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GREATER ROCKFORD AIRPORT AUTHORITY ROCKFORD, ILLINOIS

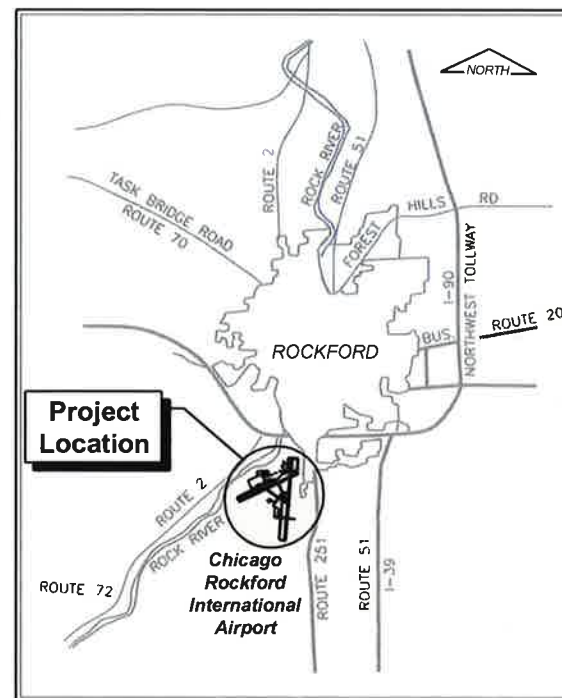
CONSTRUCTION PLANS FOR CHICAGO ROCKFORD INTERNATIONAL AIRPORT

REHABILITATE RUNWAY 1/19 PHASE 4

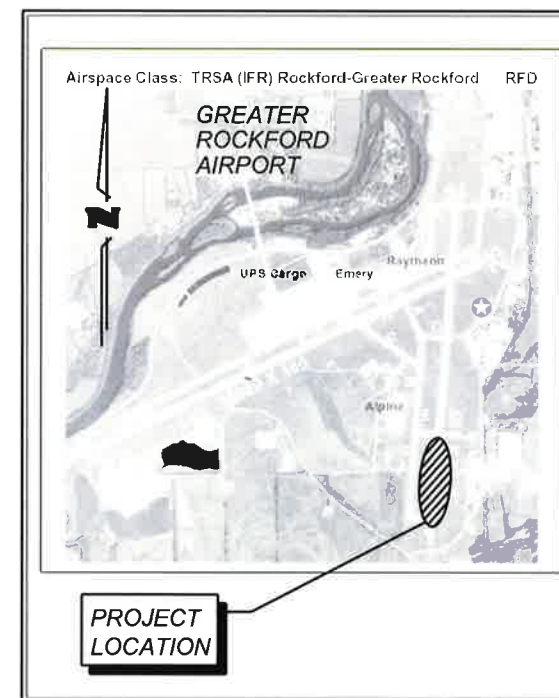
FINAL SUBMITTAL

**ILLINOIS PROJECT: RFD-4351
A.I.P. PROJECT: 3-17-0088-XX**

**APRIL 18, 2014
(JUNE 13, 2014 LETTING)**



LOCATION MAP



SITE PLAN



Greater Rockford Airport Authority

APPROVED BY 
AMY M. OTT
 DEPUTY DIRECTOR

DATE APRIL 18, 2014

DESIGN INFORMATION

TOWNSHIP: 43 NORTH COUNTY: WINNEBAGO
 RANGE: 1 EAST ROCKFORD TOWNSHIP

ALP DATA: APPROACH CAT. / DESIGN GROUP: D5
 DESIGN AIRCRAFT: 747-400

(MAXIMUM EQUIPMENT HEIGHT = 25')



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 Rockford, Illinois



SUBMITTED BY 
Travis A. Strait, P.E.

DATE 4/18/14
 license expires 11-30-2015



MICHAEL P. DUNN
DIRECTOR



Chicago Rockford
International Airport
Rockford, Illinois

Greater Rockford
Airport Authority

AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

SITE PLAN AND CONTROL

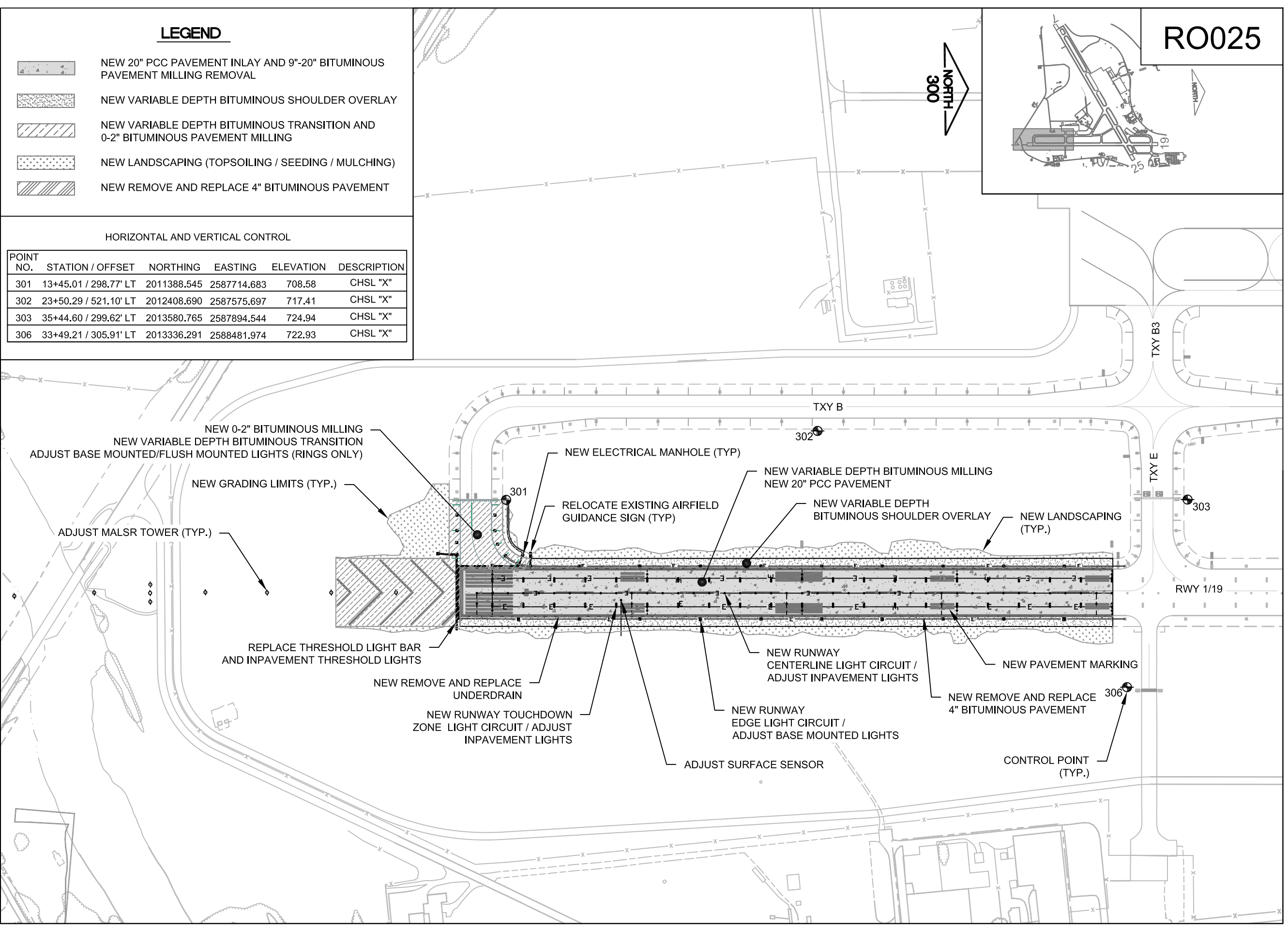
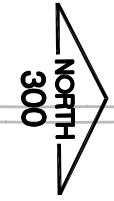
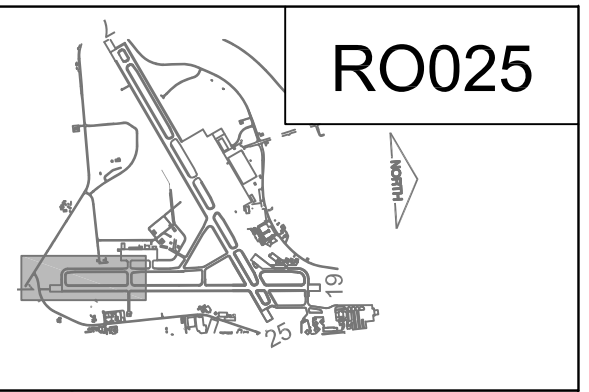
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **SPL1** REVISION

SHEET 3 OF 47 SHEETS

RO025



LEGEND

- NEW 20" PCC PAVEMENT INLAY AND 9"-20" BITUMINOUS PAVEMENT MILLING REMOVAL
- NEW VARIABLE DEPTH BITUMINOUS SHOULDER OVERLAY
- NEW VARIABLE DEPTH BITUMINOUS TRANSITION AND 0-2" BITUMINOUS PAVEMENT MILLING
- NEW LANDSCAPING (TOPSOILING / SEEDING / MULCHING)
- NEW REMOVE AND REPLACE 4" BITUMINOUS PAVEMENT

HORIZONTAL AND VERTICAL CONTROL

POINT NO.	STATION / OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
301	13+45.01 / 298.77' LT	2011388.545	2587714.683	708.58	CHSL "X"
302	23+50.29 / 521.10' LT	2012408.690	2587575.697	717.41	CHSL "X"
303	35+44.60 / 299.62' LT	2013580.765	2587894.544	724.94	CHSL "X"
306	33+49.21 / 305.91' LT	2013336.291	2588481.974	722.93	CHSL "X"



MICHAEL P. DUNN
DIRECTOR



Chicago Rockford International Airport
Rockford, Illinois

Greater Rockford Airport Authority

AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:
**REHABILITATE RUNWAY 1/19
PHASE 4**

SHEET TITLE:
**PHASING PLAN
SUMMARY**

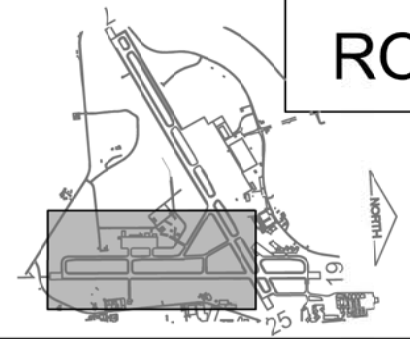
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PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **PPM1** REVISION

SHEET 7 OF 47 SHEETS

RO025



CRITICAL POINTS

POINT NO.	LATITUDE	LONGITUDE	ELEV.*
A	42° 11' 45.90"	89° 05' 23.30"	757.62
B	42° 11' 22.94"	89° 05' 32.81"	752.50
C	42° 11' 21.98"	89° 05' 34.36"	750.50
D	42° 11' 16.06"	89° 05' 41.18"	746.40

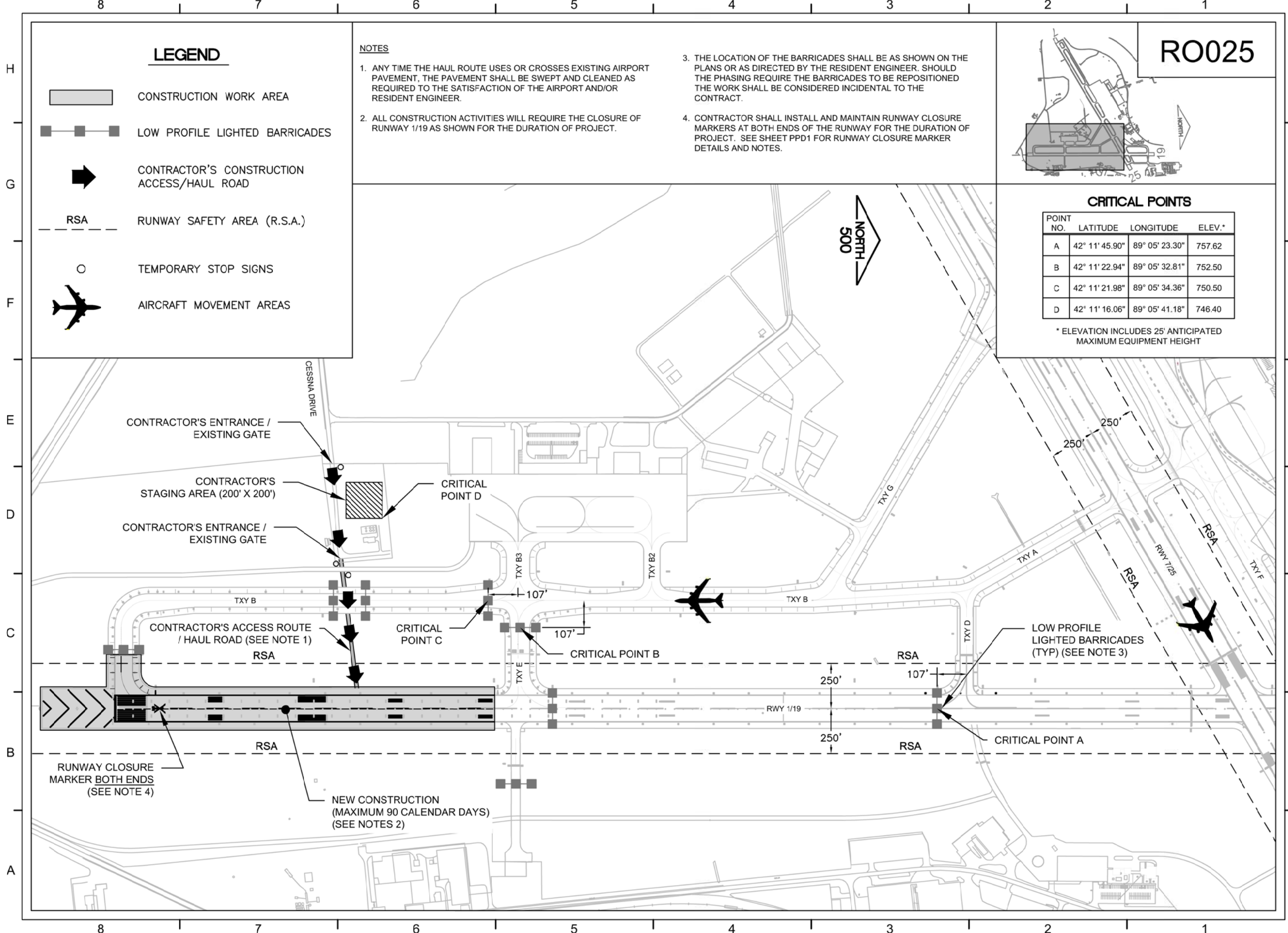
* ELEVATION INCLUDES 25' ANTICIPATED
MAXIMUM EQUIPMENT HEIGHT

NOTES

1. ANY TIME THE HAUL ROUTE USES OR CROSSES EXISTING AIRPORT PAVEMENT, THE PAVEMENT SHALL BE SWEEPED AND CLEANED AS REQUIRED TO THE SATISFACTION OF THE AIRPORT AND/OR RESIDENT ENGINEER.
2. ALL CONSTRUCTION ACTIVITIES WILL REQUIRE THE CLOSURE OF RUNWAY 1/19 AS SHOWN FOR THE DURATION OF PROJECT.
3. THE LOCATION OF THE BARRICADES SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. SHOULD THE PHASING REQUIRE THE BARRICADES TO BE REPOSITIONED THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. CONTRACTOR SHALL INSTALL AND MAINTAIN RUNWAY CLOSURE MARKERS AT BOTH ENDS OF THE RUNWAY FOR THE DURATION OF PROJECT. SEE SHEET PPD1 FOR RUNWAY CLOSURE MARKER DETAILS AND NOTES.

LEGEND

- CONSTRUCTION WORK AREA
- LOW PROFILE LIGHTED BARRICADES
- CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD
- RSA RUNWAY SAFETY AREA (R.S.A.)
- TEMPORARY STOP SIGNS
- AIRCRAFT MOVEMENT AREAS



H
G
F
E
D
C
B
A

8 7 6 5 4 3 2 1

8 7 6 5 4 3 2 1

PHASING PLAN PROJECT NOTES:

PHASING PLAN GENERAL NOTES:

RO025

1. APPROVED PROGRESS SCHEDULE:

PRIOR TO THE START OF CONSTRUCTION, AN APPROVED PROGRESS SCHEDULE SHALL BE EXECUTED BY THE CONTRACTOR AND MONITORED BY THE RESIDENT ENGINEER. 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 AT LEAST 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMODATE AIRPORT EVENTS (I.E. AIRSHOW). SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT.

2. NOTAM (NOTICE TO AIRMEN) COORDINATION:

THE 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 TO ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED. THIS WORK AREA SHALL BE RESTRICTED FROM ACTIVE AOA AREAS WITH THE BARRICADE/FENCING PERIMETERS SHOWN.

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

4. CONSTRUCTION EQUIPMENT FLAGGING / BEACON REQUIREMENTS:

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

5. GATE SECURITY:

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

6. UNAUTHORIZED ACCESS TO AIRFIELD:

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

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 RESIDENT ENGINEER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DEPUTY DIRECTOR OF OPERATIONS.

2. STAGING AREA RESTORATION:

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

3. HAUL ROUTE / HAUL ROUTE RESTORATION:

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

4. AIRPORT APPROVAL OF PHASING:

THE RESIDENT ENGINEER 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 RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

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

7. EXISTING UTILITY COORDINATION: COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY 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 CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES USED ON THE AIRFIELD MUST BE INTERLOCKING LOW PROFILE BARRICADES. INTERLOCKING LOW PROFILE BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE RESIDENT ENGINEER. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS (TOWER CONTROLLED AREAS) SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH, RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "TOWER CONTROL AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE." ALL NON AIRFIELD LOCATIONS REQUIRING BARRICADES SHALL BE TYPE II BARRICADES AND SHALL CONFORM TO IDOT STANDARD 702001. FOR AIRSIDE BARRICADE PLACEMENT, SEE PHASING PLAN SUMMARY SHEETS.

(NOTES CONTINUED ON PHASING PLAN DETAILS - PPD1)



MICHAEL P. DUNN
DIRECTOR



Chicago Rockford
International Airport
Rockford, Illinois

Greater Rockford
Airport Authority

AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION
PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

PHASING PLAN
NOTES

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

PROJECT NO.: 13258-02-00/06
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SHEET NO. PPN1 REVISION



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SHEET 9 OF 47 SHEETS

RO025

PHASING PLAN GENERAL NOTES (CONT'D):

(NOTES CONTINUED ON PHASING PLAN NOTES - PPN1)

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 150/5370-2F):
ALL WORK SHALL CONFORM TO AC 150/5370-2F OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION. THIS AC IS AVAILABLE AT www.faa.gov/arp/pdf/5370-2f.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.

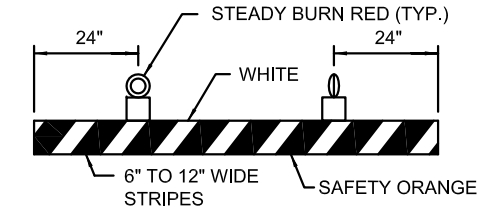
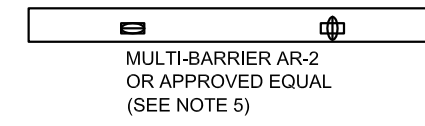
14. WEEKLY COORDINATION MEETINGS:
WEEKLY COORDINATION MEETINGS SHALL BE REQUIRED TO DISCUSS PROJECT PROGRESS. AS A MINIMUM, PROJECT SCHEDULE AND GATE VISITOR LOGS SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY.

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.

