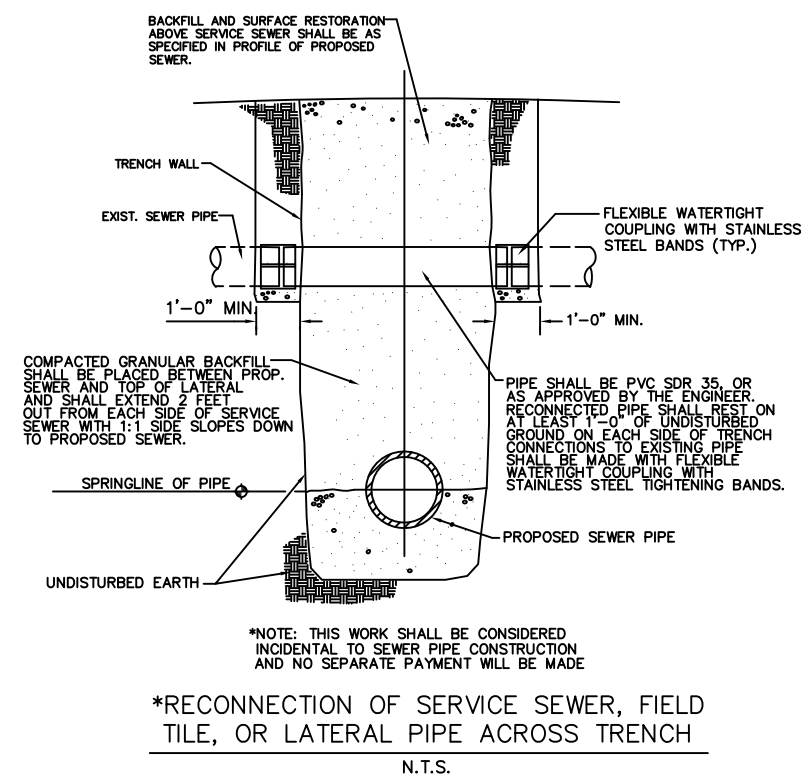
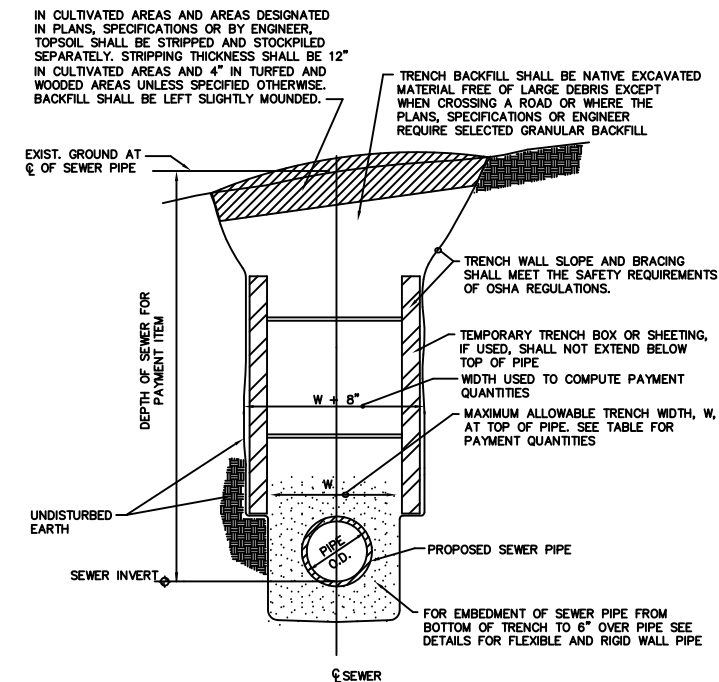
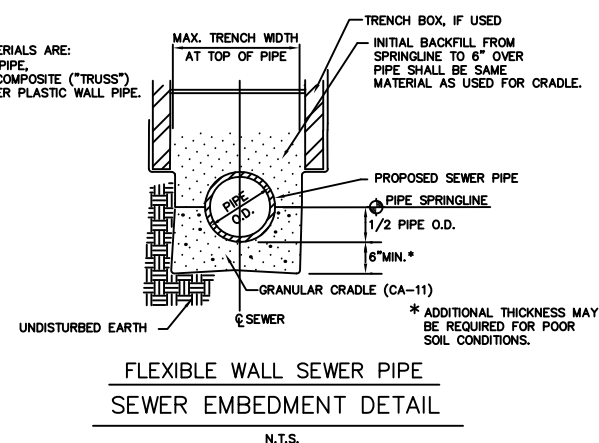
MANHOLE TYPE	INSIDE DIA.	MIN. WALL THICKNESS
A-4	4'-0"	5"



SANITARY MANHOLE - TYPE "A"



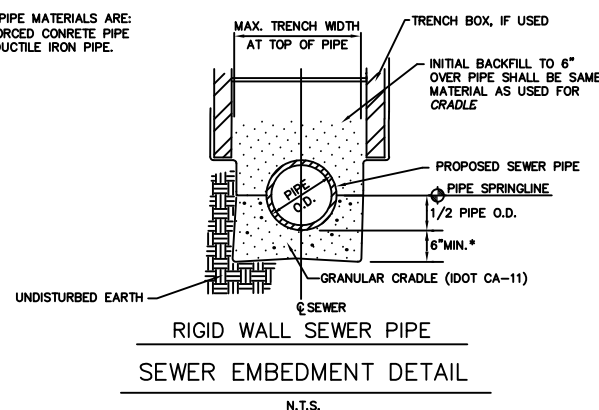
**NOTES:**  
1. FLEXIBLE PIPE MATERIALS ARE: P.V.C. SOLID WALL PIPE, A.B.S. AND P.V.C. COMPOSITE ("TRUSS") PIPE AND ALL OTHER PLASTIC WALL PIPE.



\*RECONNECTION OF SERVICE SEWER, FIELD TILE, OR LATERAL PIPE ACROSS TRENCH

**SANITARY SEWER DETAILS  
(SND1)**

**NOTES:**  
1. RIGID PIPE MATERIALS ARE: REINFORCED CONCRETE PIPE AND DUCTILE IRON PIPE.





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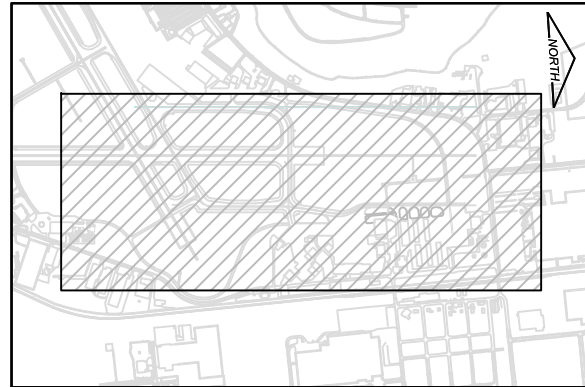
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INDEX TO X-SEC.-  
EARTHWORK  
SUMMARY (INX1)

EARTHWORK NOTES

1. ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
2. AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL UNLESS AUTHORIZED BY THE ENGINEER.
3. PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AND IS TO BE PAID FOR UNDER ITEM NO. AR152410 IN ITS INITIAL POSITION.
4. A 15% SHRINKAGE FACTOR WAS USED TO DETERMINE THE MATERIAL AVAILABLE TO CONSTRUCT THE REQUIRED SHOULDER FILL. NO ADJUSTMENTS IN EARTHWORK QUANTITIES WILL BE ALLOWED FOR VARIATIONS IN ACTUAL SHRINKAGE ENCOUNTERED DURING CONSTRUCUTION. NO EXTRA PAY FOR AN ENCOUNTERED SHRINKAGE OF GREATER THAN OR LESS THAN 15%.
5. TOPSOIL CAN BE USED AS SHOULDER FILL.
6. EXISTING AGGREGATE BASE REMOVAL SHALL BE PAID FOR AS AR401650 BITUMINOUS PAVEMENT MILLING.
7. BITUMINOUS MILLINGS CANNOT BE USED AS SHOULDER FILL.
8. ANY STOCKPILING AND RE-HANDLING OF EARTH MATERIALS REQUIRED DURING THE PROJECT SHALL BE INCIDENTAL TO THE CONTRACT.
9. EXCESS TOPSOIL AND BITUMINOUS MILLINGS SHALL BE HAULED OFF AIRPORT PROPERTY (INCIDENTAL TO AR152410 AND AR401650 RESPECTIVELY).
10. BITUMINOUS MILLINGS FROM ITEM AR401650 SHALL BE PLACED UNDER THE TEMPORARY TAXIWAY (INCIDENTAL TO AR401650).
11. CONTRACTOR CANNOT MIX OFFSITE BORROW SOURCES ON SITE.
12. TOPSOIL PLACEMENT AND SHOULDER FILL ARE INCIDENTAL TO UNCLASSIFIED EXCAVATION (ITEM AR152410). NO SEPERATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT AND SHOULDER FILL.
13. EMBANKMENT FILL IS INCIDENTAL TO UNCLASSIFIED EXCAVATION (ITEM AR152410) AND OFFSITE BORROW (ITEM AR152442).
14. SELECT FILL TO BE SUPPLIED BY CONTRACTOR FROM AN APPROVED OFF-SITE BORROW SITE. RESIDENT ENGINEER MAY REJECT ANY LOAD DEEMED UNSUITABLE FOR EMBANKMENT FILL.
15. PAYMENT FOR OFFSITE BORROW IS FOR THE FILL NECESSARY TO COMPLETE THE PROJECT AND IS TO BE PAID FOR UNDER ITEM NO AR152442 IN ITS FINAL POSITION.

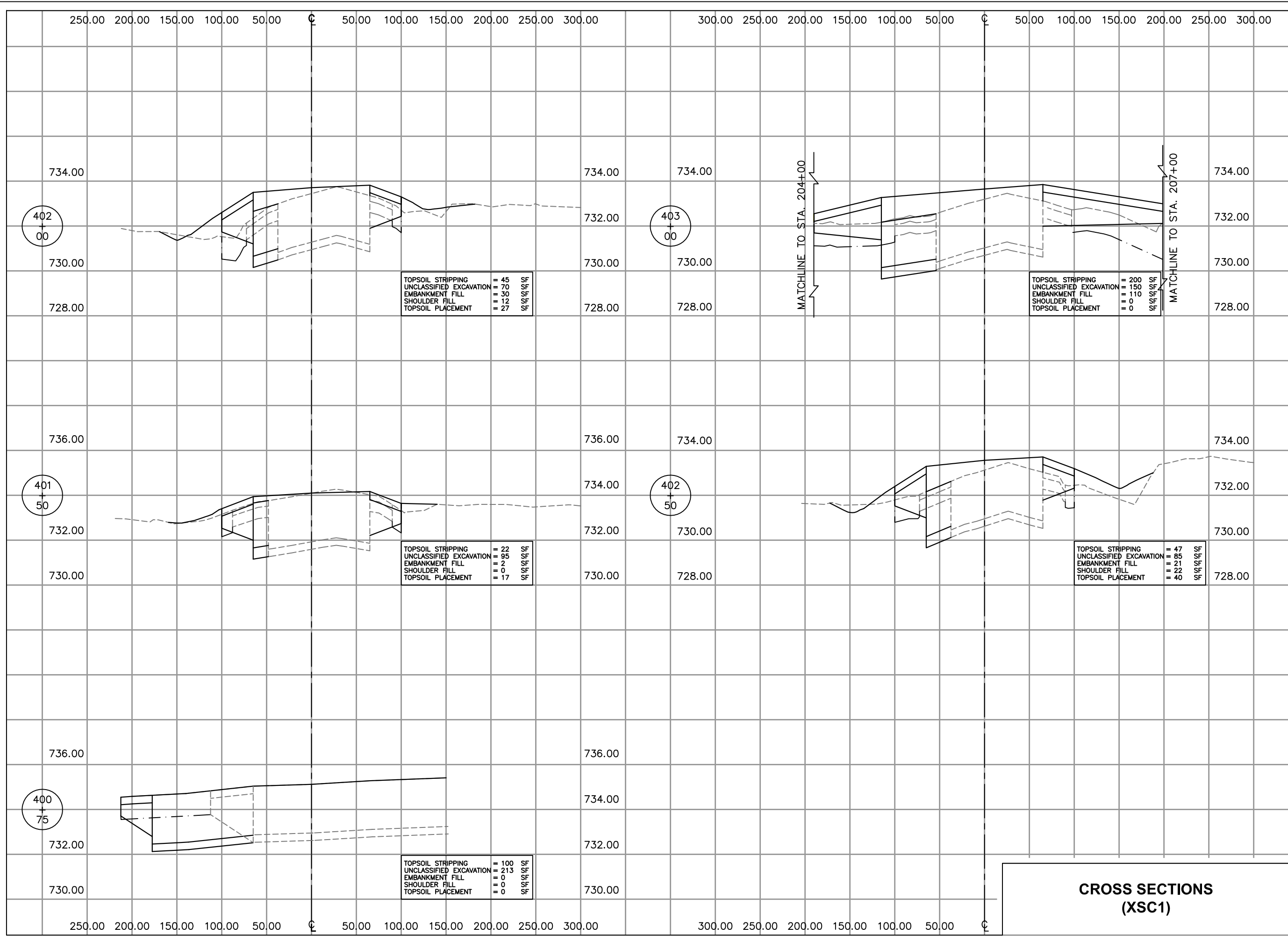


EARTHWORK SUMMARY TABLE

LOCATION	CUT		FILL		TOPSOIL PLACEMENT (FINAL POSITION)
	TOPSOIL STRIPPING (INITIAL POSITION)	UNCLASSIFIED EXCAVATION (INITIAL POSITION)	EMBANKMENT FILL (FINAL POSITION)	SHOULDER FILL (FINAL POSITION)	
BASE BID	6817 CY	3593 CY	4390 CY	2916 CY	1770 CY
UNSUITABLE MATERIAL		500 CY			
TOTAL	6817 CY	4093 CY	4390 CY	2916 CY	1770 CY



INDEX TO CROSS SECTIONS /  
EARTHWORK SUMMARY (INX1)



**CROSS SECTIONS  
(XSC1)**

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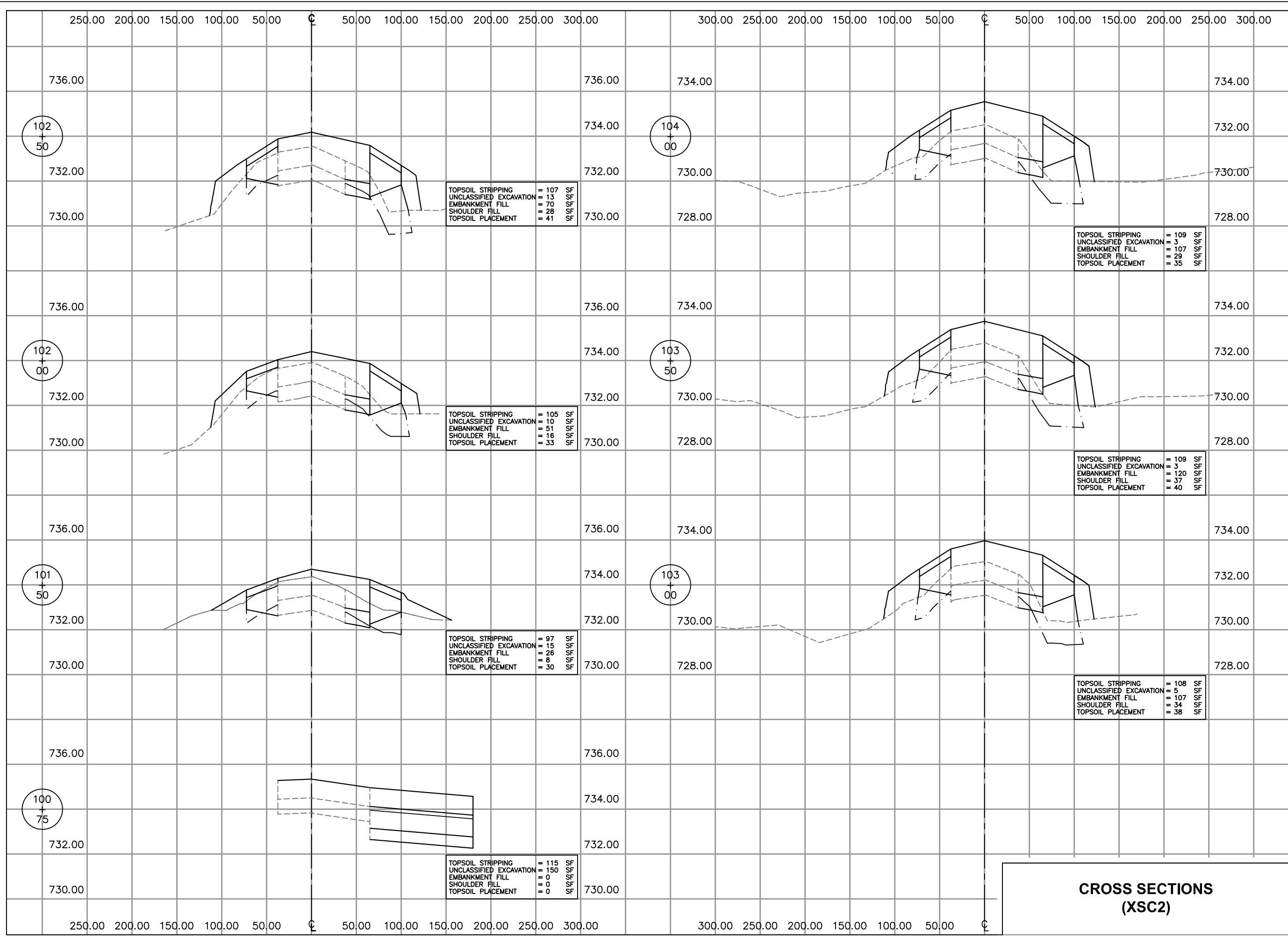
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**CROSS  
SECTIONS**