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT: • REPLACE PERIMETER FENCE, PHASES 1 & 2
• REHABILITATE RUNWAY 1/19 PHASE 3

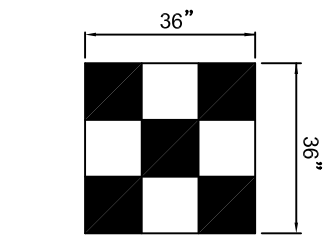
LIGHTED RUNWAY CLOSURE MARKERS

1. THE AIRPORT SHALL FURNISH TWO LIGHTED RUNWAY CLOSURE MARKERS FOR THE DURATION OF THE PROJECT. IF LIGHTED RUNWAY CLOSURE MARKERS ARE NOT AVAILABLE THE CONTRACTOR SHALL REFER TO THE "CLOSED RUNWAY MARKER DETAIL" ON THIS SHEET.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING, INSTALLING, MAINTAINING, REFUELING, REPOSITIONING AND REMOVING THE LIGHTED RUNWAY CLOSURE MARKERS AS SHOWN IN THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
3. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.
4. ALL COST ASSOCIATED WITH THE LIGHTED RUNWAY CLOSURE MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. DURING CONSTRUCTION, IT WILL BE NECESSARY TO CLOSE RUNWAY 1/19 TO AIR TRAFFIC FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL MARK RUNWAY 1/19 CLOSED BY PLACING LIGHTED RUNWAY CLOSURE MARKER AT THE LOCATION DETAILED ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND AIRPORT. THE LIGHTED RUNWAY CLOSURE MARKERS ARE REQUIRED TO BE IN OPERATION ANYTIME THE RUNWAY IS CLOSED.

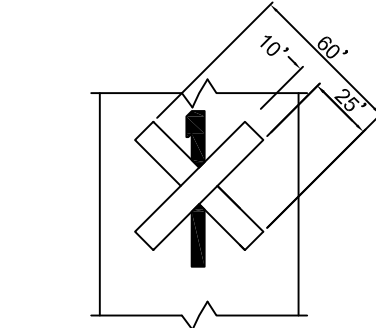


INTERLOCKING LOW PROFILE BARRICADES
ON PAVEMENT - NO SCALE

1. LOW PROFILE BARRICADES SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE WEIGHTED WITH A MINIMUM OF 6 SAND BAGS TO PREVENT THEM FROM BEING BLOWN OVER.
2. THE BARRICADE LINE SHALL EXTEND ONE BARRICADE PAST THE EDGE OF PAVEMENT INTO THE TURF.
3. LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
4. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
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. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

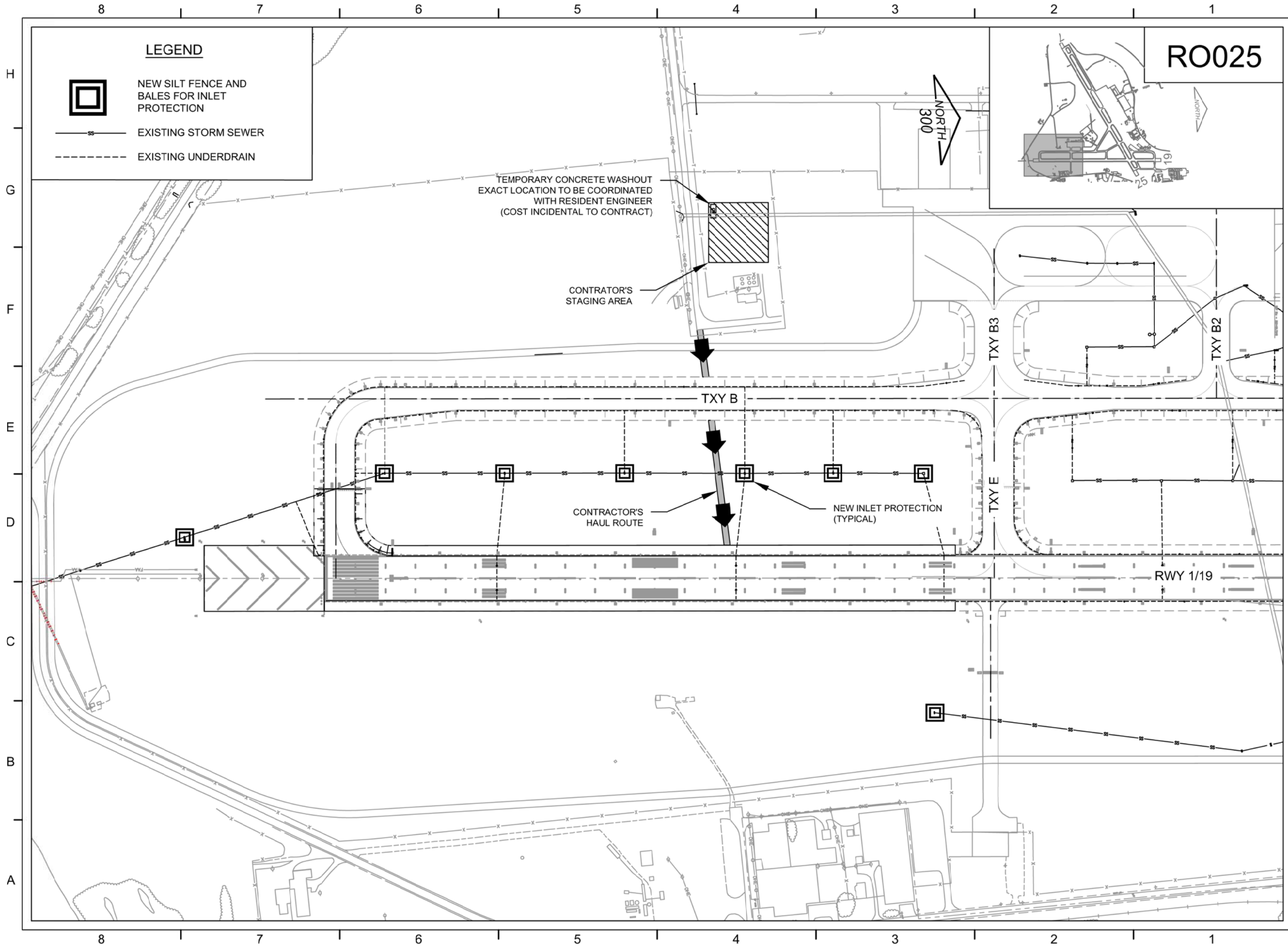


CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE



CLOSED RUNWAY MARKER DETAIL
ON PAVEMENT - NO SCALE

1. THE CONTRACTOR SHALL USE THE LIGHTED RUNWAY CLOSURE MARKERS PROVIDED BY THE AIRPORT. IF THE LIGHTED RUNWAY CLOSURE MARKERS ARE NOT AVAILABLE THE CONTRACTOR WILL BE REQUIRED TO INSTALL RUNWAY CLOSURE MARKERS AS DETAILED ABOVE.
2. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
3. MARKERS SHALL BE A MATERIAL APPROVED BY THE ENGINEER AND THE AIRPORT.
4. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
6. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. DURING CONSTRUCTION, IT WILL BE NECESSARY TO CLOSE RUNWAY 1/19 TO AIR TRAFFIC FOR THE DURATION OF THE PROJECT. 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.



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AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

**REHABILITATE
RUNWAY 1/19
PHASE 4**

SHEET TITLE:
**STORMWATER POLLUTION
PREVENTION PLAN**

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

PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **SWP1** REVISION

SHEET 10 OF 47 SHEETS

STORM WATER POLLUTION PREVENTION PLAN

RO025

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 RUNWAY 1/19 AT THE CHICAGO ROCKFORD INTERNATIONAL AIRPORT. THE PROJECT INCLUDES GRADING, 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. EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS.
3. PAVEMENT CONSTRUCTION.
4. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
5. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.
6. REMOVAL OF TEMPORARY EROSION CONTROL / PROTECTION FACILITIES.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 15 ACRES OF WHICH 3.5 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 SEEDED, 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 SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

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

5. THE 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 SEEDED AND ESTABLISHED.

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

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.



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Rockford, Illinois

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Airport Authority

AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION
PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

STORMWATER POLLUTION PREVENTION PLAN NOTES

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

PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **SWN1** REVISION



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AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

EXISTING CONDITIONS
AND REMOVALS

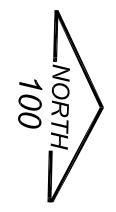
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

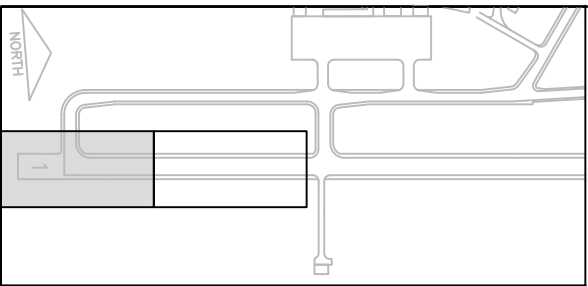
SHEET NO. **EXC1** REVISION

SHEET 13 OF 47 SHEETS

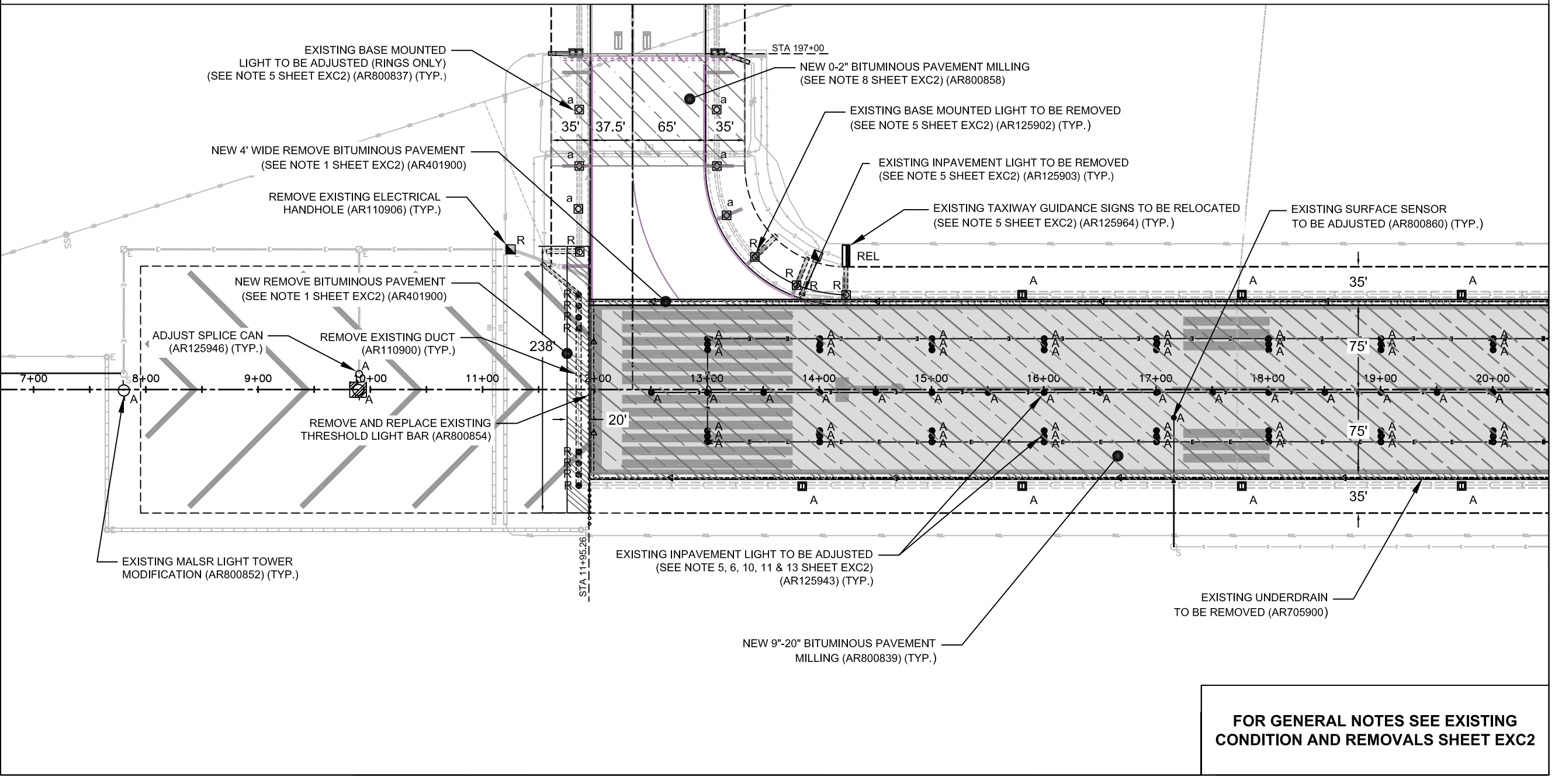
RO025



- LEGEND**
- REMOVE EXISTING DUCT
 - EXISTING PAVEMENT MARKING
 - _R REMOVE BASE CAN (BASE MOUNTED RUNWAY EDGE LIGHT)
 - _A ADJUST BASE MOUNTED RUNWAY EDGE LIGHT
 - _a ADJUST BASE MOUNTED RUNWAY EDGE LIGHT (RINGS ONLY)
 - _R REMOVE BASE CAN (INPAVEMENT LIGHT)
 - _A ADJUST INPAVEMENT LIGHT
 - _a ADJUST INPAVEMENT LIGHT (RINGS ONLY)
 - _S EXISTING SPLICE CAN
 - _{sA} ADJUST SPLICE CAN
 - _S EXISTING SURFACE SENSOR
 - _A ADJUST SURFACE SENSOR
 - _R REMOVE BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
 - _A ADJUST EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
 - _R REMOVE BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
 - _A ADJUST EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
 - _R REMOVE ELECTRICAL HANDHOLE
 - _A EXISTING ELECTRICAL HANDHOLE
 - EXISTING CONDUIT/DUCT
 - REL RELOCATE EXISTING AIRFIELD GUIDANCE SIGN
 - EXISTING AIRFIELD GUIDANCE SIGN
 - NEW 0-2" BITUMINOUS PAVEMENT MILLING
 - NEW 9"-20" BITUMINOUS PAVEMENT MILLING
 - REMOVE BITUMINOUS PAVEMENT
 - EXISTING SANITARY LINE
 - EXISTING STORM SEWER
 - EXISTING UNDERDRAIN
 - W --- EXISTING WATERMAIN
 - RGL --- EXISTING RWY GUIDANCE LIGHT CIRCUIT
 - E --- EXISTING AIRFIELD CIRCUIT
 - G --- EXISTING GAS MAIN
 - FAA --- EXISTING FAA CABLE
 - EXISTING LIGHTING CIRCUIT IN EXISTING DUCT



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.



**FOR GENERAL NOTES SEE EXISTING
CONDITION AND REMOVALS SHEET EXC2**



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IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:
**REHABILITATE
RUNWAY 1/19
PHASE 4**

SHEET TITLE:
**EXISTING CONDITIONS
AND REMOVALS**

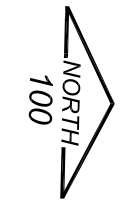
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

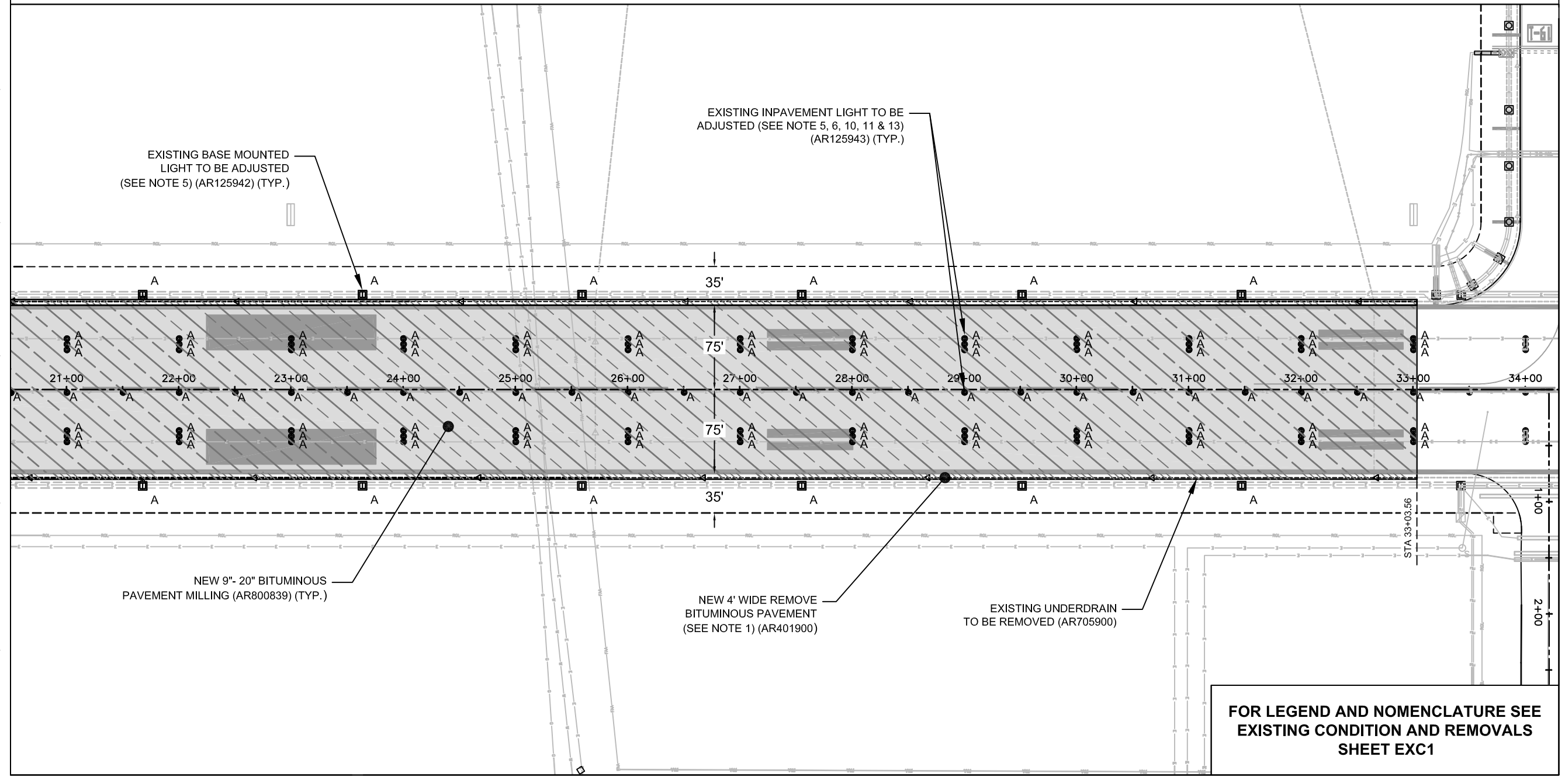
SHEET NO. **EXC2** REVISION

SHEET 14 OF 47 SHEETS

RO025



- NOTES:**
- EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMIT. COST OF SAWCUTTING SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
 - TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. CONCRETE LIGHT BASES SHALL BE DISPOSED OF OFF SITE.
 - ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
 - ALL LIGHT BASES REMOVED SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 208 COST OF BACKFILL SHALL BE INCLUDED IN THE REMOVAL PAY ITEM.
 - ALL EXISTING LIGHT FIXTURES AND SIGNS WILL BE REUSED FOR THE FINAL ASSEMBLY OF THE ASSOCIATED PAY ITEM.
 - SHOULD ANY ADDITIONAL WORK BE REQUIRED TO REMOVE THE EXISTING PAVEMENT STRUCTURE (BITUMINOUS AND/OR PCC PAVEMENT) FROM AROUND THE EXISTING INPAVEMENT LIGHT BASE CAN, THE COST SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAVEMENT MILLING PAY ITEM.
 - ANY PAVEMENT REMOVED BY THE CONTRACTOR BEYOND THE LIMITS SHOWN IN THE PLANS TO FACILITATE PCC PAVEMENT CONSTRUCTION AND SUBSEQUENT PAVEMENT REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAVEMENT REMOVAL ITEM.
 - THE EXACT PAVEMENT MILLING LIMIT AND DEPTH REQUIRED SHALL BE DETERMINED FROM THE PROFILE AND GRADING PLAN SHEETS.
 - ALL REGRADING AND RESHAPING OF EXISTING AGGREGATE BASE COURSE SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAVING PAY ITEM.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN EXISTING INPAVEMENT BASE CAN AND CONDUIT. ANY BASE CAN OR CONDUIT DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
 - ALL WORK REQUIRED TO PREPARE EXISTING INPAVEMENT BASE CAN AND CONDUIT FOR PAVING OPERATIONS SHALL BE INCIDENTAL TO THE ASSOCIATED PAVING PAY ITEM.
 - IF THE HMA PAVEMENT SECTION IS LESS THAN THE PAVEMENT MILLING DEPTH SHOWN, THE REMOVAL OF THE EXISTING AGGREGATE SUBBASE TO THE CORRECT PROFILE AND DIMENSIONS SHALL BE REMOVED BY PAVEMENT MILLING. THIS COST SHALL BE INCIDENTAL TO ASSOCIATED BITUMINOUS MILLING PAY ITEM.
 - SEE ELECTRICAL DETAIL SHEET ELD4 FOR INPAVEMENT TOUCHDOWN ZONE LIGHT SPACING DETAIL.



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

8 7 6 5 4 3 2 1

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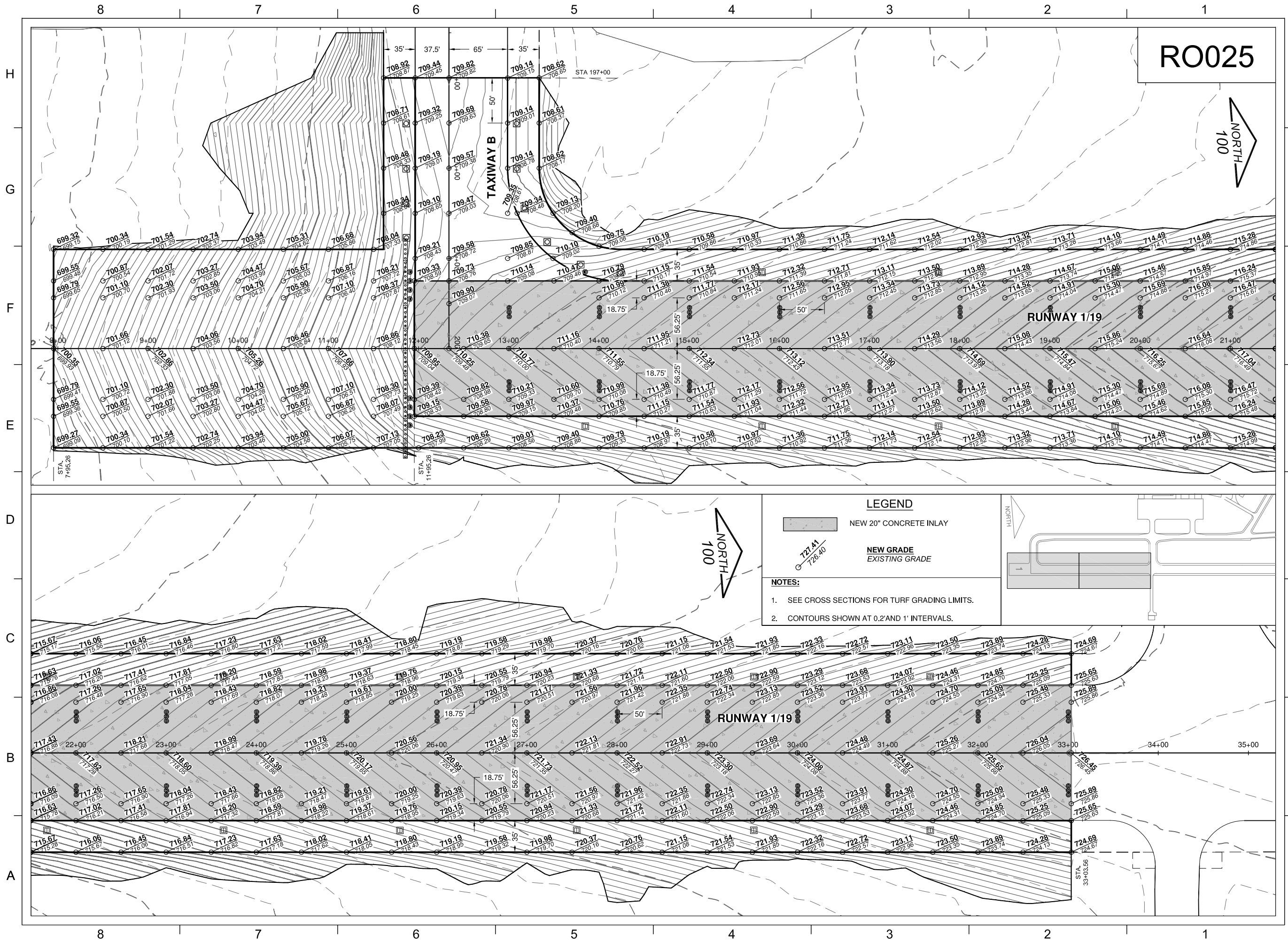
APPROVED AS WORKING PLAN		
BY:		
REV	DATE	DESCRIPTION
PROJECT NAME:		

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:
**RUNWAY 1/19
GRADING PLAN**

DESIGNED:	DRAWN:	CHECKED:
CMT-RFD	CMT-RFD	CMT-ARR
PROJECT NO.: 13258-02-00/06		
DATE: APRIL 18, 2014		

RGP1 REVISION
SHEET 18 OF 47 SHEETS





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BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

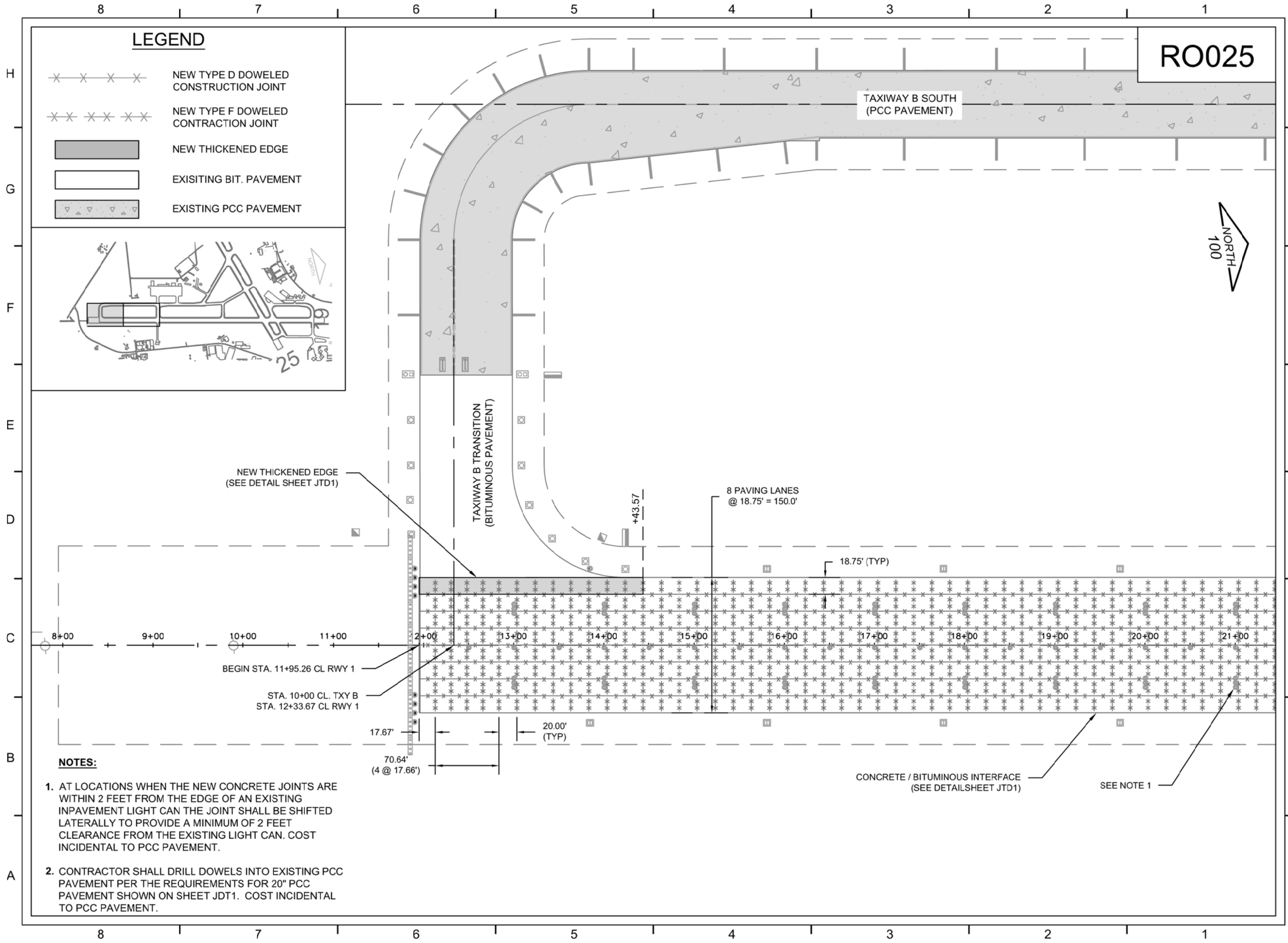
JOINTING PLAN - 1

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

PROJECT NO.: 13258-02-00/06
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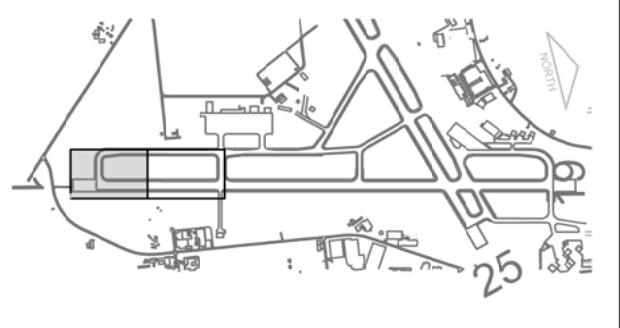
SHEET NO. **JTP1** REVISION

SHEET 19 OF 47 SHEETS

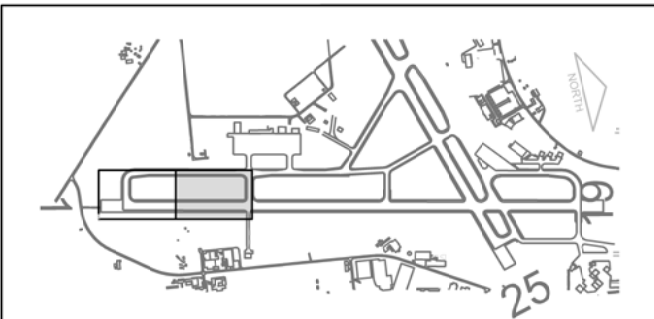
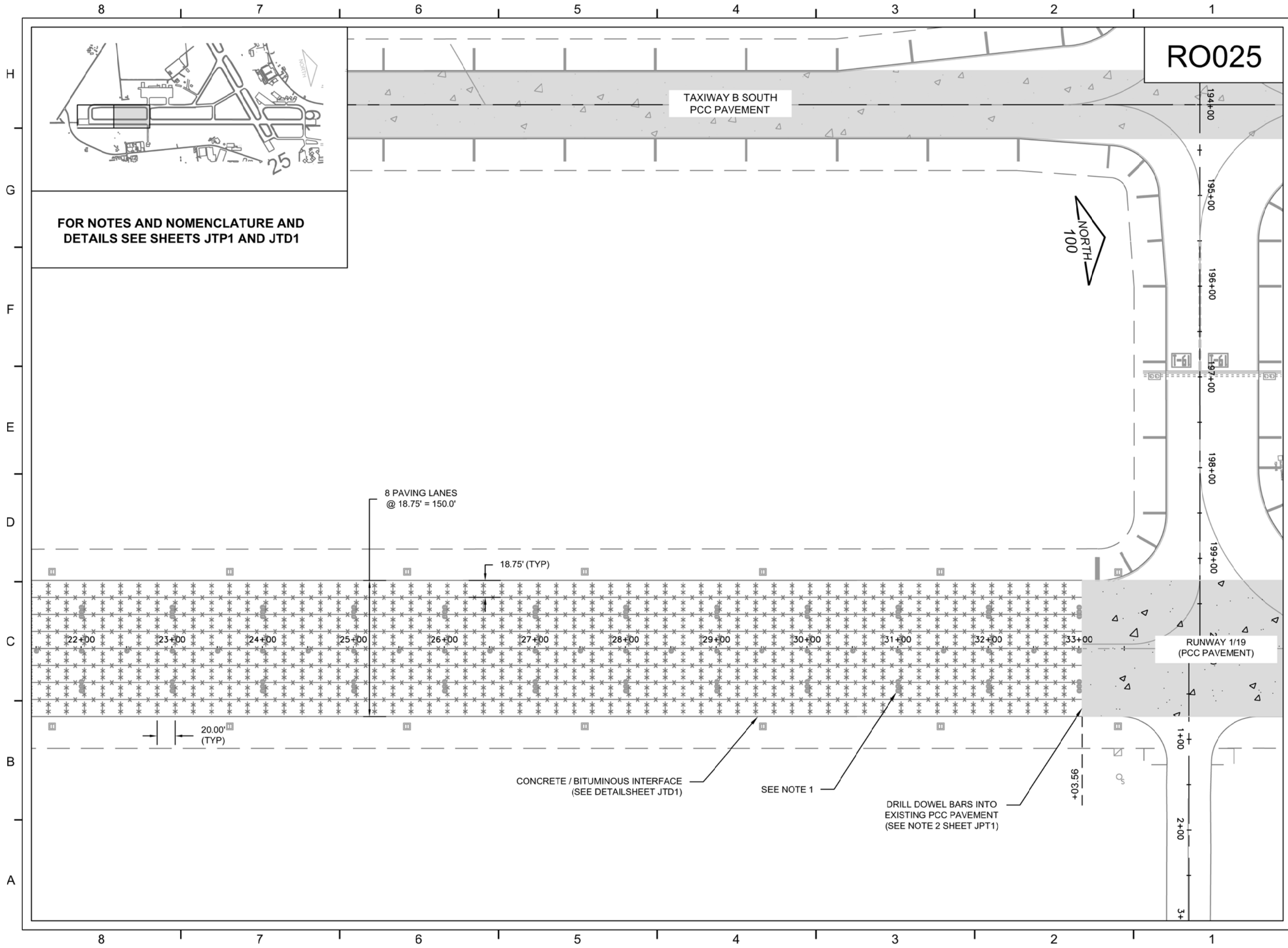


LEGEND

- NEW TYPE D DOWELED CONSTRUCTION JOINT
- NEW TYPE F DOWELED CONSTRUCTION JOINT
- NEW THICKENED EDGE
- EXISTING BIT. PAVEMENT
- EXISTING PCC PAVEMENT



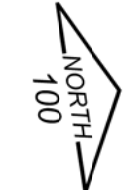
- NOTES:**
1. AT LOCATIONS WHEN THE NEW CONCRETE JOINTS ARE WITHIN 2 FEET FROM THE EDGE OF AN EXISTING INPAVEMENT LIGHT CAN THE JOINT SHALL BE SHIFTED LATERALLY TO PROVIDE A MINIMUM OF 2 FEET CLEARANCE FROM THE EXISTING LIGHT CAN. COST INCIDENTAL TO PCC PAVEMENT.
 2. CONTRACTOR SHALL DRILL DOWELS INTO EXISTING PCC PAVEMENT PER THE REQUIREMENTS FOR 20" PCC PAVEMENT SHOWN ON SHEET JDT1. COST INCIDENTAL TO PCC PAVEMENT.



FOR NOTES AND NOMENCLATURE AND DETAILS SEE SHEETS JTP1 AND JTD1

RO025

TAXIWAY B SOUTH
PCC PAVEMENT



8 PAVING LANES
@ 18.75' = 150.0'

18.75' (TYP)

20.00'
(TYP)

CONCRETE / BITUMINOUS INTERFACE
(SEE DETAILSHEET JTD1)

SEE NOTE 1

DRILL DOWEL BARS INTO
EXISTING PCC PAVEMENT
(SEE NOTE 2 SHEET JPT1)

RUNWAY 1/19
(PCC PAVEMENT)



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APPROVED AS WORKING PLAN
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REV DATE DESCRIPTION
PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

JOINTING PLAN - 2

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

PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **JTP2** REVISION

SHEET 20 OF 47 SHEETS



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APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:
**REHABILITATE
RUNWAY 1/19
PHASE 4**

SHEET TITLE:
**ELECTRICAL, MARKING AND
LANDSCAPING PLAN - 1**

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

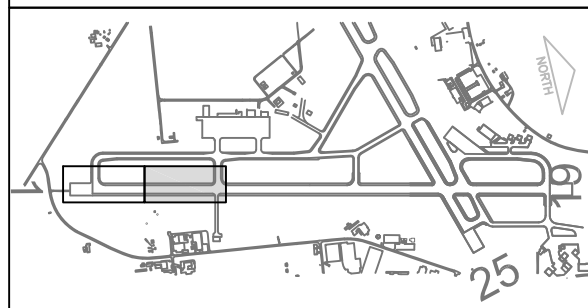
PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **EML1** REVISION

SHEET 22 OF 47 SHEETS

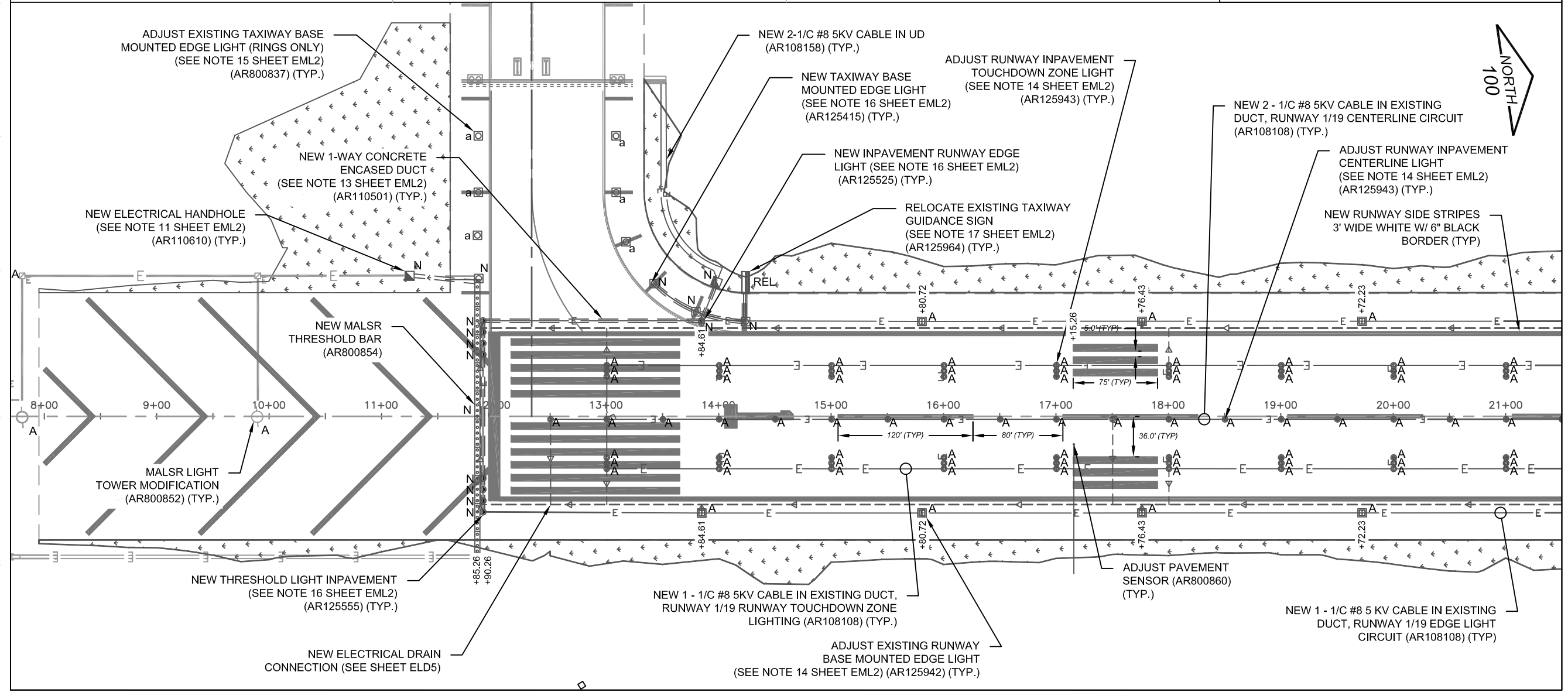
RO025

**FOR GENRAL NOTES SEE ELECTRICAL
AND MARKING PLAN SHEET EMP2**



LEGEND

- NEW LIGHTING CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN CONC. ENCASED 2" PVC DUCT
- NEW LIGHTING CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN EXISTING DUCT
- NEW RUNWAY CIRCUIT - 1/C#8, 5KV L-824 TYPE C IN 3/4" UNIT DUCT
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- EXISTING BASE MOUNTED MEDIUM INTENSTIY TAXIWAY LIGHT
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING ELEV. RUNWAY GUARD LIGHT
- NEW ELECTRICAL HANDHOLE
- EXISTING ELECTRICAL HANDHOLE
- EXISTING CONDUIT/DUCT
- RELOCATE EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING AIRFIELD GUIDANCE SIGN
- NEW BASE CAN (BASE MOUNTED RUNWAY EDGE LIGHT)
- ADJUST BASE MOUNTED RUNWAY EDGE LIGHT
- ADJUST BASE MOUNTED RUNWAY EDGE LIGHT (RINGS ONLY)
- ADJUST BASE MOUNTED TAXIWAY EDGE LIGHT (RINGS ONLY)
- NEW BASE CAN HIRL INPAVEMENT LIGHT
- ADJUST INPAVEMENT LIGHT
- NEW THRESHOLD LIGHT INPAVEMENT
- EXISTING SPLICE CAN
- ADJUST SPLICE CAN
- EXISTING SURFACE SENSOR
- ADJUST SURFACE SENSOR
- NEW ELECTRICAL DRAIN CONNECTION
- LANDSCAPING LIMITS