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**CROSS SECTIONS  
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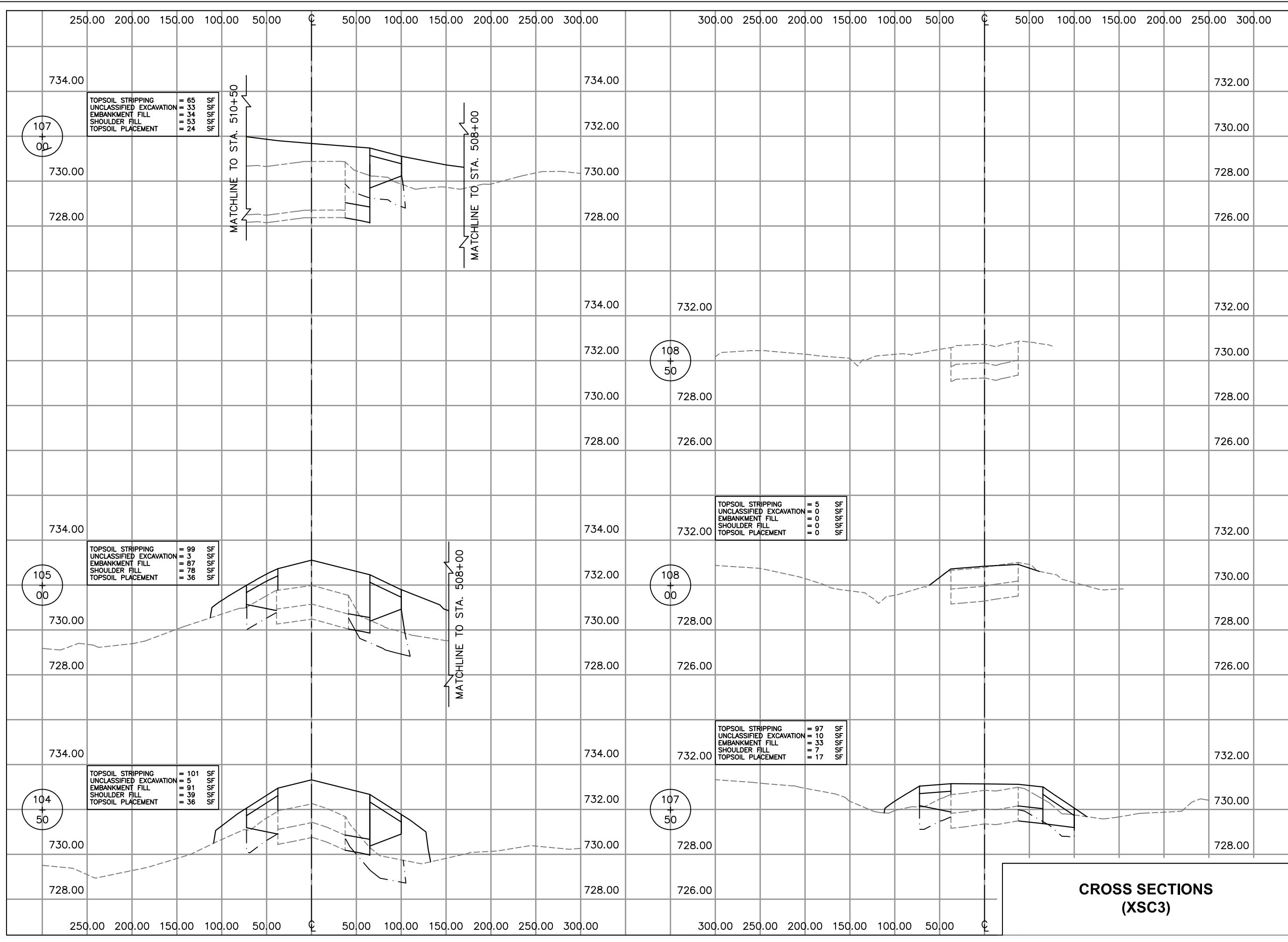
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**CROSS  
SECTIONS**

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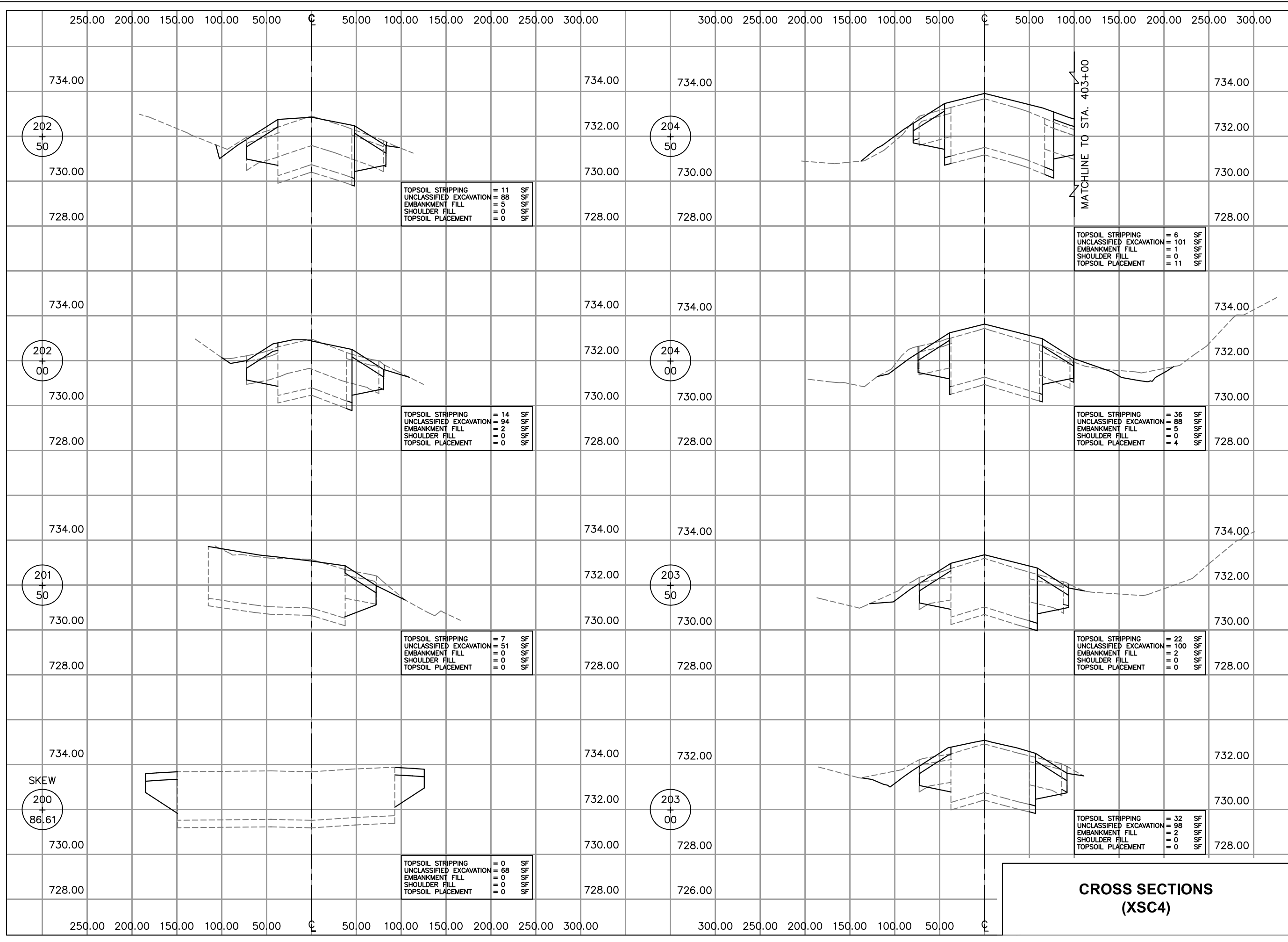
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CROSS SECTIONS (XSC3)