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Greater Rockford Airport Authority

AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:
REHABILITATE RUNWAY 1/19 PHASE 4

SHEET TITLE:
ELECTRICAL AND MARKING PLAN - 1

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

PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **EML2** REVISION

SHEET 23 OF 47 SHEETS

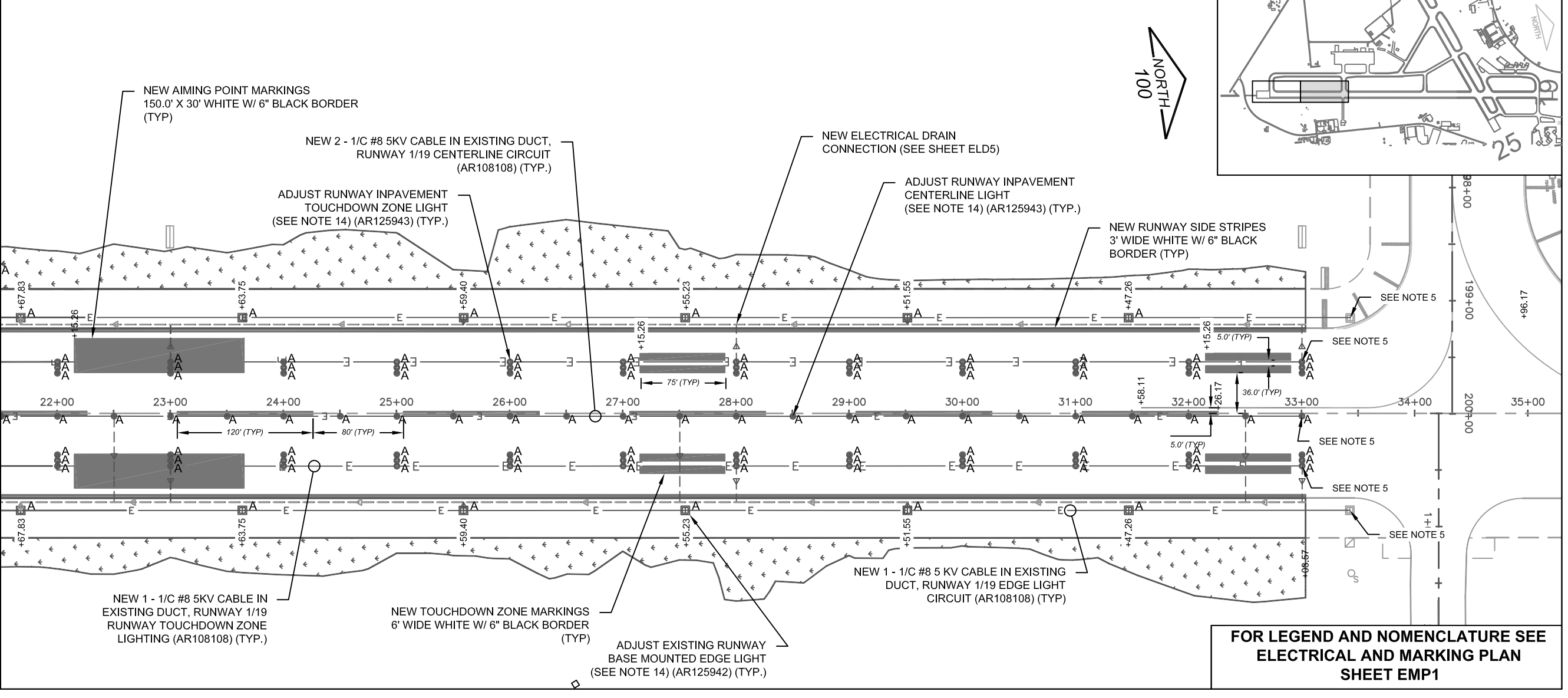
RO025

ELECTRICAL NOTES:

- 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.
- 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.
- 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.
- 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.
- CONTRACTOR SHALL CONNECT EXISTING CABLE TO PROPOSED CABLE IN SIGN/LIGHT/MANHOLE/HANDHOLE. COST OF CONNECTION INCIDENTAL TO CABLE.
- 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.
- 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.
- THE ROUTING OF THE PROPOSED DUCTS AND CONDUITS ARE SHOWN FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE RESIDENT ENGINEER.
- SEE DETAILS ON SHEETS ELD1-6.
- ALL EXISTING UNUSED AIRFIELD LIGHTING CABLE SHALL BE REMOVED FROM THE EXISTING DUCT. COST SHALL BE INCIDENTAL TO INSTALLATION OF NEW CABLE.
- ALL WORK REQUIRED TO CONNNECT NEW LIGHT / SIGN BASE CAN AND NEW ELECTRICAL HANDHOLE TO EXISTING CONDUIT / CABLE SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED ELECTRICAL PAY ITEM.
- PRIOR TO THE START OF WORK ASSOCIATED WITH THIS ITEM THE CONTRACTOR SHALL COORDINATE ALL PROPOSED MEANS AND METHODS WITH THE FAA.
- EXISTING PAVEMENT SHALL BE SAWED AND REMOVED IN ACCORDANCE WITH THE ELECTRICAL DETAILS AND NEW PVC 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 CONCRETE ENCASED DUCT PAY ITEM.
- ADJUST BASE-MOUNTED AND IN-PAVEMENT LIGHT SHALL INCLUDE INSTALLATION OF REQUIRED GASKETS, EXTENSIONS, SPACER RINGS, Y-FLANGES AND MUD PLATES AS NEEDED, SEALANT, NEW L-830 ISOLATION TRANSFORMERS, L-823 CONNECTORS AND GROUNDING. EXISTING LIGHT FIXTURES AND CANS SHALL BE RE-USED.
- ADJUST BASE-MOUNTED AND IN-PAVEMENT LIGHT SHALL INCLUDE INSTALLATION OF REQUIRED GASKETS, EXTENSIONS, SPACER RINGS, Y-FLANGES MUD PLATES AND SEALANT, AS NEEDED. EXISTING LIGHT FIXTURES AND CANS SHALL BE RE-USED.
- NEW BASE MOUNTED AND IN-PAVEMENT LIGHT SHALL INCLUDE INSTALLATION OF NEW BASE CANS, REQUIRED GASKETS, EXTENSIONS, SPACER RINGS, Y-FLANGES AND MUD PLATES AS NEEDED, SEALANT, NEW L-830 ISOLATION TRANSFORMERS, L-823 CONNECTORS AND GROUNDING. EXISTING LIGHT FIXTURES WILL BE RE-USED.
- RELOCATE EXISTING SIGN SHALL INCLUDE NEW CONCRETE FOUNDATION, NEW L-867 CAN, NEW L-830 TRANSFORMER AND GROUNDING. EXISTING SIGN SHALL BE REMOVED AND RE-INSTALLED. EXISTING FOUNDATION SHALL BE COMPLETELY REMOVED.

PAVEMENT MARKING NOTES

- SEE DETAILS ON SHEETS MRD 1-3.
- ALL RUNWAY MARKINGS ARE WHITE WITH A 6" BLACK BORDER.
- ALL TAXIWAY MARKINGS ARE YELLOW WITH A 6" BLACK BORDER.
- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
- 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.
- CURING COMPOUND ON CONCRETE PAVEMENTS SHALL BE REMOVED BY WATER BLASTING OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER PRIOR TO MARKING.
- ALL PROPOSED MARKING MAY NOT BE CALLED OUT FOR CLARITY. ALL MARKING WITHIN THE PROPOSED IMPROVEMENT LIMITS TO INCLUDE THE ADDITIVE ALTERNATES, IF AWARDED, WILL BE RE-MARKED. THE RESIDENT ENGINEER WILL PROVIDE MARKING DIMENSIONS AS NEEDED.



FOR LEGEND AND NOMENCLATURE SEE ELECTRICAL AND MARKING PLAN SHEET EMP1



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

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

ELECTRICAL DETAILS - 1

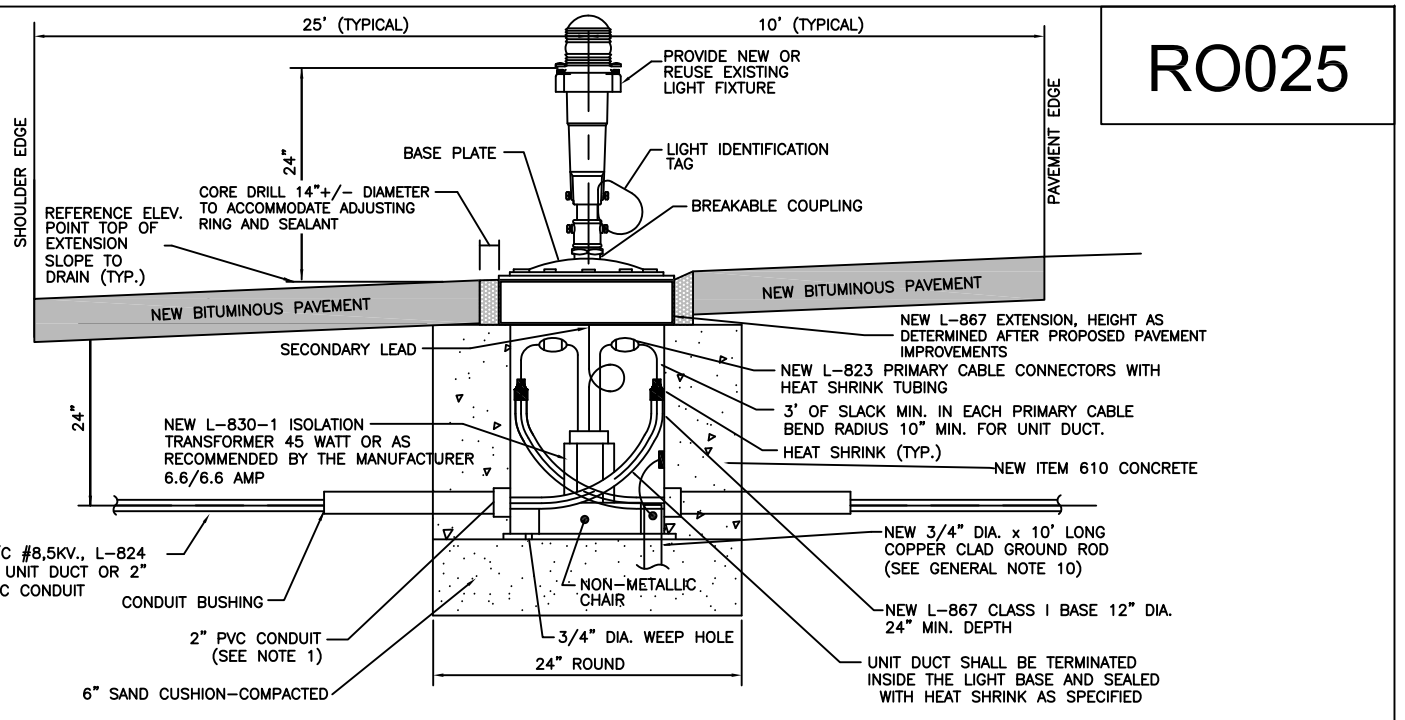
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 13258-02-00/06
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SHEET NO. **ELD1** REVISION

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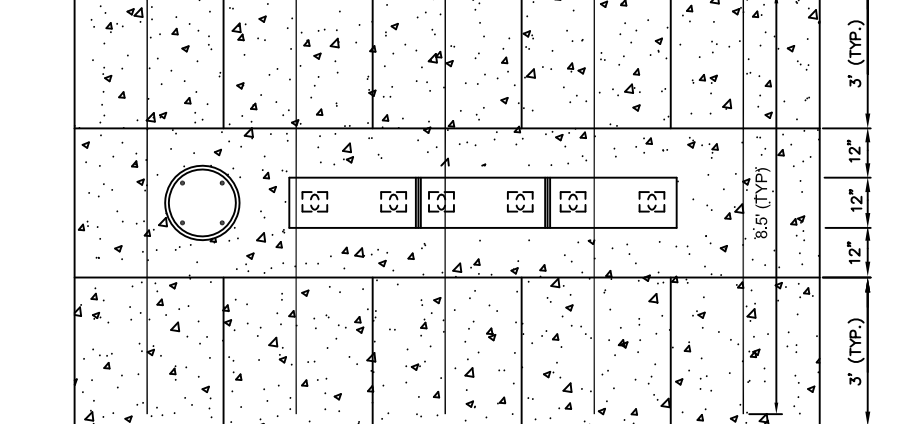
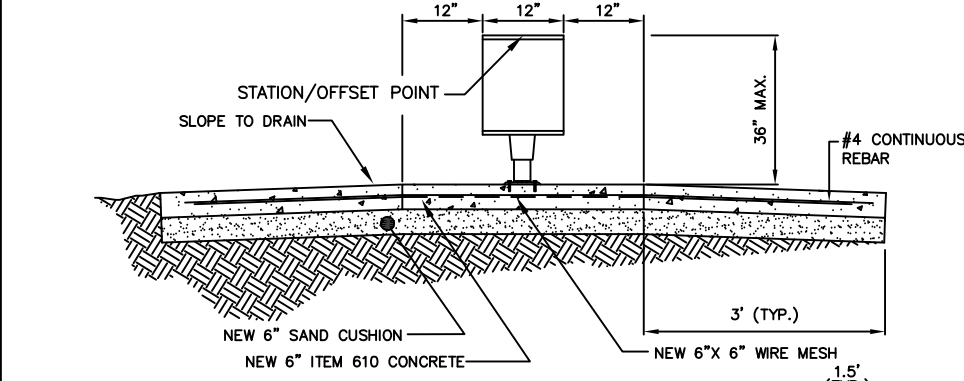
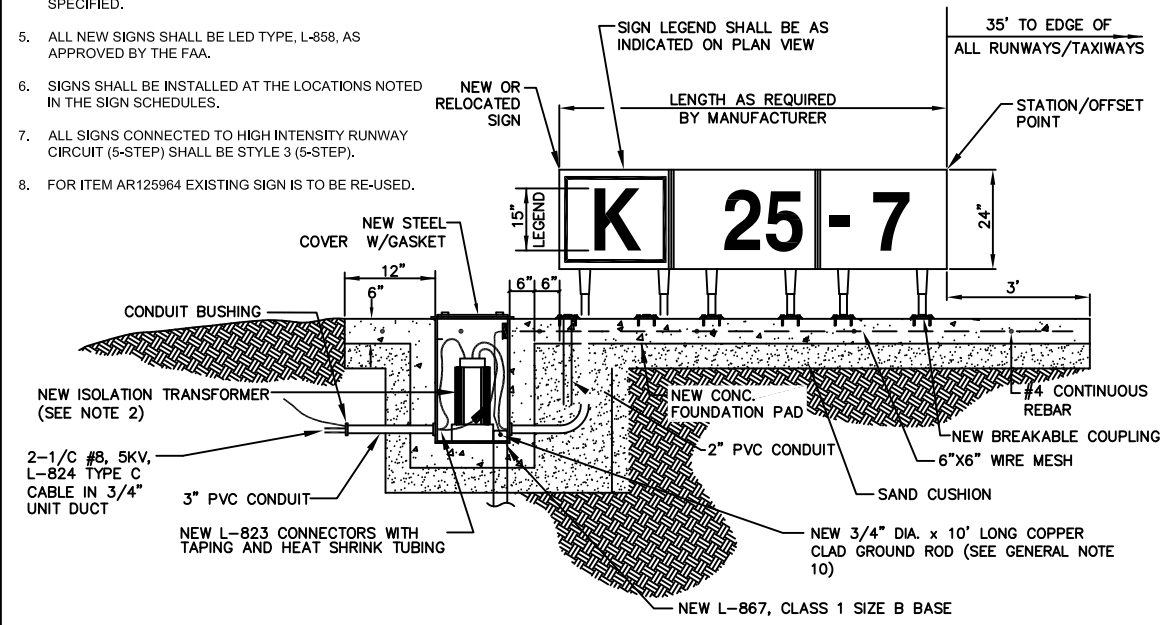


NEW OR RELOCATED HIRL/MTL BASE MOUNTED LIGHT (AR125415, AR125515)

- NOT TO SCALE
- INSTALL 2" PVC TO GRS ADAPTER WHERE PVC CONCRETE ENCASED DUCT WILL BE INSTALLED UNDER PAVED SHOULDER.
 - RELOCATED LIGHTS SHALL INCLUDE NEW CONCRETE FOUNDATION, NEW ISOLATION TRANSFORMER, NEW GROUNDING, AND NEW CONNECTORS. ONLY THE FIXTURE SHALL BE REUSED FOR A RELOCATED LIGHT. BRICKS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY. CONTRACTOR SHALL INSTALL AN APPROVED NON-METALLIC CHAIR IN-LIEU OF THE BRICK. THE NON-METALLIC CHAIR SHALL HAVE A MINIMUM HEIGHT OF 6".
 - PAVEMENT REMOVAL AND REPLACEMENT FOR INSTALLATION OF A NEW OR RELOCATED BASE MOUNTED LIGHT IN EXISTING PAVEMENT SHALL BE PAID UNDER ITEM AR401910, REMOVE AND REPLACE BITUMINOUS PAVEMENT.

NOTES

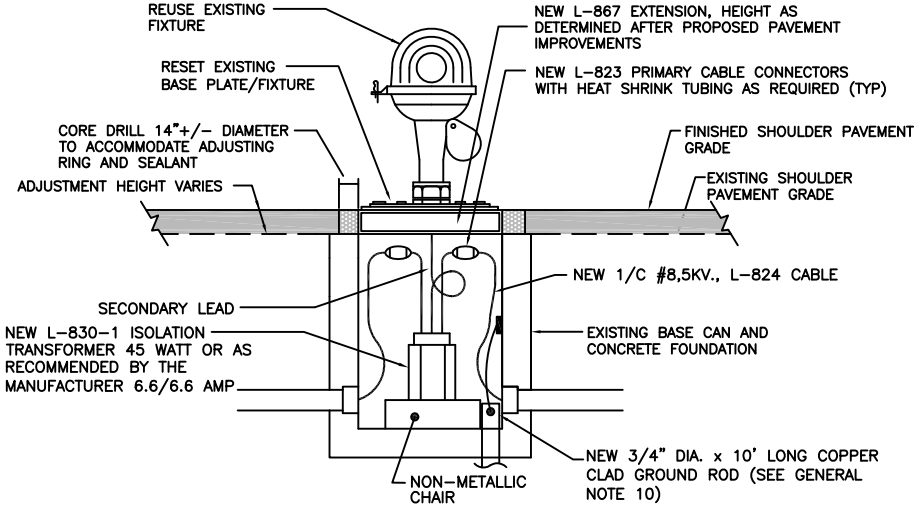
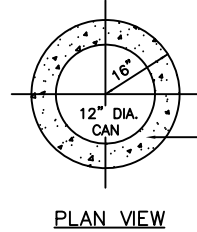
- ALL SIGNS ARE 2-SIDED SIGNS.
- TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER
- LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
- UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
- ALL NEW SIGNS SHALL BE LED TYPE, L-858, AS APPROVED BY THE FAA.
- SIGNS SHALL BE INSTALLED AT THE LOCATIONS NOTED IN THE SIGN SCHEDULES.
- ALL SIGNS CONNECTED TO HIGH INTENSITY RUNWAY CIRCUIT (5-STEP) SHALL BE STYLE 3 (5-STEP).
- FOR ITEM AR125964 EXISTING SIGN IS TO BE RE-USED.



**NEW / RELOCATED 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.



ADJUST BASE MOUNTED LIGHT (AR125942/AR800837)

- NOT TO SCALE
- INSTALL 2" PVC TO GRS ADAPTER WHERE PVC CONCRETE ENCASED DUCT WILL BE INSTALLED UNDER PAVED SHOULDER.
 - AR800837 SHALL INCLUDE NEW ADJUSTING RING AND WILL BE ADJUSTED AS SHOWN ABOVE. ALL OTHER ITEMS WILL BE REUSED.

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IL Proj: RFD-4351

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REV	DATE	DESCRIPTION

PROJECT NAME:
**REHABILITATE
RUNWAY 1/19
PHASE 4**

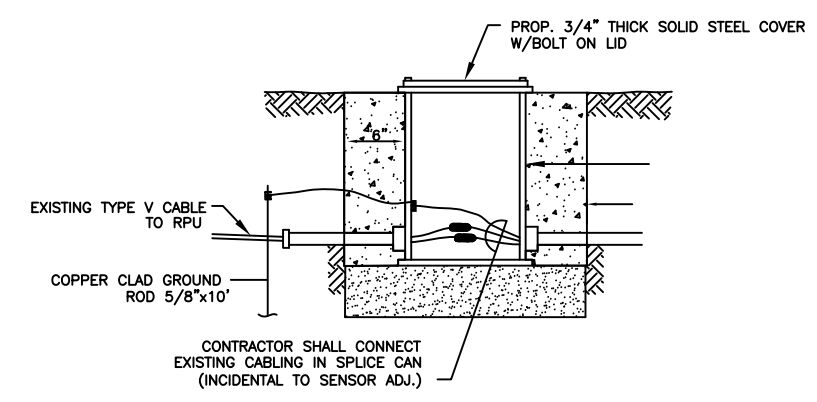
SHEET TITLE:
ELECTRICAL DETAILS - 4

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

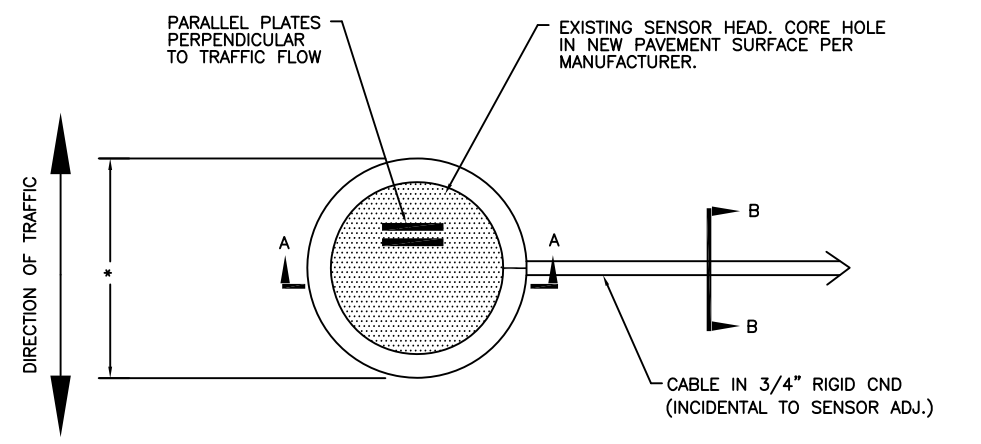
PROJECT NO.: 13258-02-00/06
DATE: APRIL 18, 2014

SHEET NO. **ELD4** REVISION

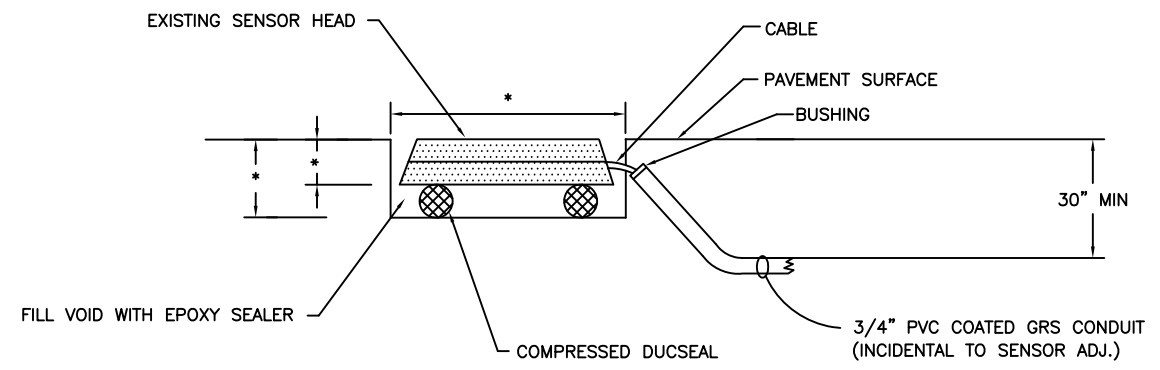
SHEET 27 OF 47 SHEETS



PROPOSED PAVEMENT SENSOR SPLICE CAN DETAIL
N.T.S.

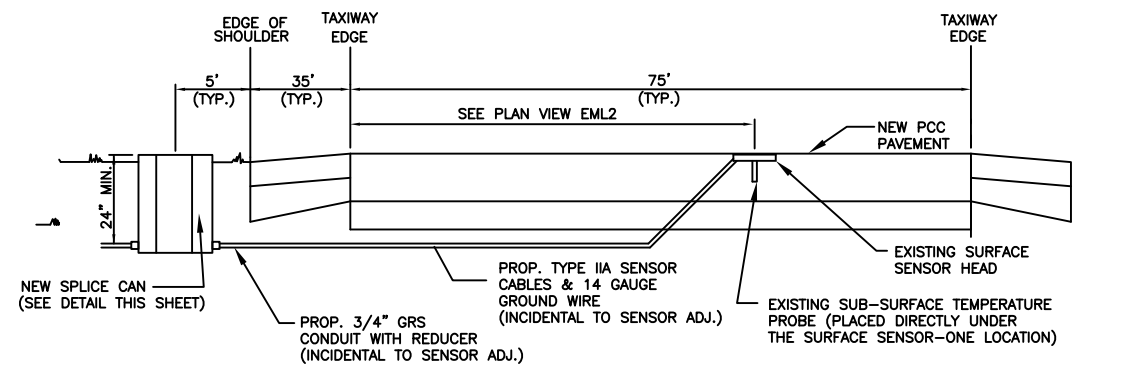


PLAN



SURFACE SENSOR HEAD DETAIL
N.T.S.

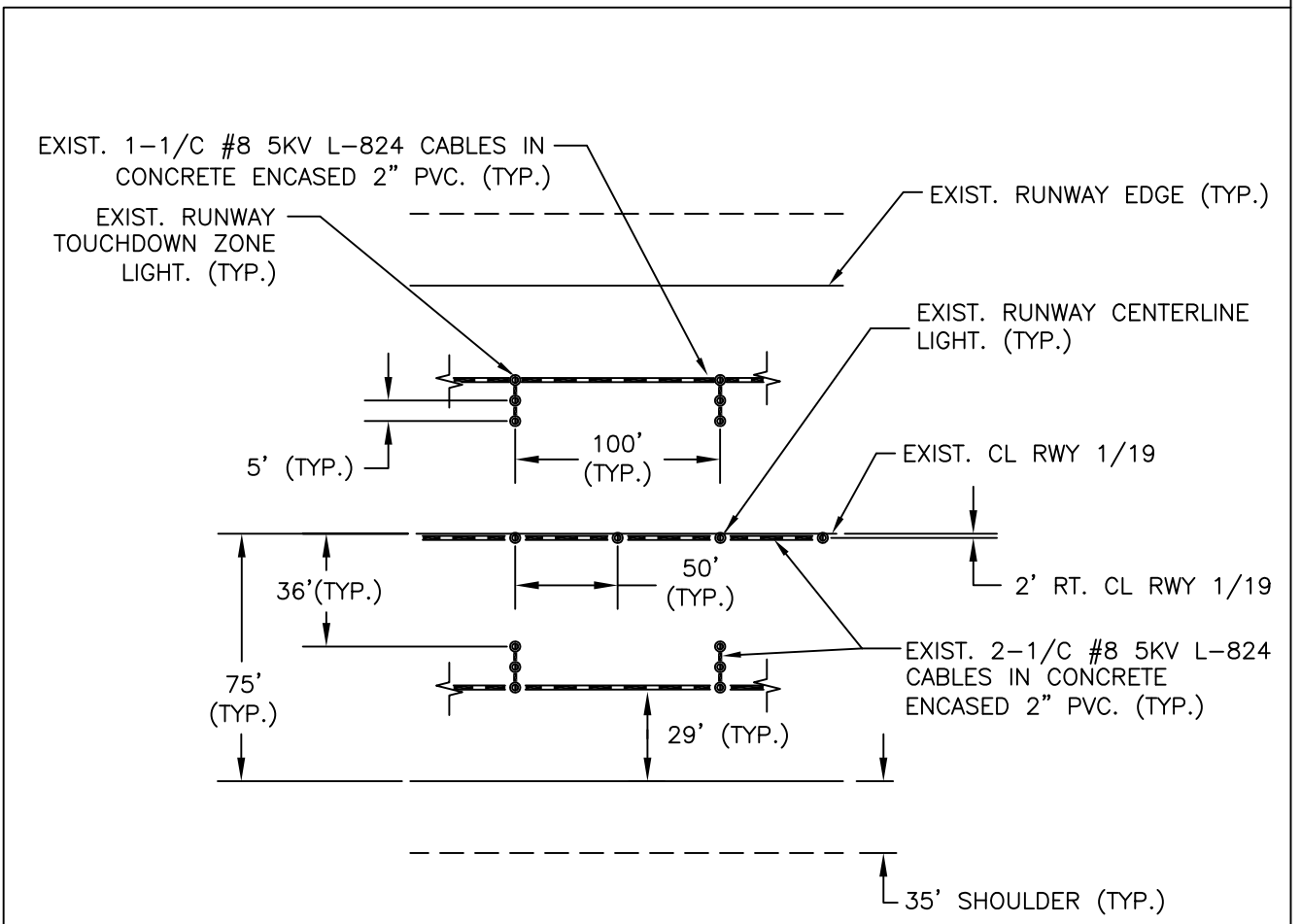
* DIMENSIONS AS REQUIRED BY SENSOR MANUFACTURER.



SURFACE SENSOR INSTALLATION OVERVIEW
N.T.S.

NOTES (ADJUST PAVEMENT SENSOR):

- EXISTING SURFACE SENSOR SYSTEM IS SCAN, MANUFACTURED BY SURFACE SYSTEMS, INC. (QUIXOTE).
- REMOVE AND RE-INSTALL EXISTING (FP2000 TYPE) SURFACE SENSOR IN PAVEMENT AT PROXIMITY OF EXISTING SENSOR LOCATION AS SHOWN IN THE PLANS. INSTALL EXISTING SENSOR CABLE IN EXISTING CONDUIT TO SPLICE CAN. SPLICE EXISTING SENSOR CABLE IN SPLICE CAN.
- SHOULD THE CONTRACTOR CHOOSE TO INSTALL A NEW SENSOR AND CABLE IT SHALL BE INCLUDED IN THE CONTRACT UNDER THE ITEM AR800860 ADJUST PAVEMENT SENSOR. NEW SENSOR SHALL BE CONFIRMED BY THE CONTRACTOR AS BEING COMPATIBLE WITH THE EXISTING SYSTEM. THE NEW SENSOR AND CABLE SHALL BE INSTALLED AS SHOWN OR AS RECOMMENDED BY THE MANUFACTURER. CABLE CONNECTION SHALL BE MADE IN THE EXISTING SPLICE CAN. ALL WORK TO COMPLETE THE ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM AR800860.



EXISTING TOUCHDOWN ZONE AND CENTERLINE LIGHT LAYOUT
N.T.S.



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REV	DATE	DESCRIPTION

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REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

RUNWAY 1 MALSR
PLAN AND PROFILE

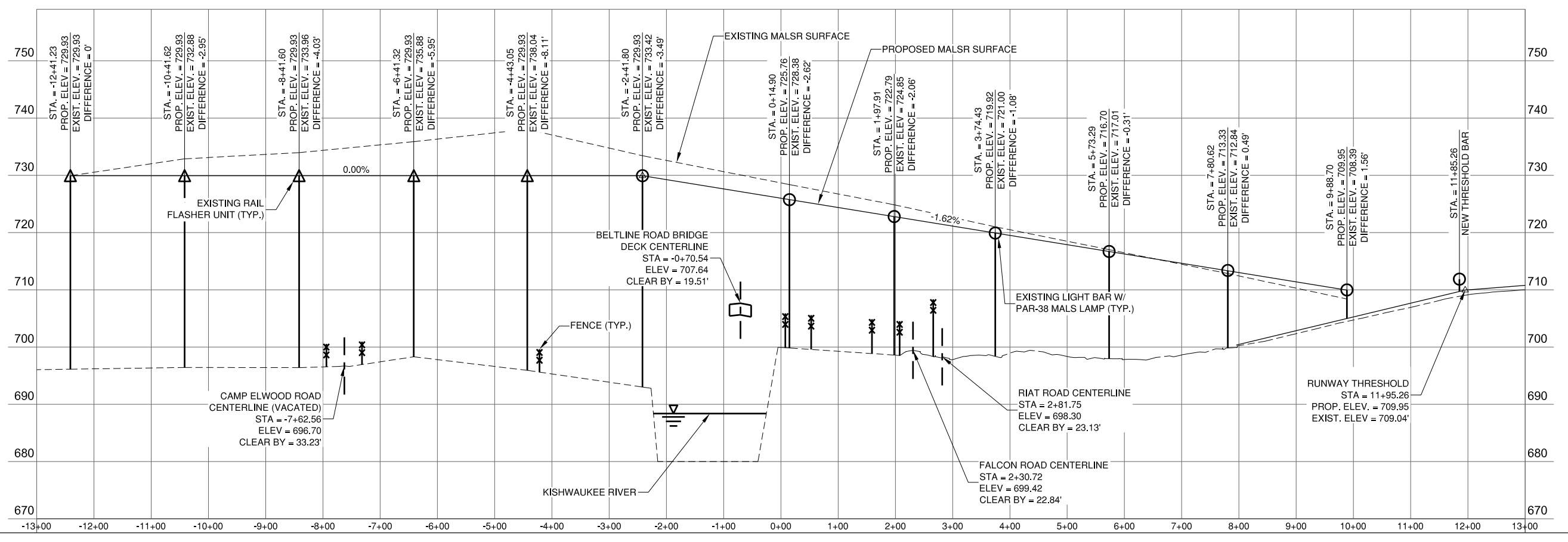
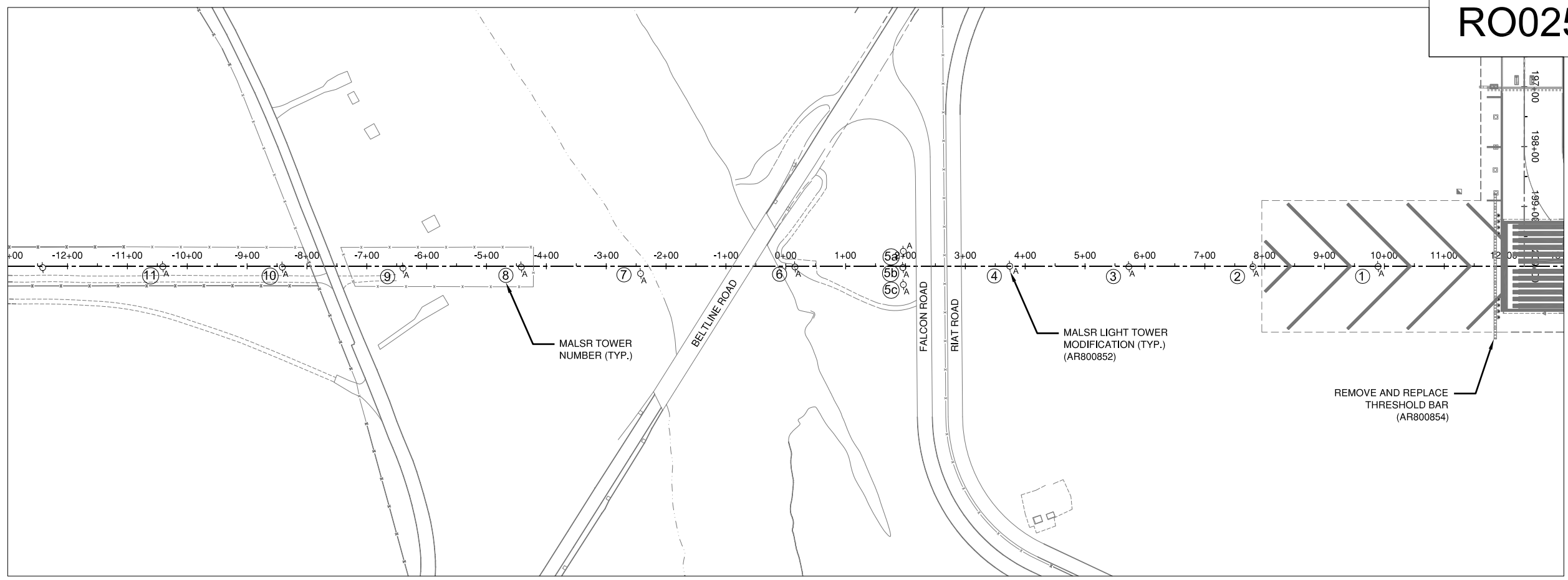
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

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SHEET NO. **MPP1** REVISION

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REV DATE DESCRIPTION

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REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

RUNWAY 1 MALSR
DETAILS - 3

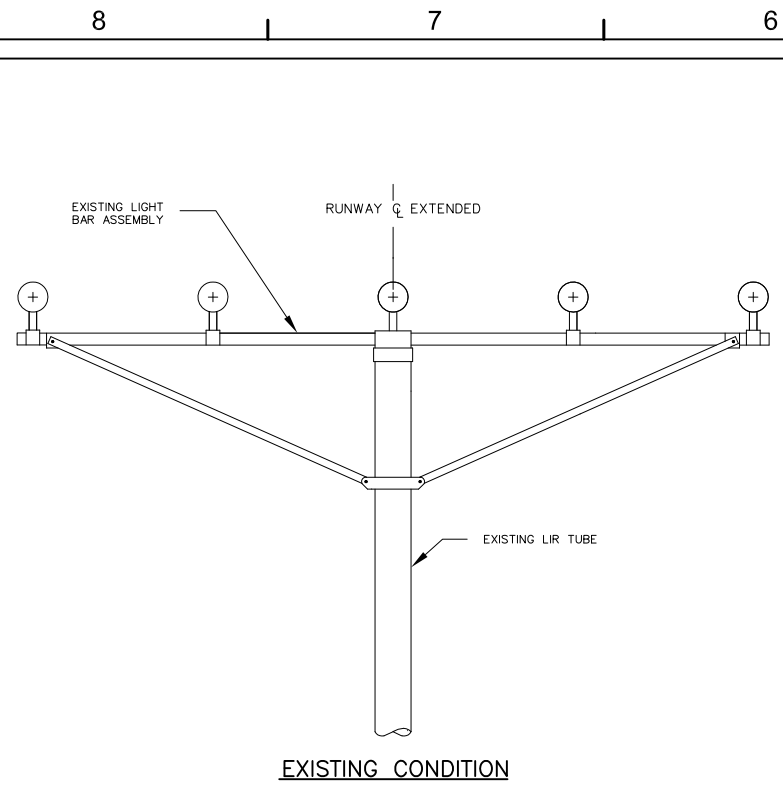
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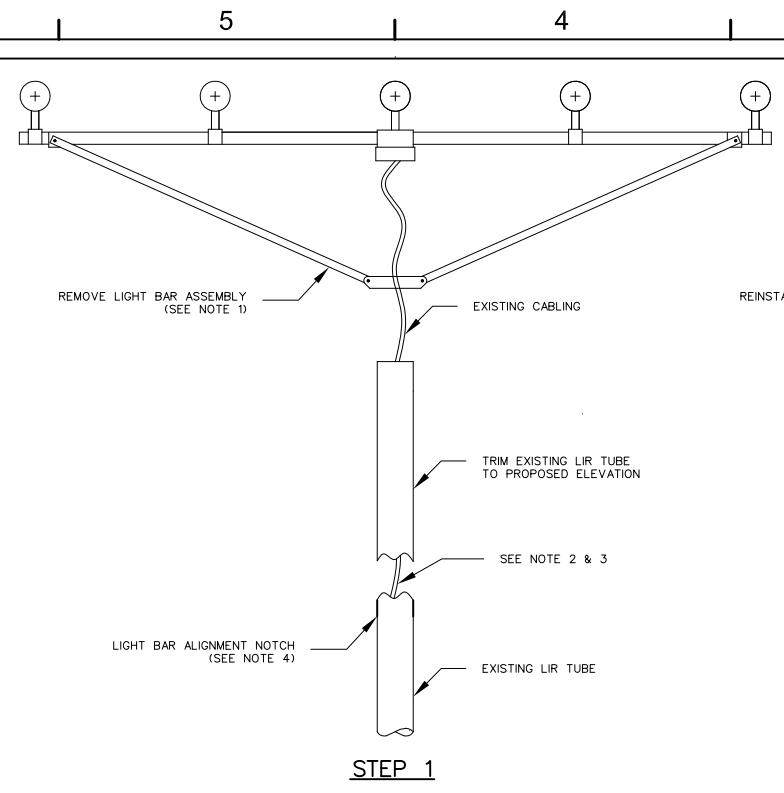
SHEET NO. **RMD3** REVISION