CROSS SECTIONS

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CROSS SECTIONS

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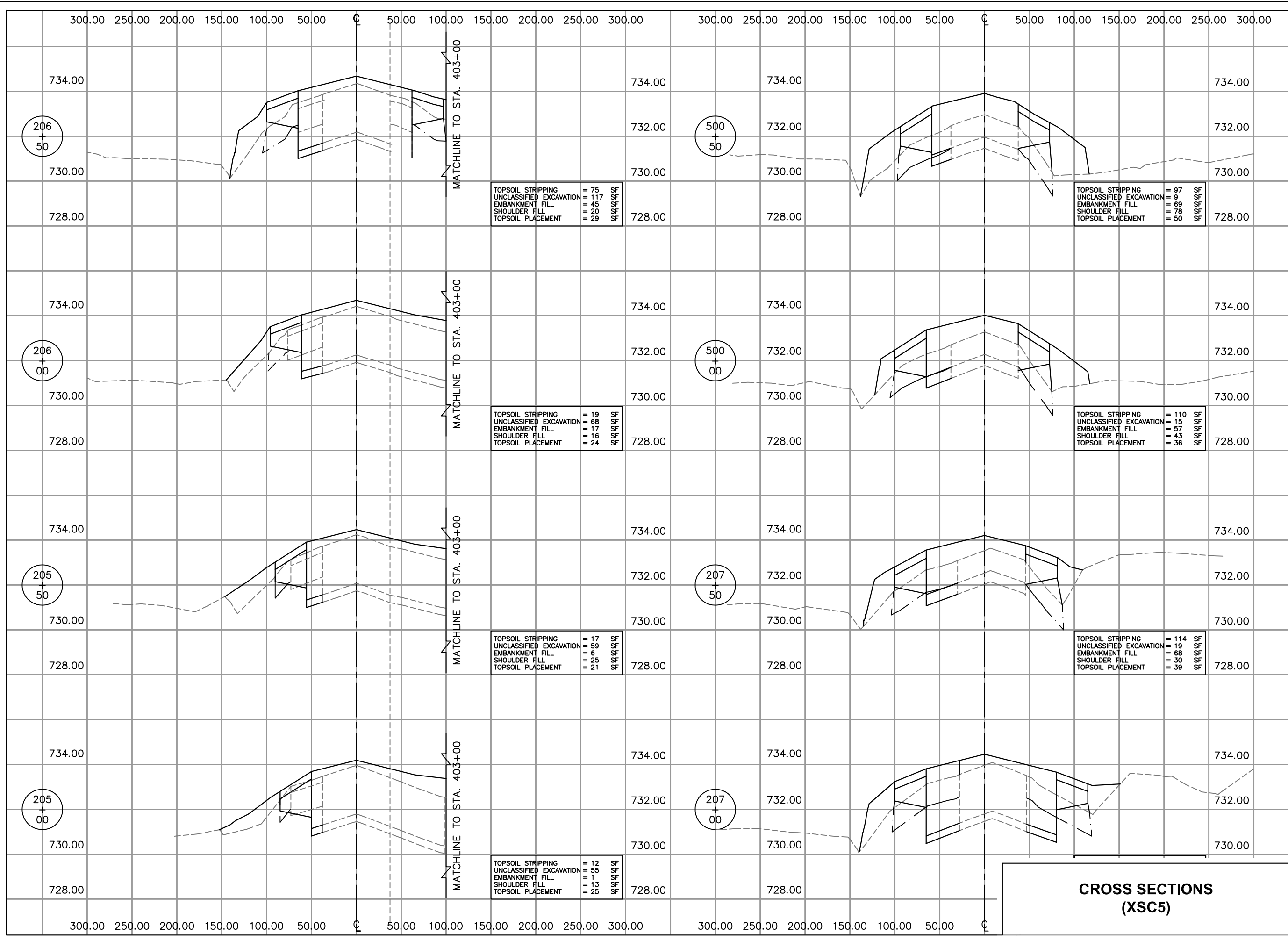
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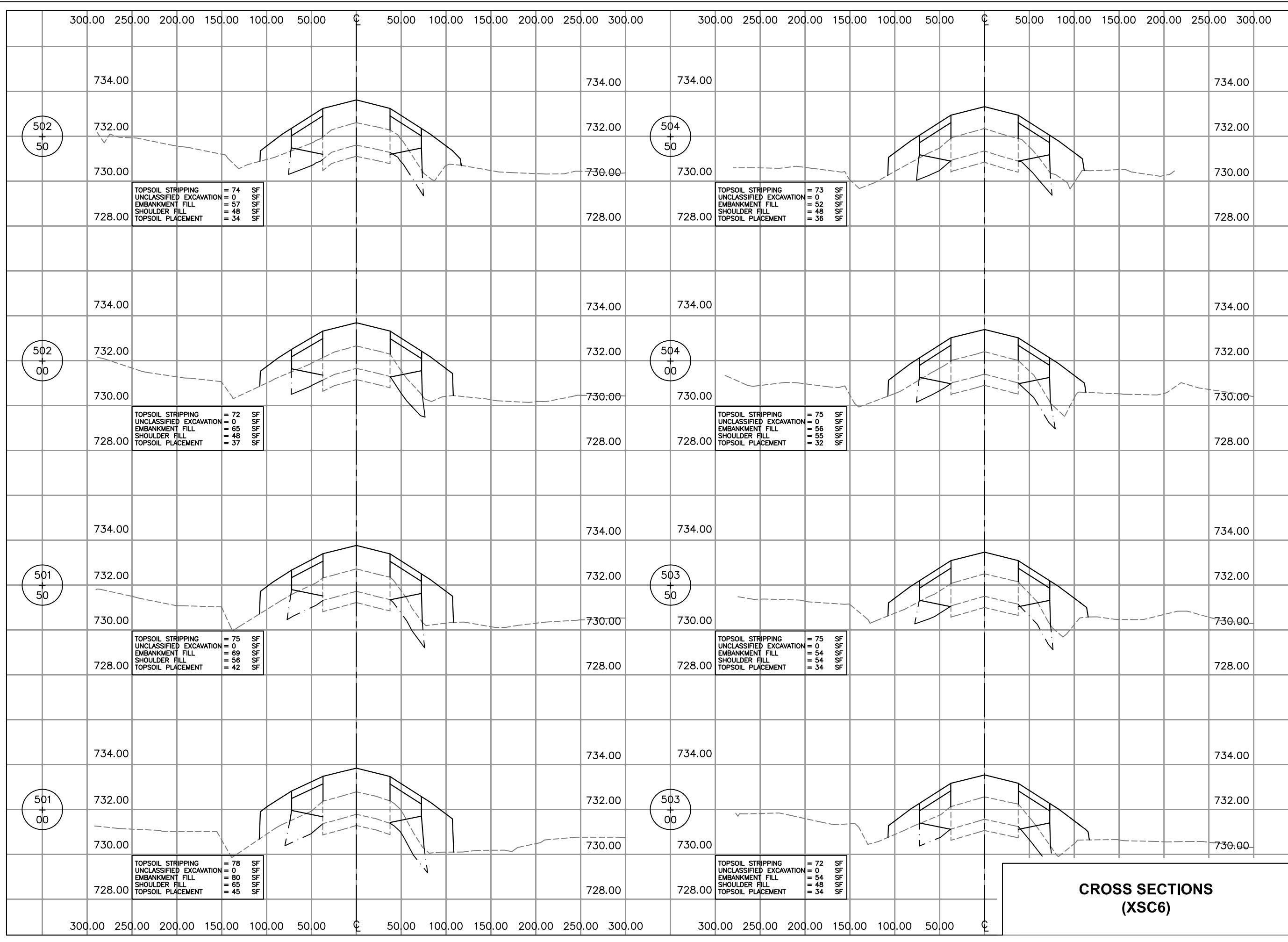
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CROSS SECTIONS  