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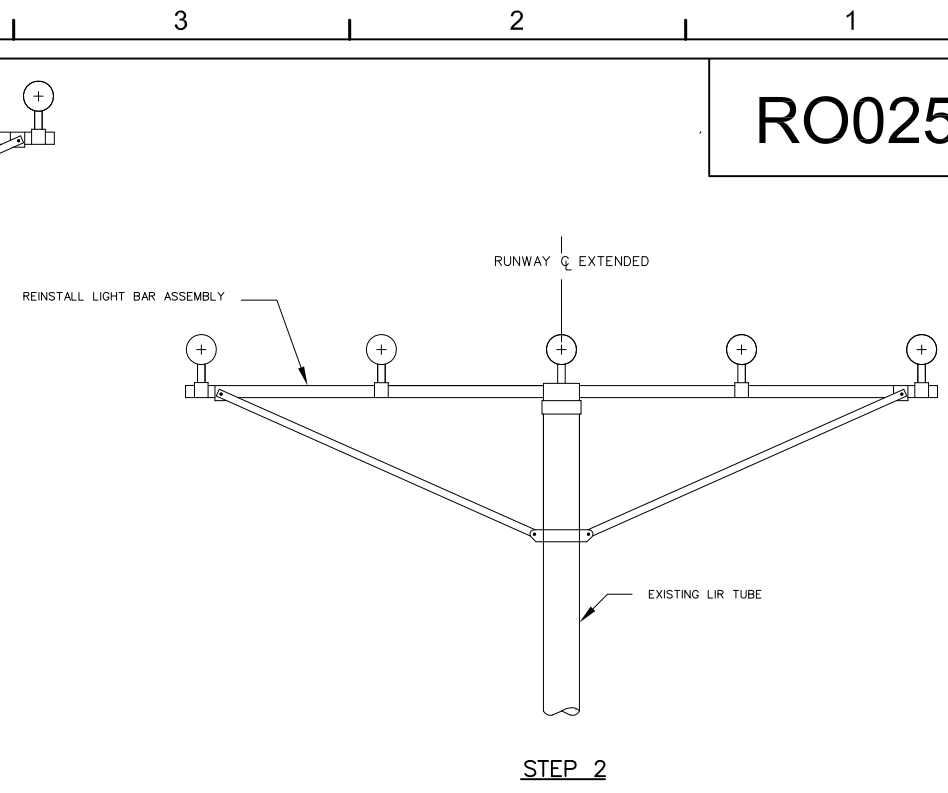
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EXISTING CONDITION



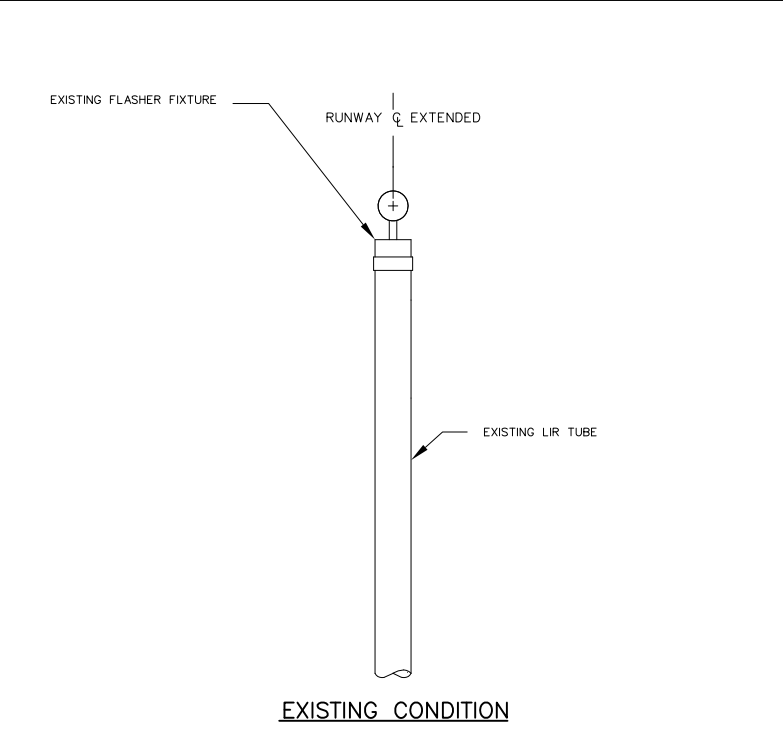
STEP 1



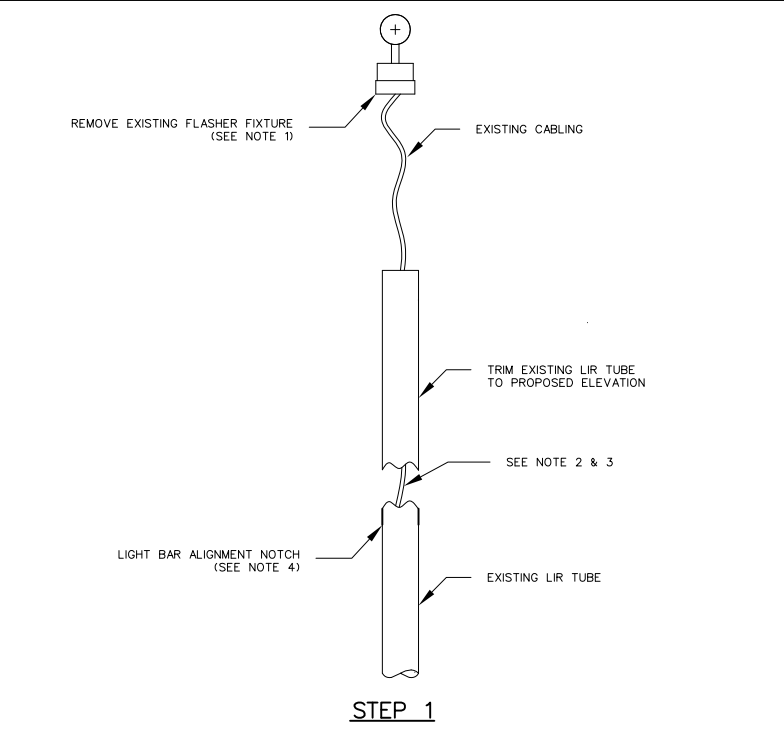
STEP 2

**MALSR LIGHT TOWER MODIFICATION
(LIGHT BAR 3-7)**

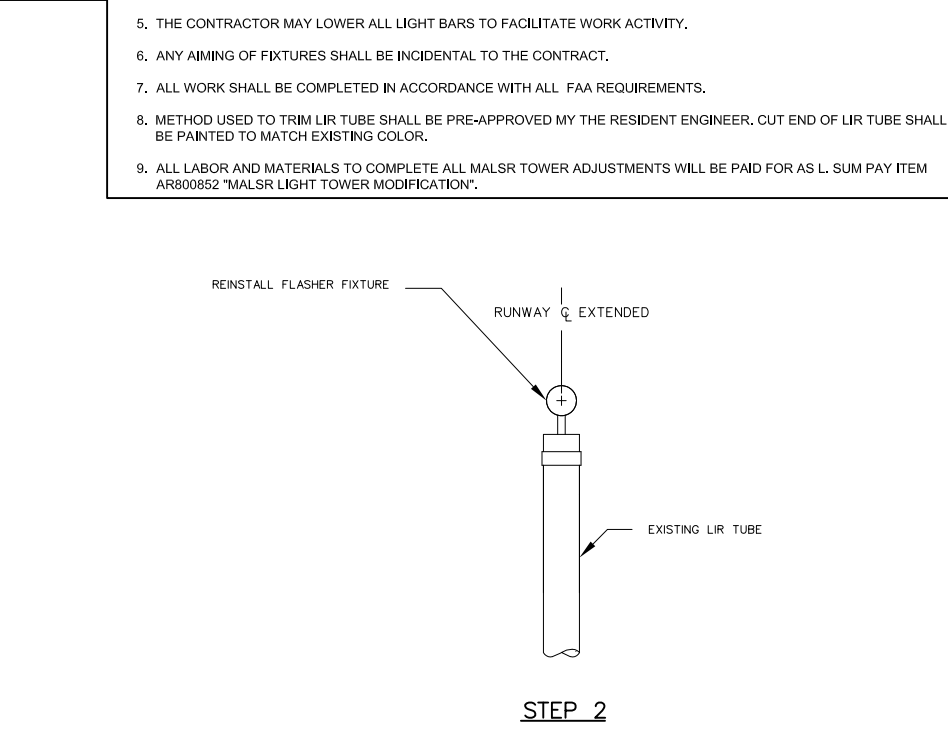
- NOTES**
1. LIGHT BAR ASSEMBLY AND FLASHER FIXTURE SHALL BE PROPERLY SUPPORTED DURING WORK ACTIVITIES.
 2. THE CONTRACTOR HAS THE OPTION OF DISCONNECTING THE LIGHT BAR ASSEMBLY AND FLASHER FIXTURE FROM THE EXISTING CABLING OR TO COMPLETE THE WORK WHILE CABLES ARE CONNECTED.
 3. IF THE CONTRACTOR ELECTS TO TRIM THE LIR TUBE WHILE THE EXISTING CABLES ARE CONNECTED, ALL CABLES MUST BE PROPERLY PROTECTED TO PREVENT DAMAGE TO THE CABLE. ANY DAMAGE TO CABLES WILL REQUIRE THE FULL REPLACEMENT OF THE CABLE FROM THE JUNCTION BOX TO THE THE LIGHT BAR ASSEMBLY / FLASHER FIXTURE.
 4. CONTRACTOR SHALL CUT A NOTCH ON BOTH SIDES LIR TUBE FOR ALIGNMENT OF THE ASSEMBLY / FIXTURE.
 5. THE CONTRACTOR MAY LOWER ALL LIGHT BARS TO FACILITATE WORK ACTIVITY.
 6. ANY AIMING OF FIXTURES SHALL BE INCIDENTAL TO THE CONTRACT.
 7. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH ALL FAA REQUIREMENTS.
 8. METHOD USED TO TRIM LIR TUBE SHALL BE PRE-APPROVED MY THE RESIDENT ENGINEER. CUT END OF LIR TUBE SHALL BE PAINTED TO MATCH EXISTING COLOR.
 9. ALL LABOR AND MATERIALS TO COMPLETE ALL MALSR TOWER ADJUSTMENTS WILL BE PAID FOR AS L. SUM PAY ITEM AR800852 "MALSR LIGHT TOWER MODIFICATION".



EXISTING CONDITION



STEP 1



STEP 2

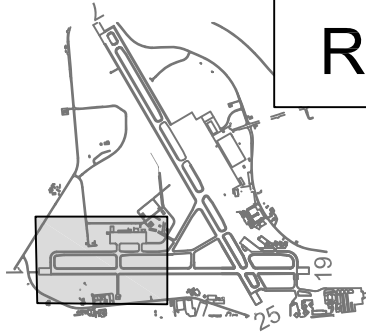
**MALSR LIGHT TOWER MODIFICATION
(LIGHT BAR 8-11)**

BITUMINOUS PAVEMENT CORES

BORING / CORE NUMBER	HMA THICKNESS SURFACE & BINDER (INCHES)	AGG. BASE THICKNESS (INCHES)
B-1	12.6	5.0
B-2	11.0	13.0
B-3	9.8	14.0
B-4	10.2	14.0
B-5	14.5	11.0
B-6	17.8	13.0
B-7	18.2	17.0

NOTES:
ADDITIONAL SOIL BORING INFORMATION IS AVAILABLE UPON REQUEST.

RO025



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IL Proj: RFD-4351

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

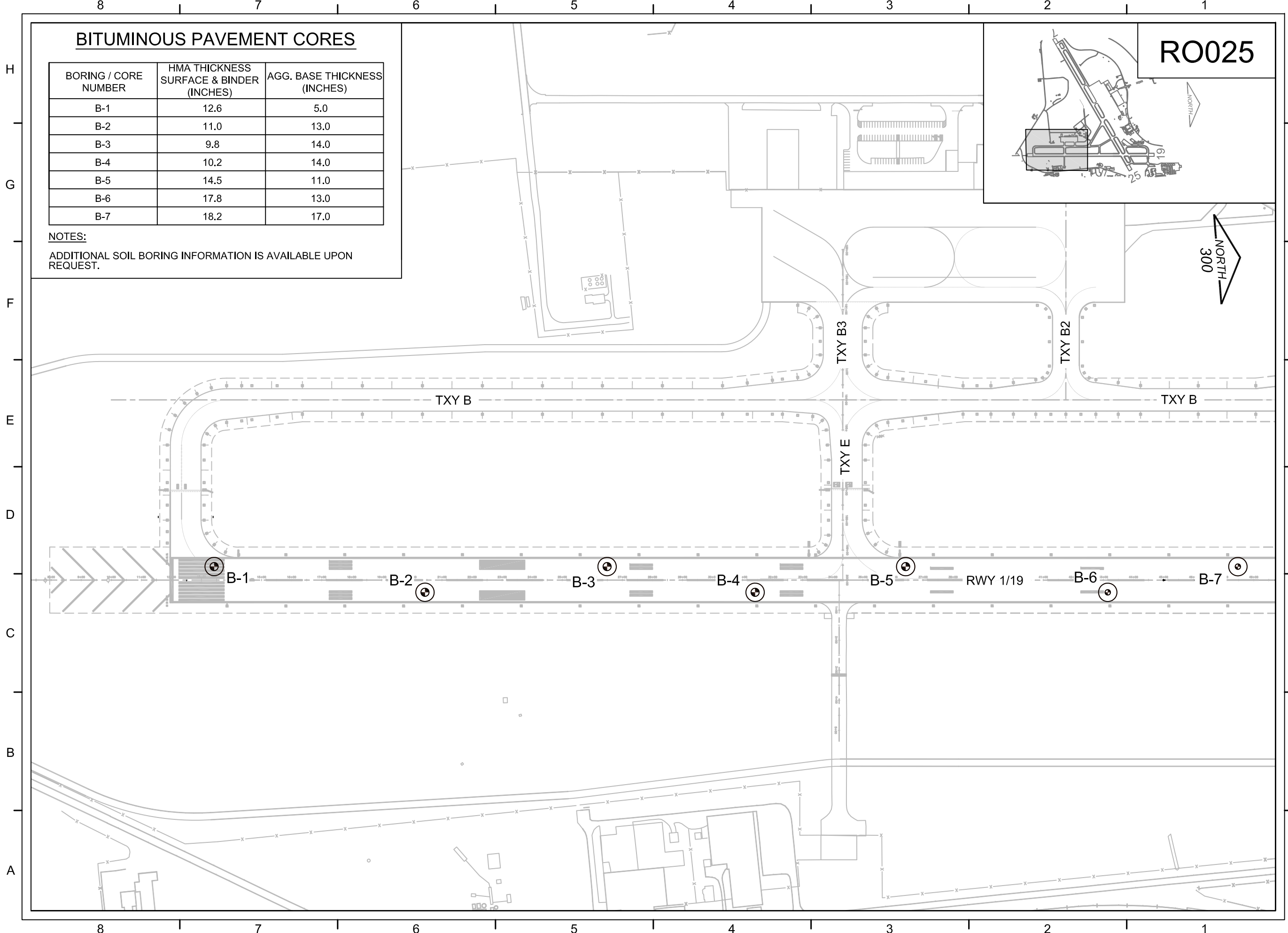
ENGINEERING
INFORMATION

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

PROJECT NO.: 13258-02-00/06
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SHEET NO. **ENG1** REVISION

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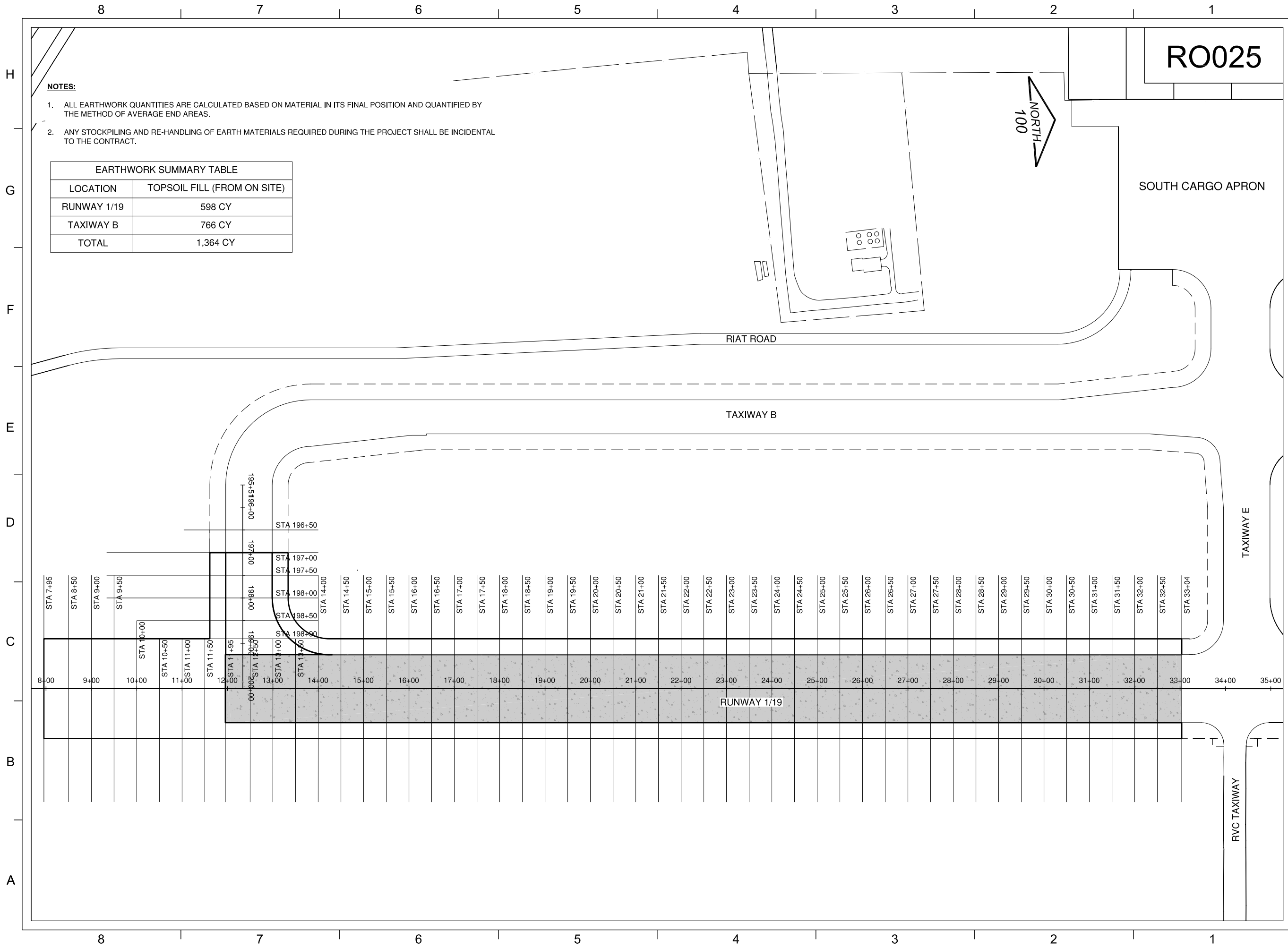
REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:
INDEX TO CROSS
SECTIONS

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INX1 REVISION
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- NOTES:**
1. ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON MATERIAL IN ITS FINAL POSITION AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
 2. ANY STOCKPILING AND RE-HANDLING OF EARTH MATERIALS REQUIRED DURING THE PROJECT SHALL BE INCIDENTAL TO THE CONTRACT.