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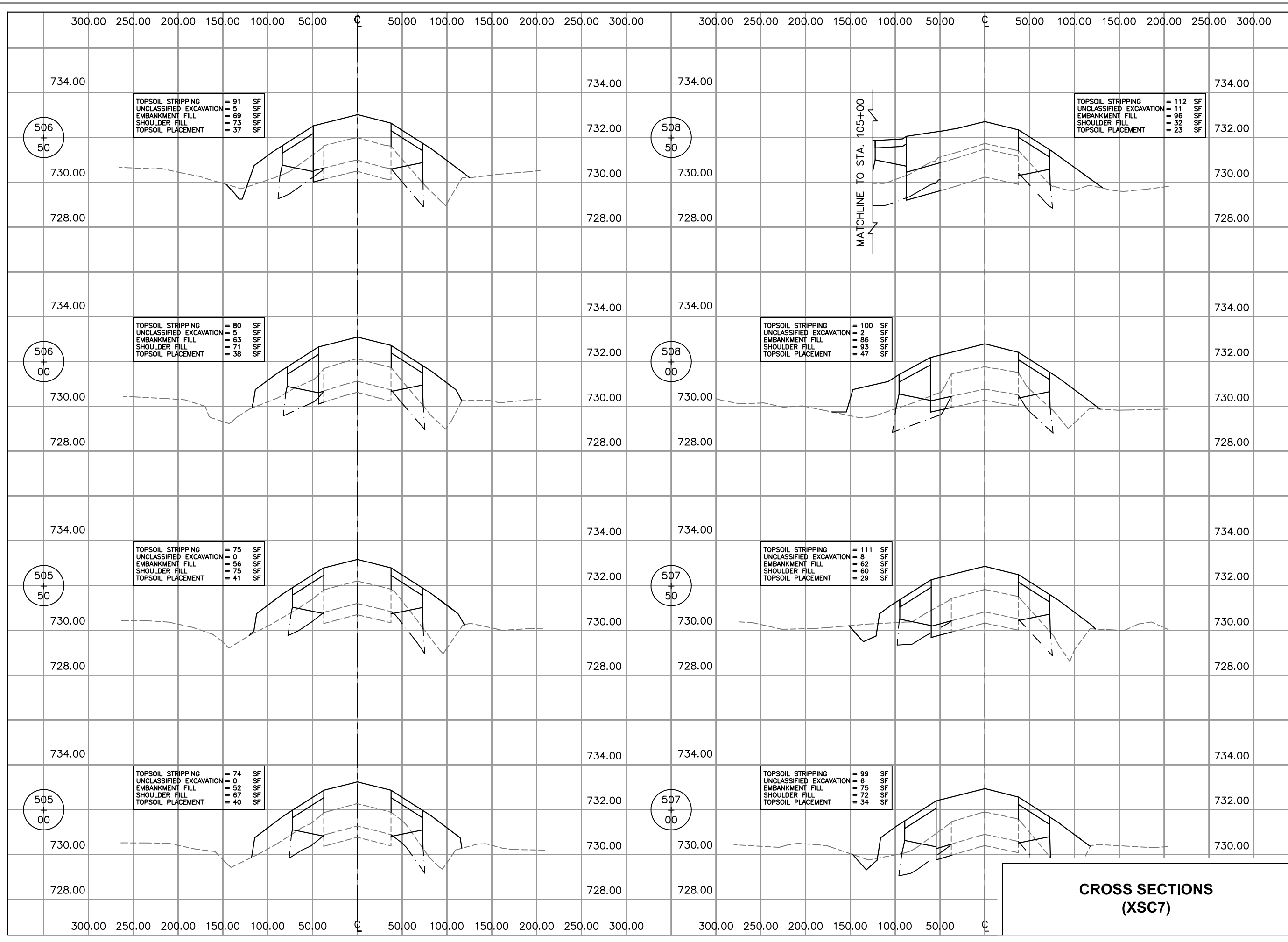
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CROSS SECTIONS  
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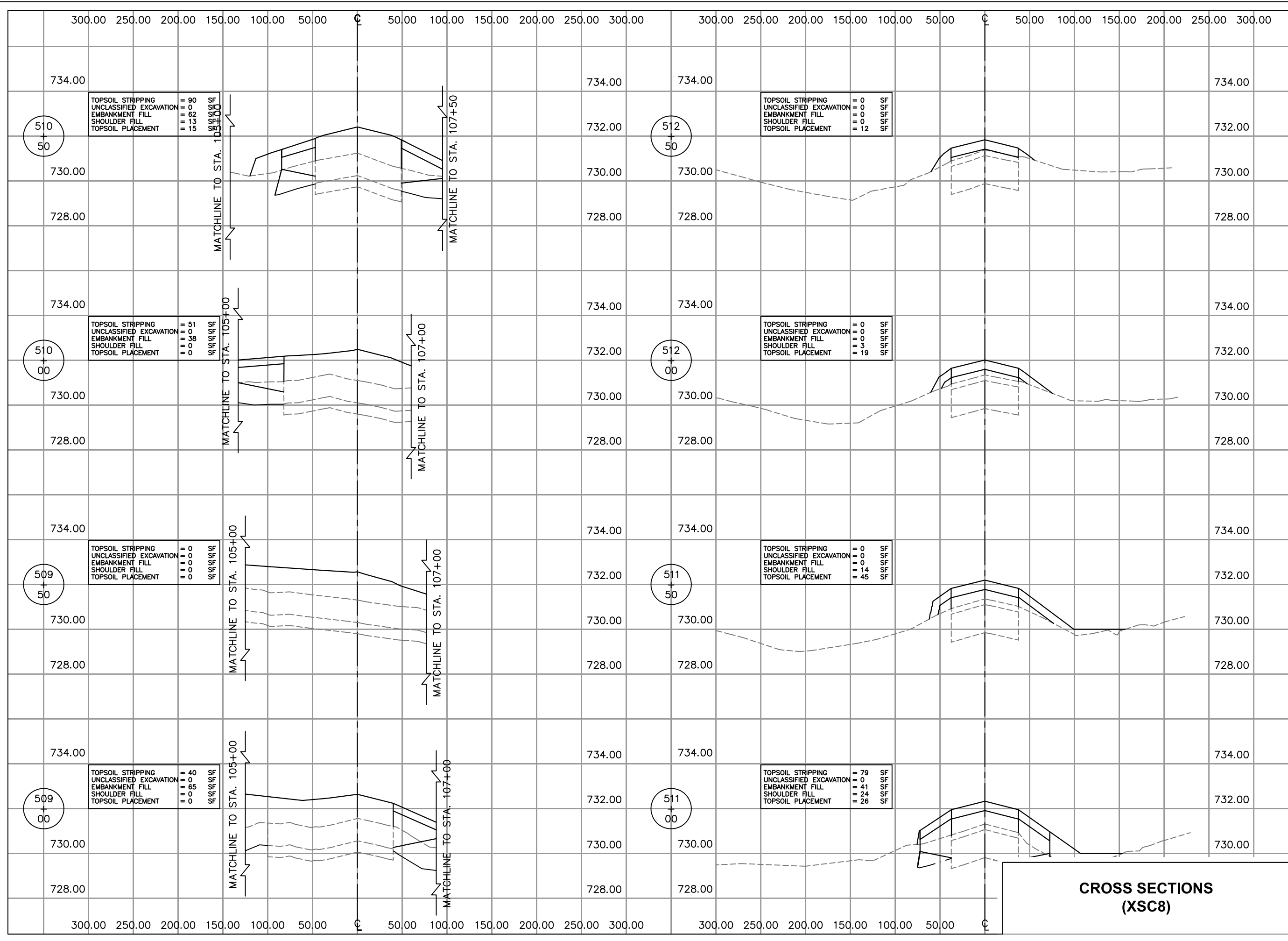
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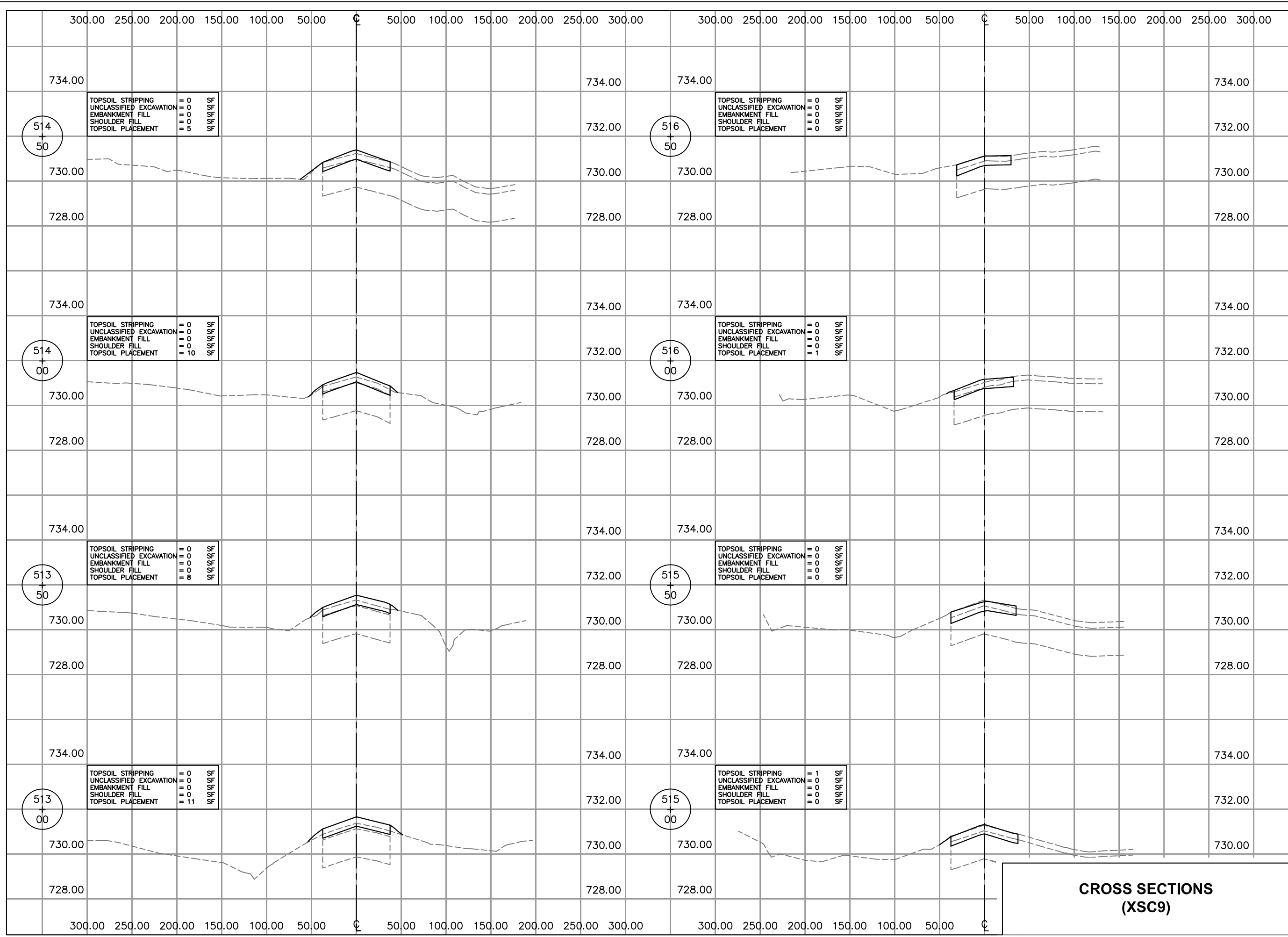
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CROSS SECTIONS (XSC8)