EARTHWORK SUMMARY TABLE	
LOCATION	TOPSOIL FILL (FROM ON SITE)
RUNWAY 1/19	598 CY
TAXIWAY B	766 CY
TOTAL	1,364 CY

TAXIWAY E

RVC TAXIWAY

RIATT ROAD

TAXIWAY B

RUNWAY 1/19

RO025



STA 7+95	STA 8+50	STA 9+00	STA 9+50	STA 10+00	STA 10+50	STA 11+00	STA 11+50	STA 11+95	STA 12+00	STA 12+50	STA 13+00	STA 13+50	STA 14+00	STA 14+50	STA 15+00	STA 15+50	STA 16+00	STA 16+50	STA 17+00	STA 17+50	STA 18+00	STA 18+50	STA 19+00	STA 19+50	STA 20+00	STA 20+50	STA 21+00	STA 21+50	STA 22+00	STA 22+50	STA 23+00	STA 23+50	STA 24+00	STA 24+50	STA 25+00	STA 25+50	STA 26+00	STA 26+50	STA 27+00	STA 27+50	STA 28+00	STA 28+50	STA 29+00	STA 29+50	STA 30+00	STA 30+50	STA 31+00	STA 31+50	STA 32+00	STA 32+50	STA 33+04
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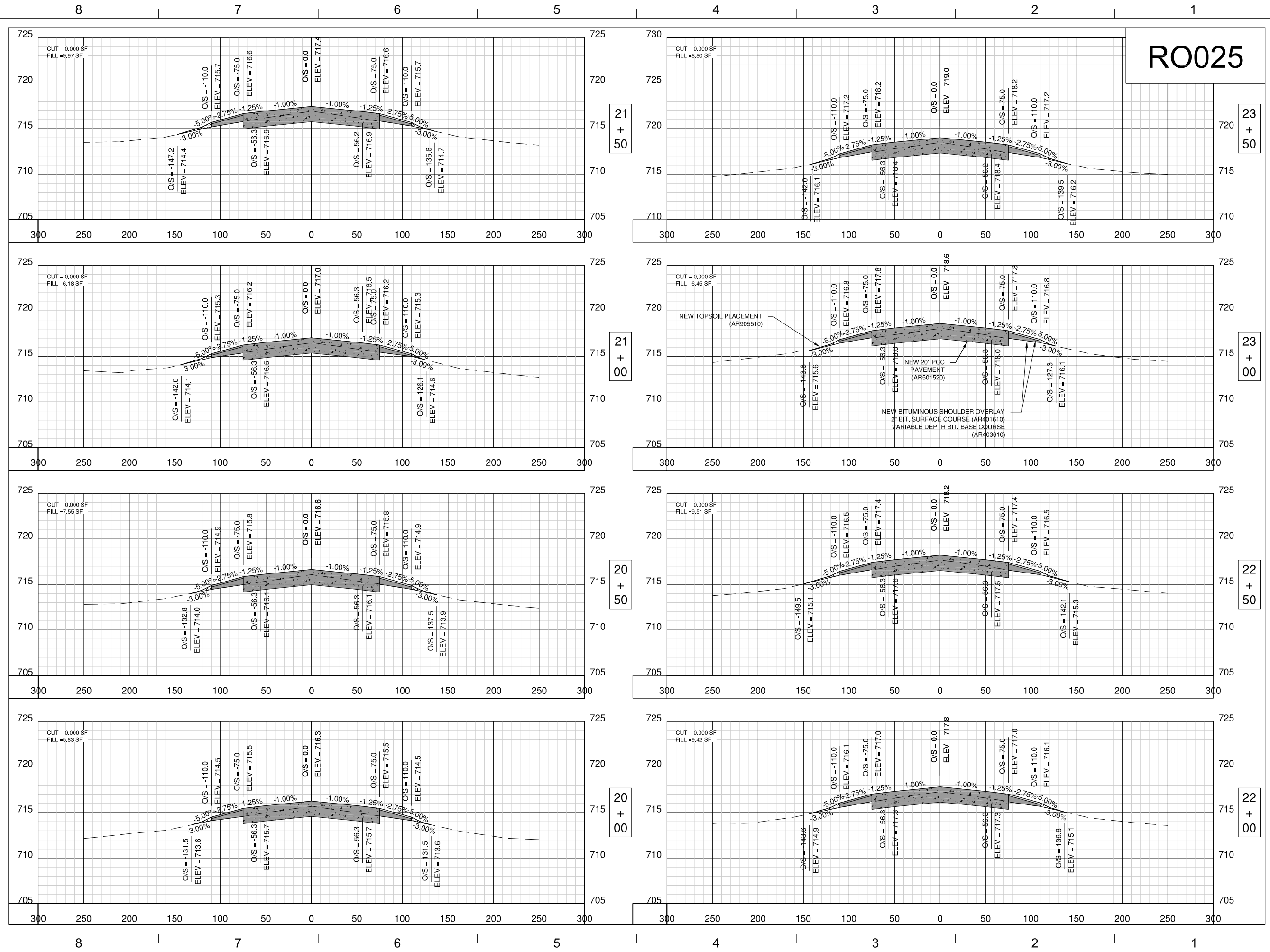
CROSS SECTIONS - 4

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

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XSC4 REVISION

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REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

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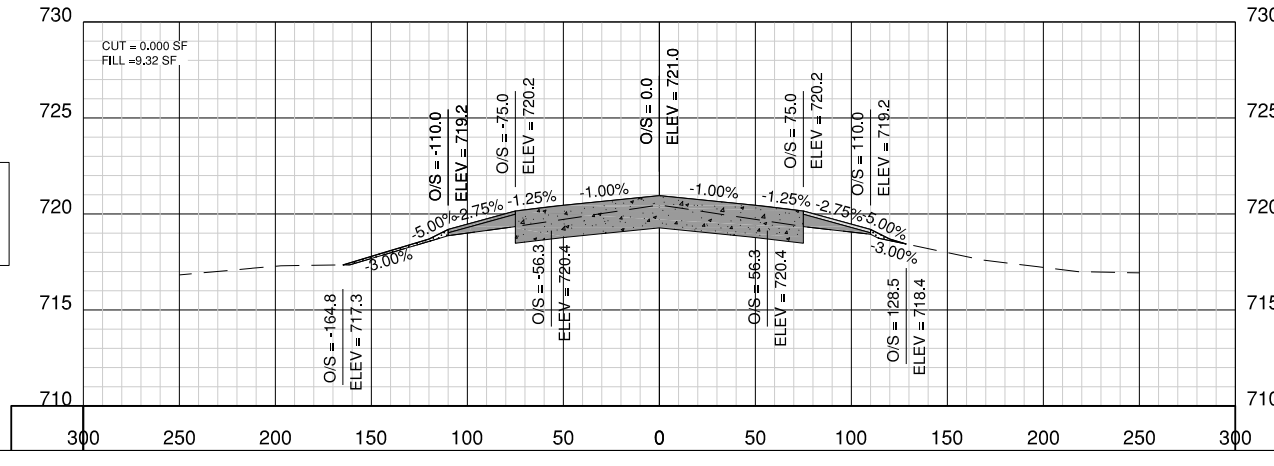
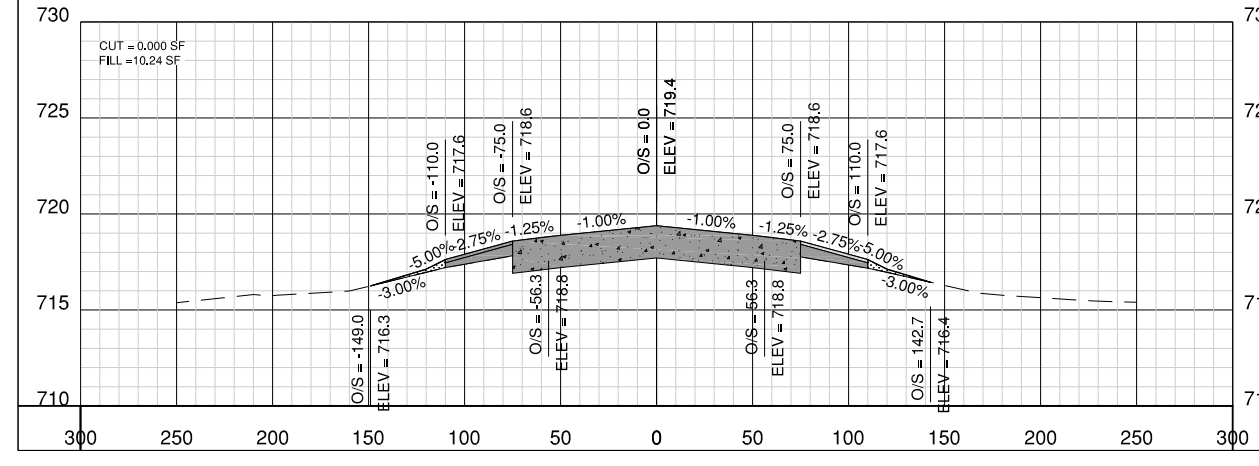
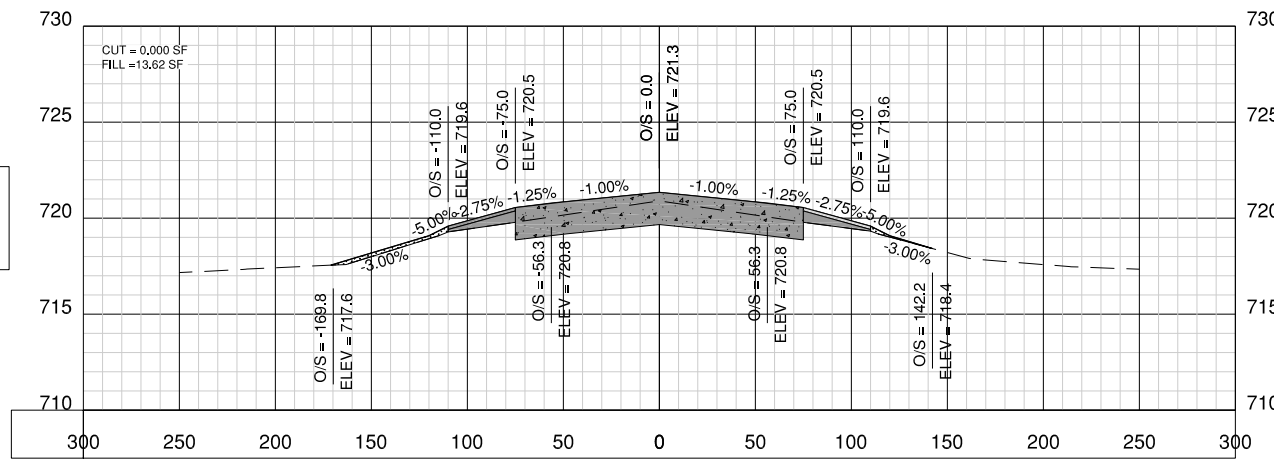
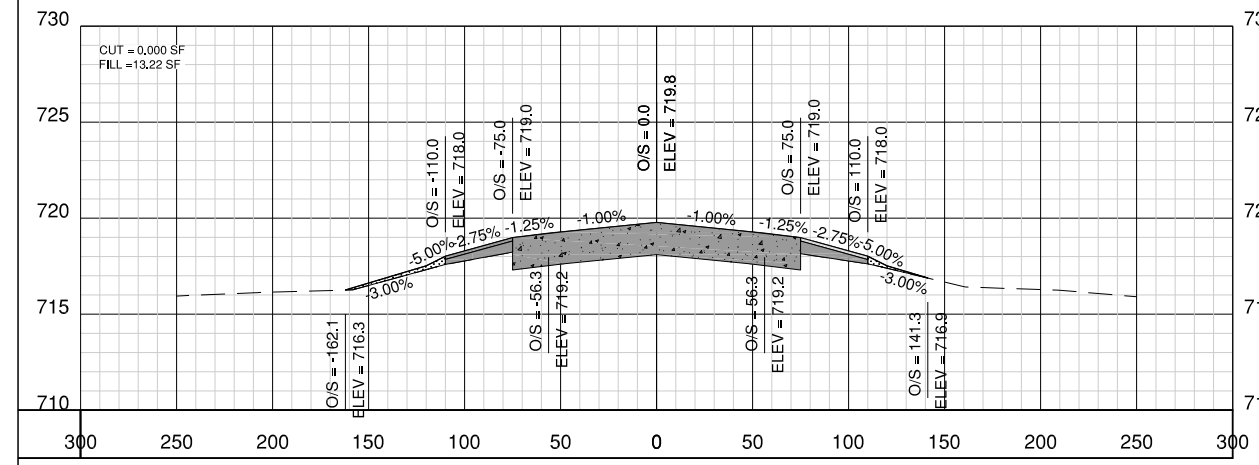
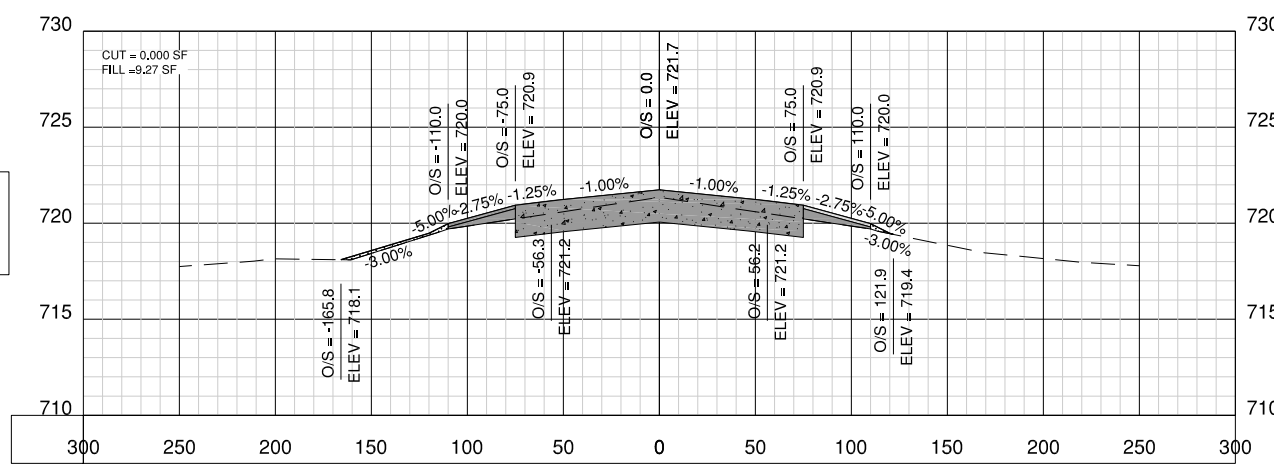
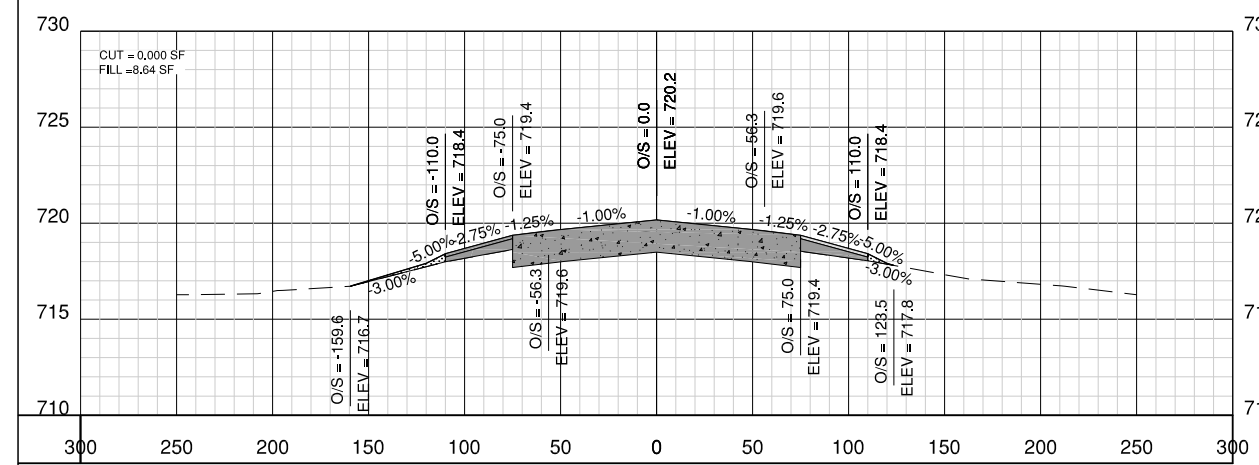
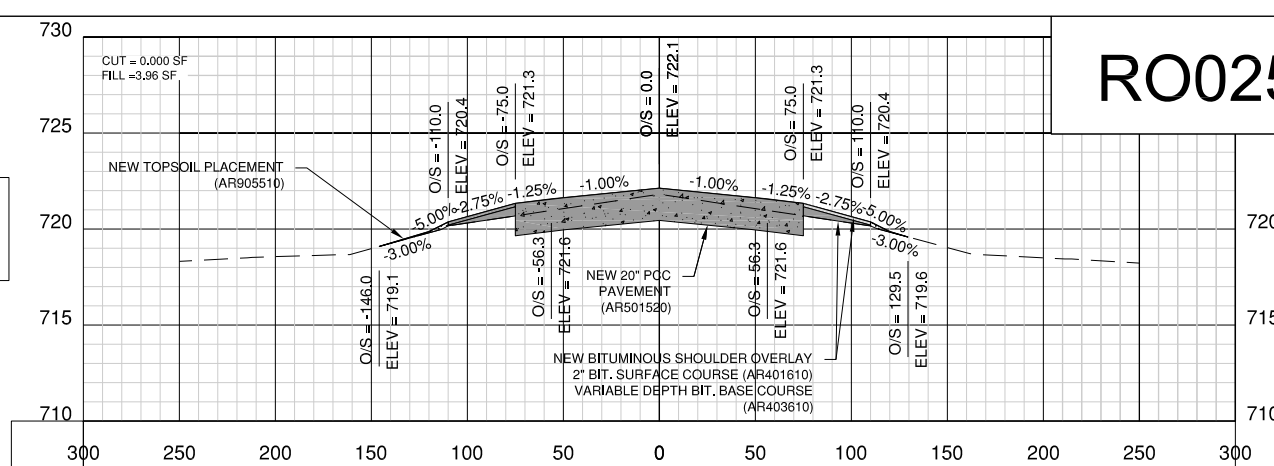
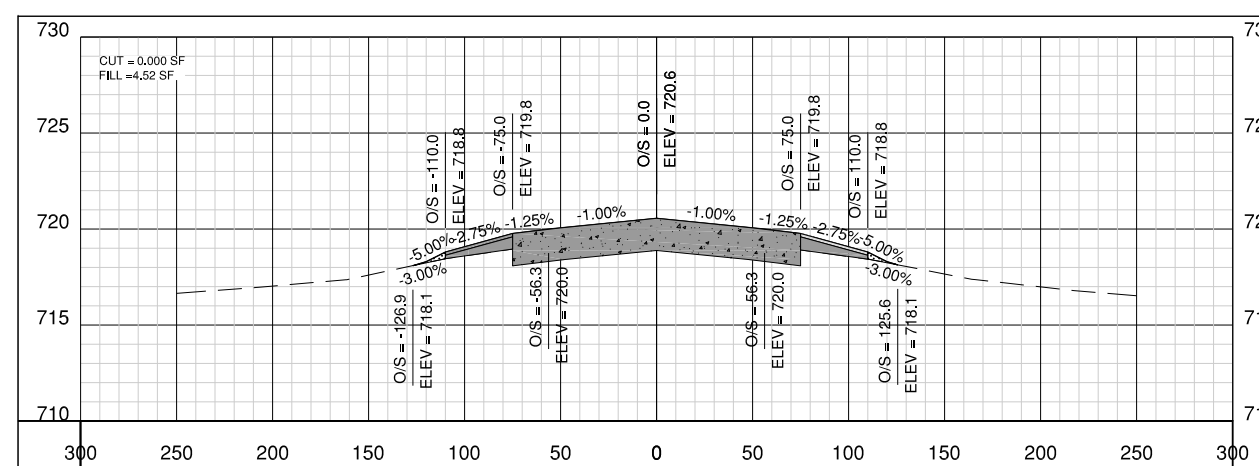
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XSC5 REVISION