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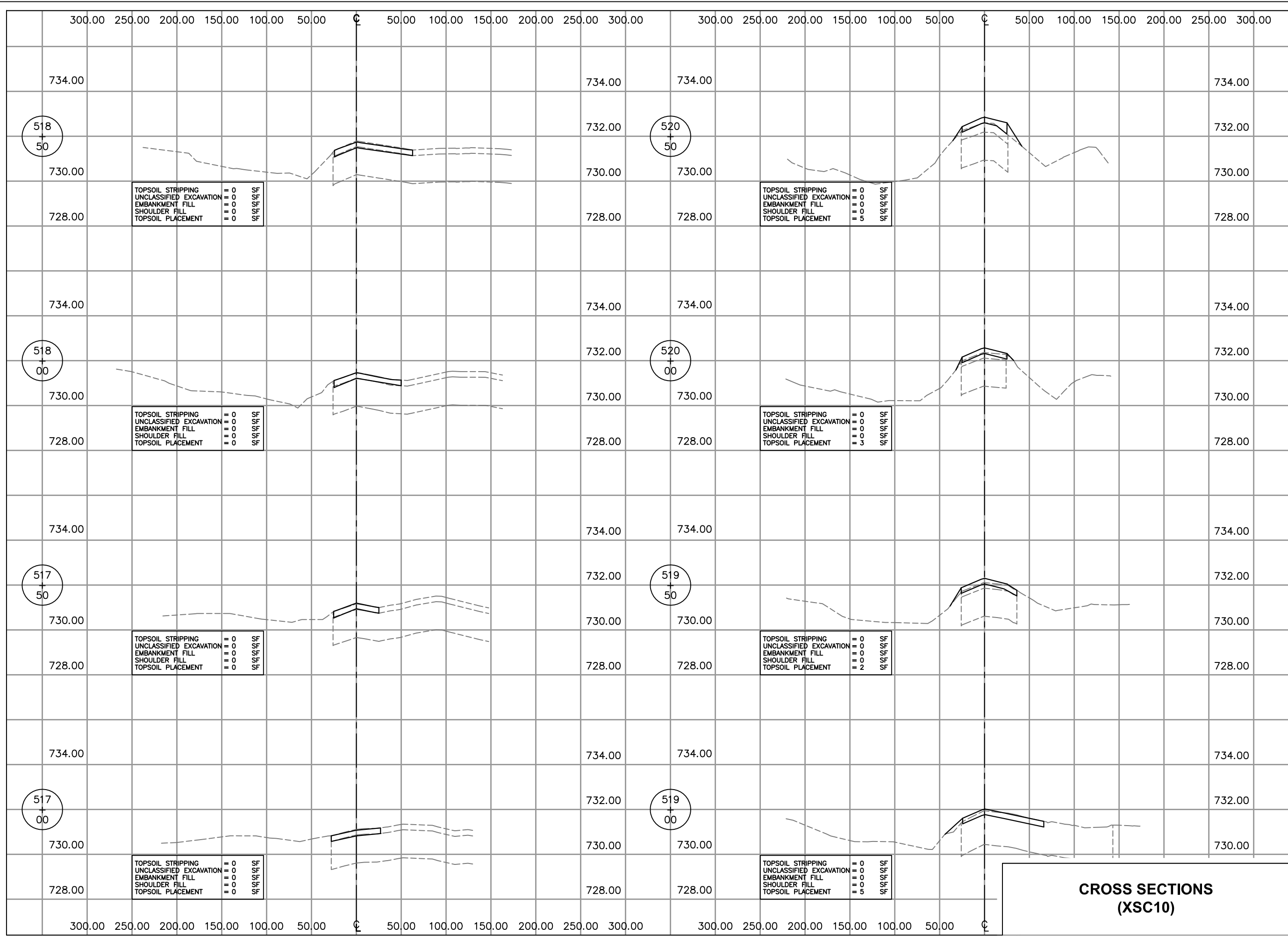
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CROSS SECTIONS (XSC9)

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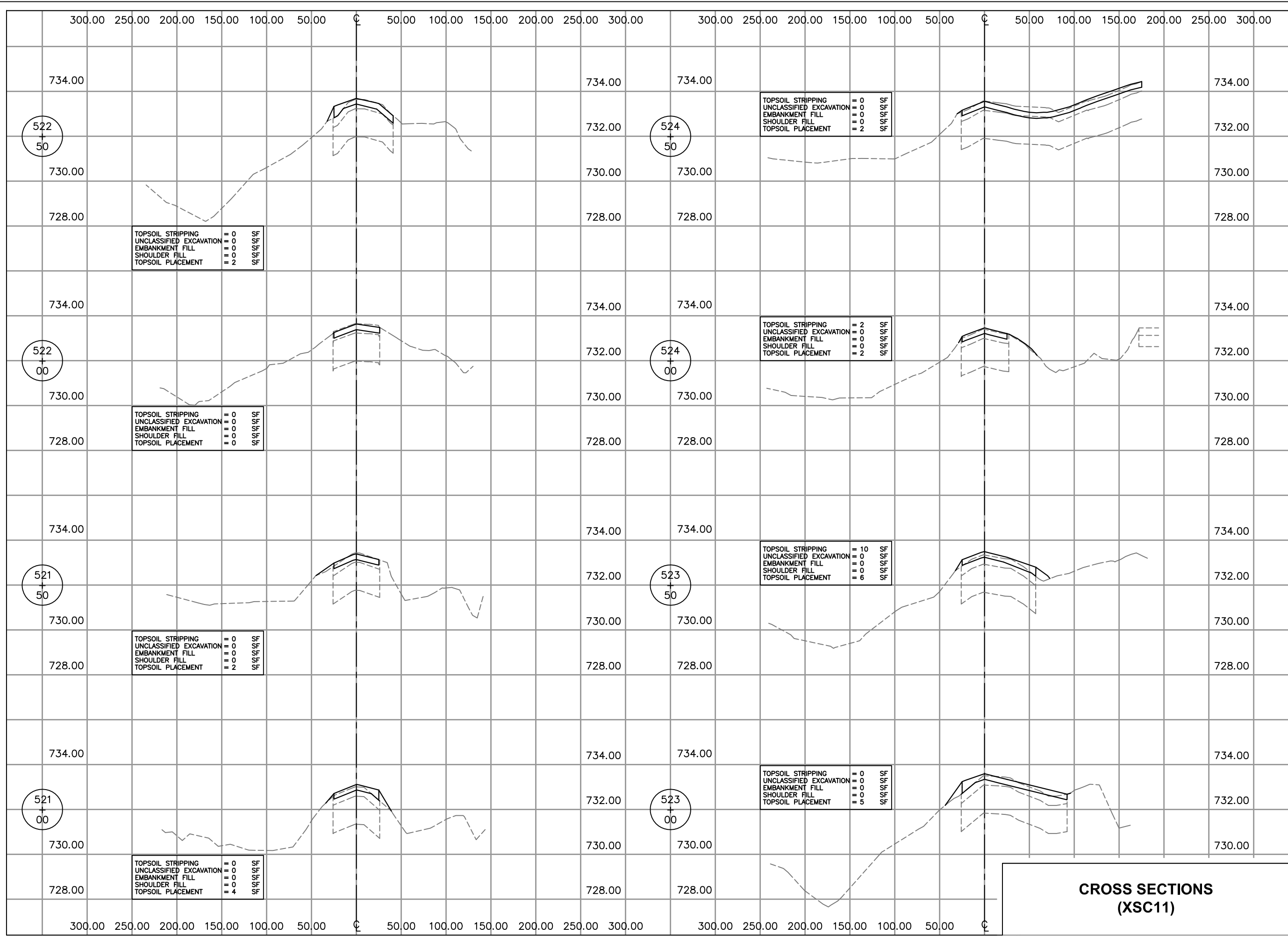
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CROSS SECTIONS (XSC10)