SHEET 44 OF 47 SHEETS

RO025





MICHAEL P. DUNN
DIRECTOR



Chicago Rockford
International Airport
Rockford, Illinois

Greater Rockford
Airport Authority

AIP Proj: 3-17-0088-XX
IL Proj: RFD-4351

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BY:

PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

SHEET TITLE:

CROSS SECTION - 6

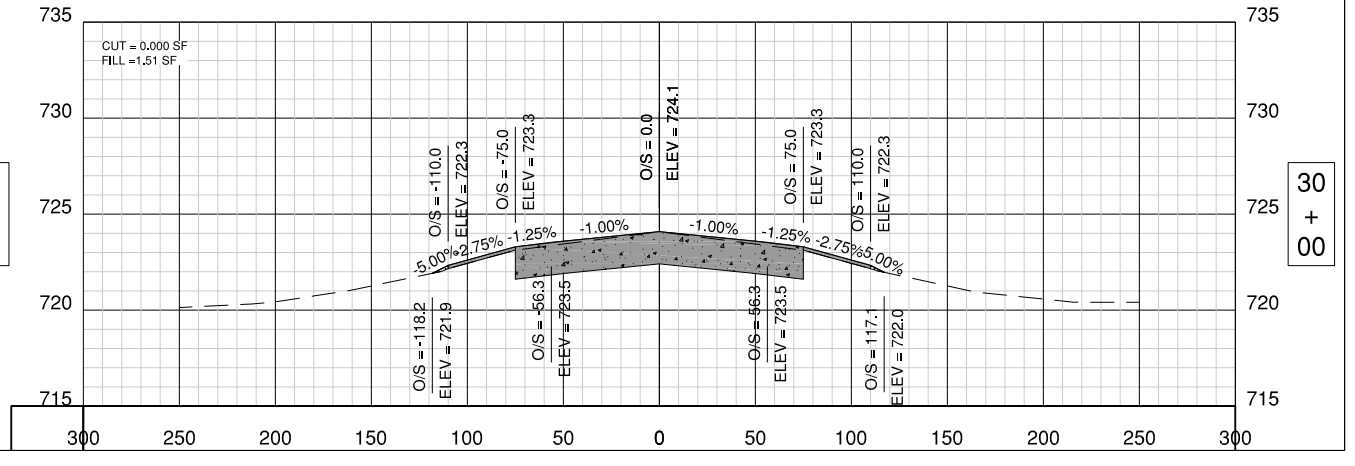
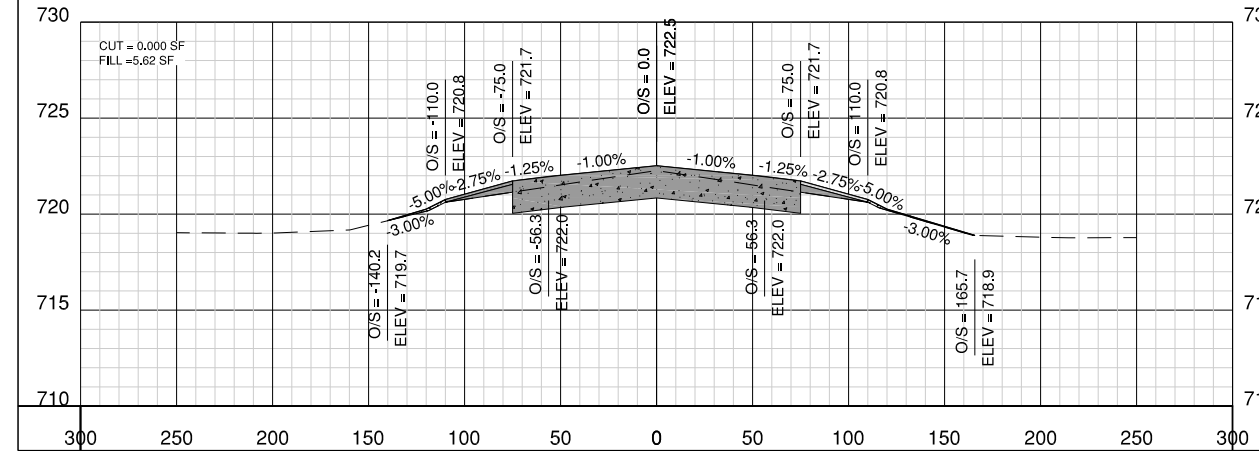
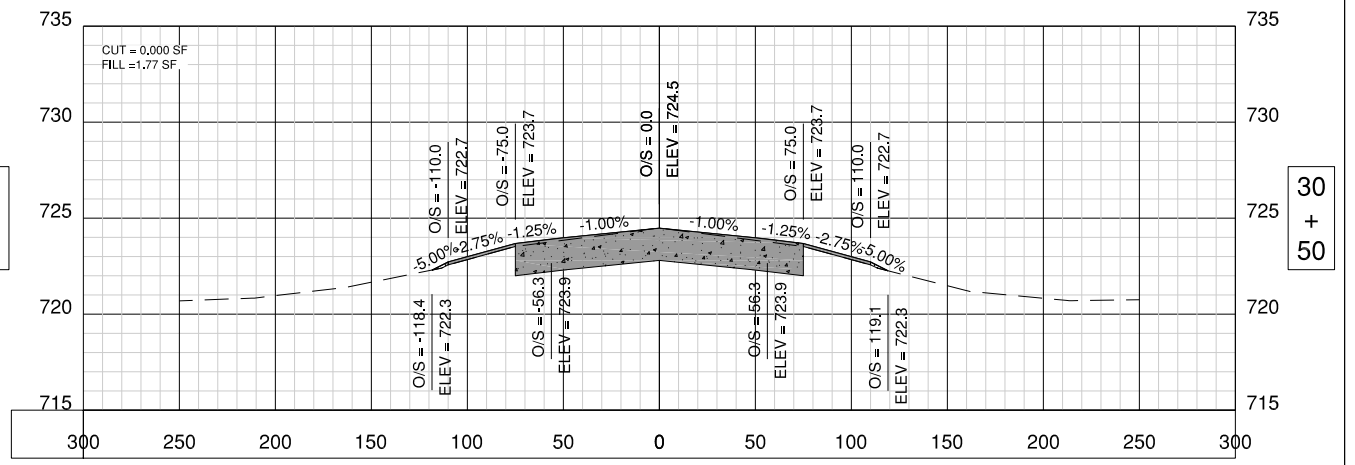
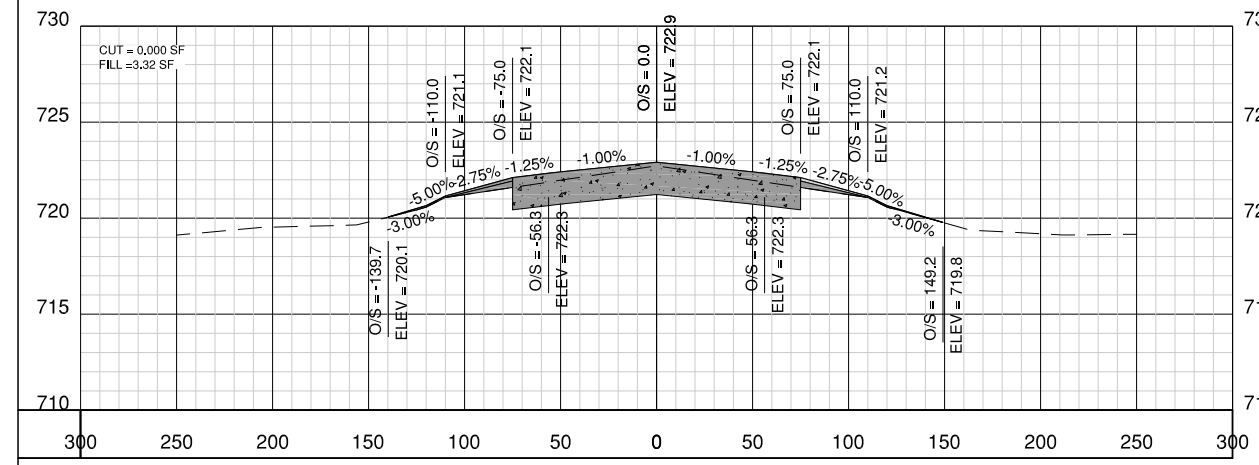
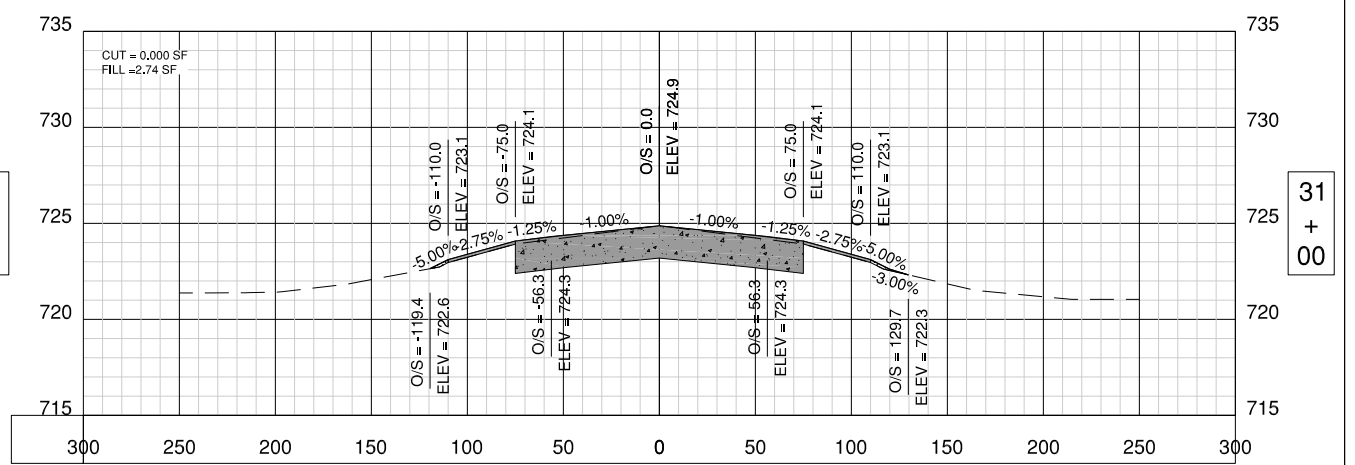
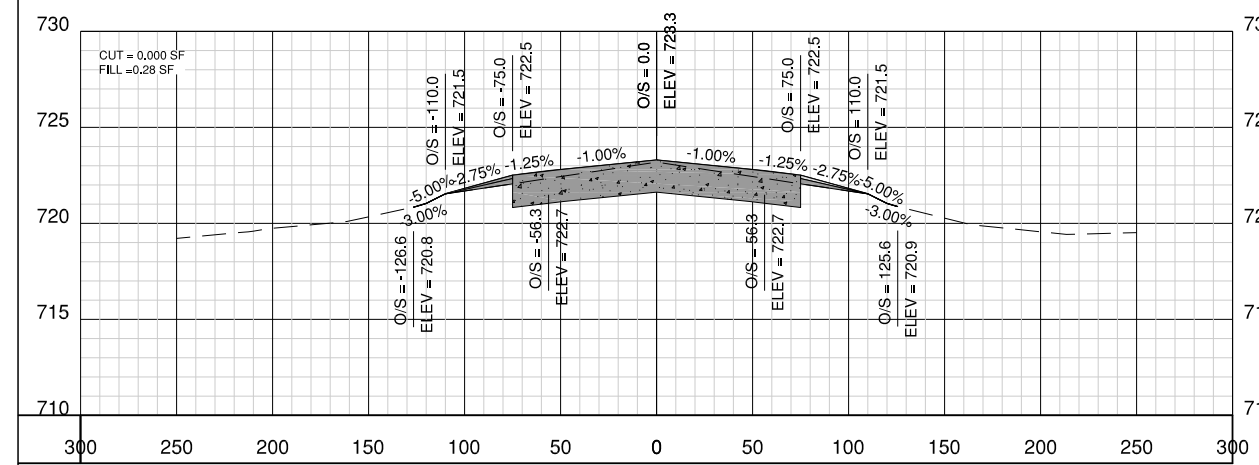
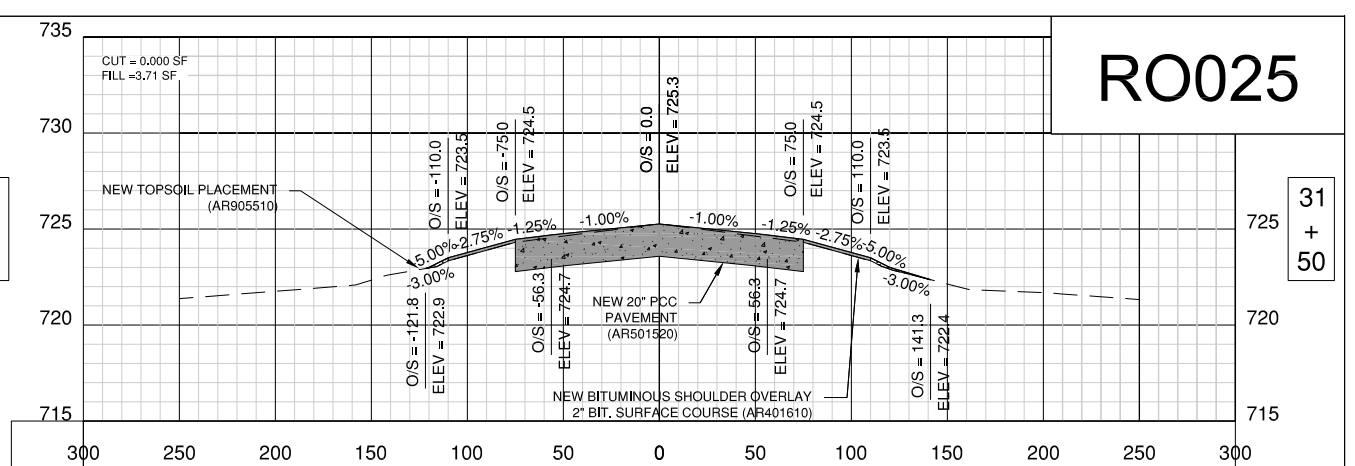
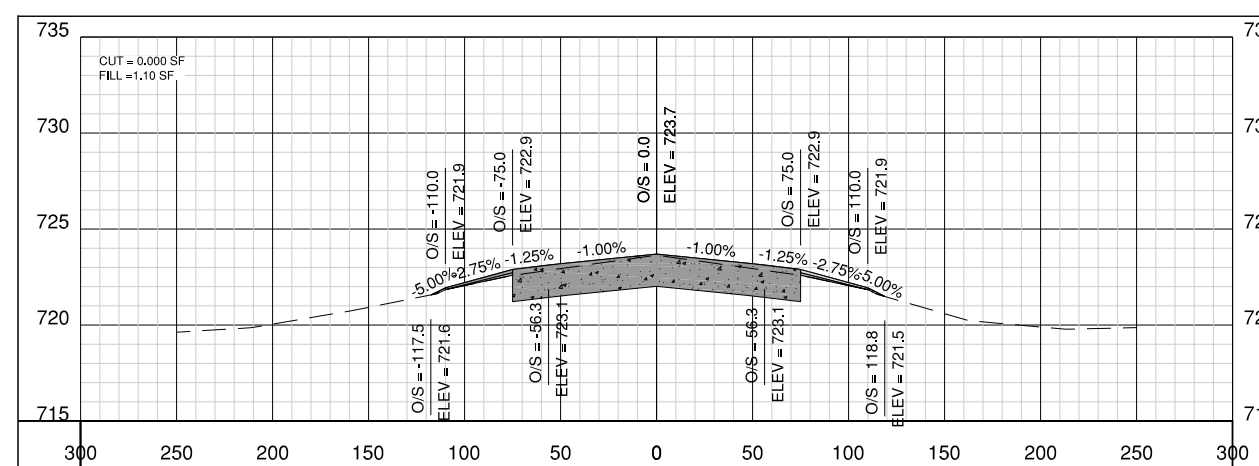
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Rockford, Illinois

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PROJECT NAME:

REHABILITATE
RUNWAY 1/19
PHASE 4

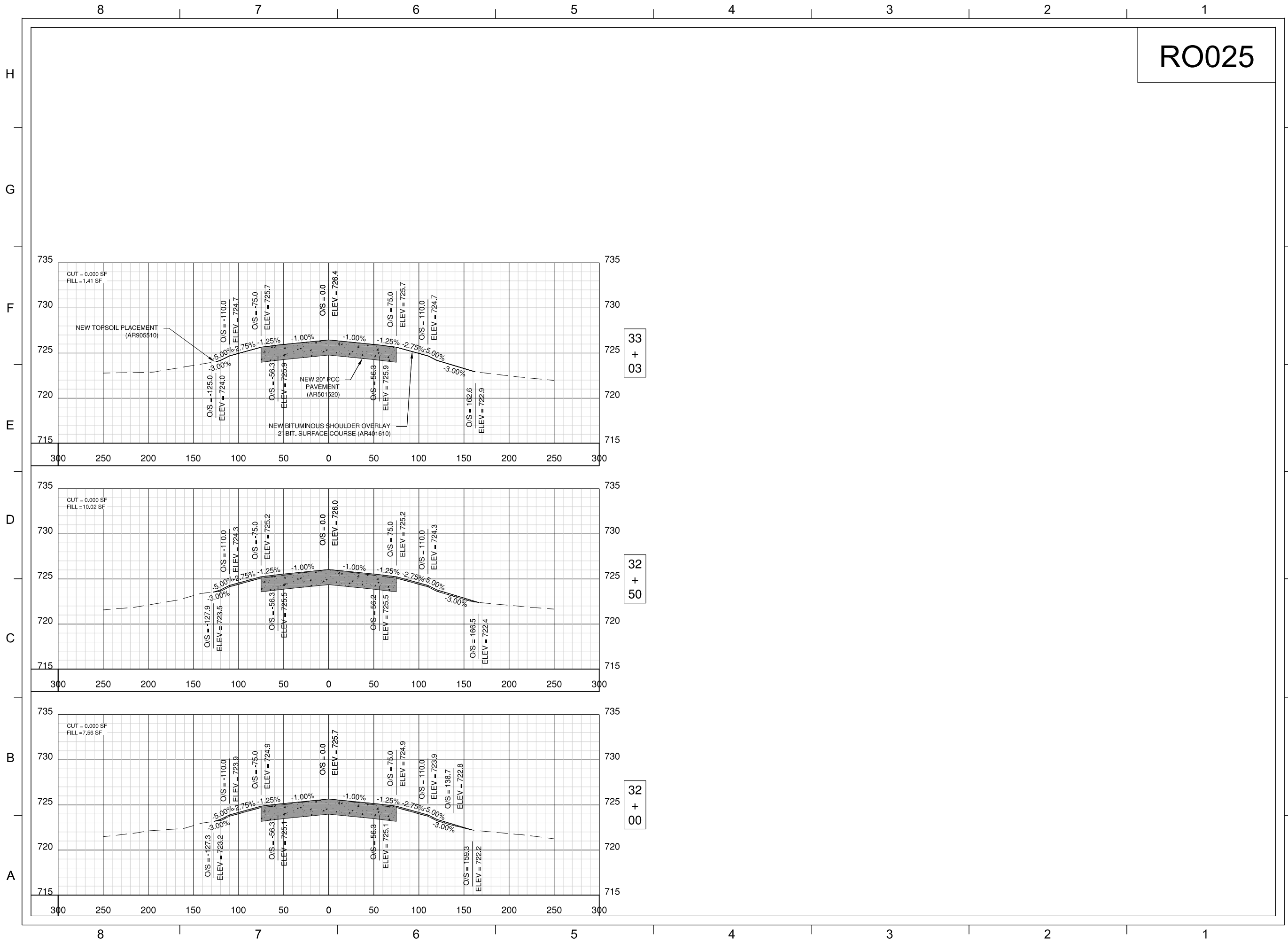
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DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

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DATE: APRIL 18, 2014

XCS1 REVISION
SHEET 46 OF 47 SHEETS



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BY:

REV	DATE	DESCRIPTION

PROJECT NAME:
**REHABILITATE
RUNWAY 1/19
PHASE 4**

SHEET TITLE:
CROSS SECTIONS - 8

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

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DATE: APRIL 18, 2014

XCS8 REVISION

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