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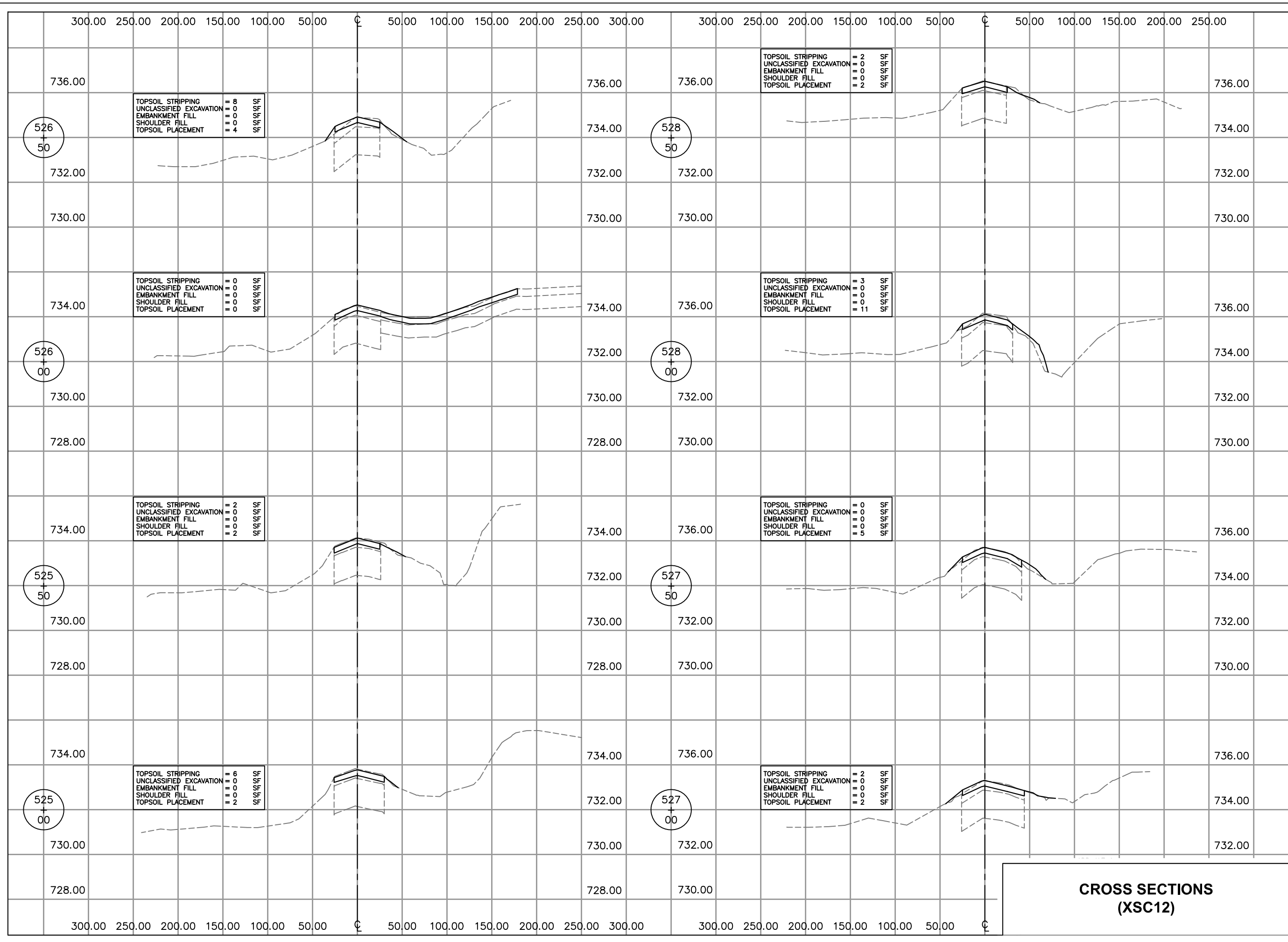
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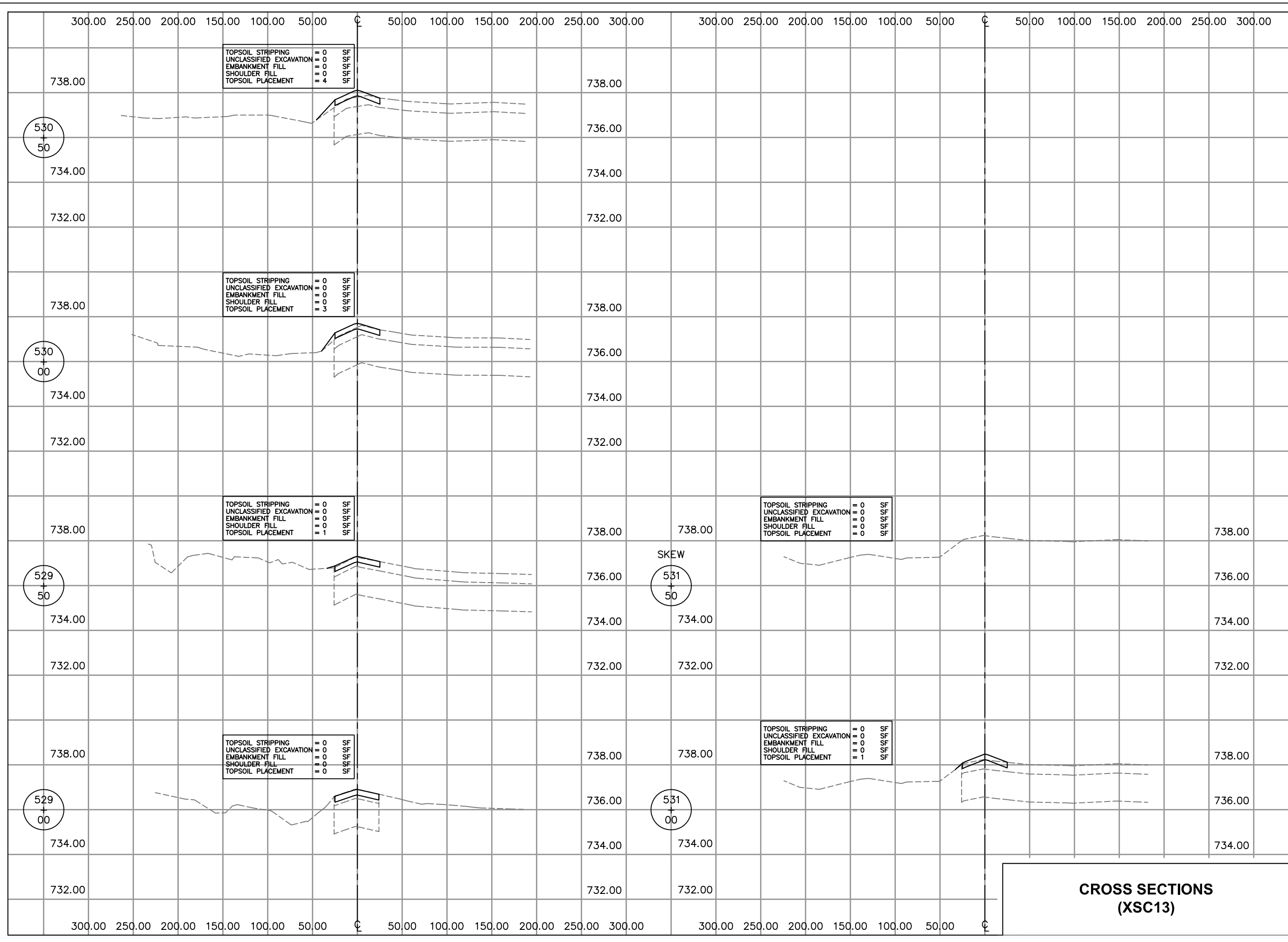
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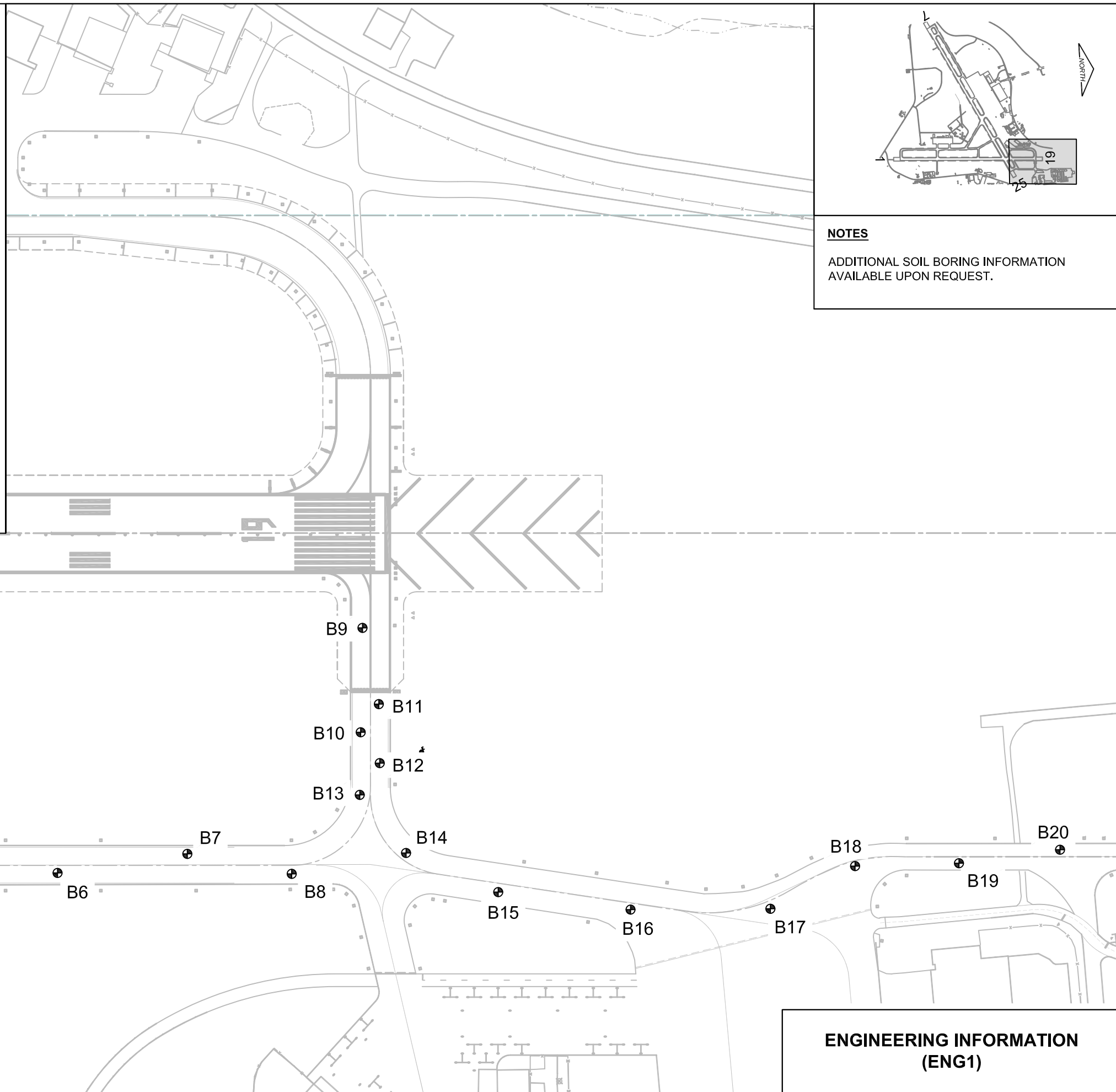
CROSS SECTIONS

CROSS SECTIONS (XSC13)

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**BITUMINOUS PAVEMENT CORES**

BORING / CORE NUMBER	HMA THICKNESS SURFACE & BINDER (INCHES)	AGG. BASE THICKNESS (INCHES)
B1	28	14
B2	26	11
B3	26.5	11.5
B4	30	6
B5	12	10
B6	7.75	22.25
B7	12	2
B8	12	2
B9	14	6
B10	3.5	14.5
B11	9	9
B12	10	6
B13	3.25	16.75
B14	4	16
B15	2.5	17.5
B16	3.5	14.5
B17	5	14.5
B18	6.5	21.5
B19	6	24
B20	5.5	24.5



**NOTES**  
 ADDITIONAL SOIL BORING INFORMATION  
 AVAILABLE UPON REQUEST.

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**ENGINEERING  
 INFORMATION  
 (ENG1)**

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