1A

GREATER ROCKFORD AIRPORT AUTHORITY
ROCKFORD, ILLINOIS

RO012
TOTAL
SHEETS: 52

NORTHWEST CHICAGOLAND
INTERNATIONAL AIRPORT
ROCKFORD, ILLINOIS

RFD
Northwest Chicagoland International Airport

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

DATE JULY 29, 2005

CONSTRUCTION PLANS
FOR
GREATER ROCKFORD AIRPORT

BASE BID: REHABILITATE TXY B NORTH; RWY 1/19 RSA IMPROVEMENTS, INCLUDING FALCON RD. RELOCATION, S. PER. RIAT RD. CONSTRUCTION AND E. PER. RIAT ROAD RELOCATION.

ADDITIVE ALTERNATE 1: RECABLE TXY F EAST MITL SYSTEM.

ADDITIVE ALTERNATE 2: RECONSTRUCT PARTIAL TXY F / TXY B INTER.

FINAL SUBMITTAL

ILLINOIS PROJECT: RFD-3487
AIP PROJECT: 3-17-0088-43
JULY 29, 2005

DESIGN INFORMATION

TOWNSHIP: 43 NORTH
RANGE: 1 EAST
WINNEBAGO COUNTY

ROCKFORD TOWNSHIP
(SECTIONS: 11, 14, 15, 16, 21, 22, & 23)

MAXIMUM EQUIPMENT HEIGHT = 25 FEET

Call Before You Dig
JULIE
ILLINOIS ONE-CALL SYSTEM

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

Illinois Professional Engineering Practice Act of 1989

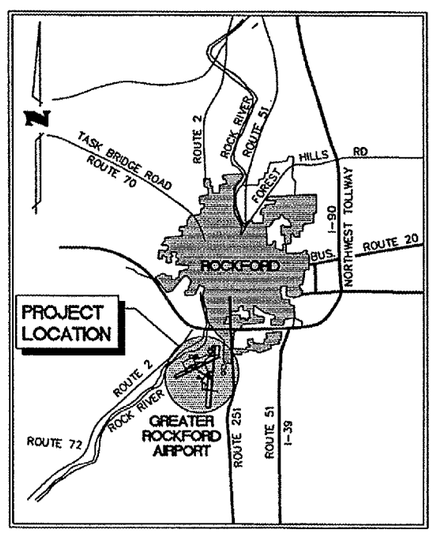
CMT
http://www.cmtengr.com

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

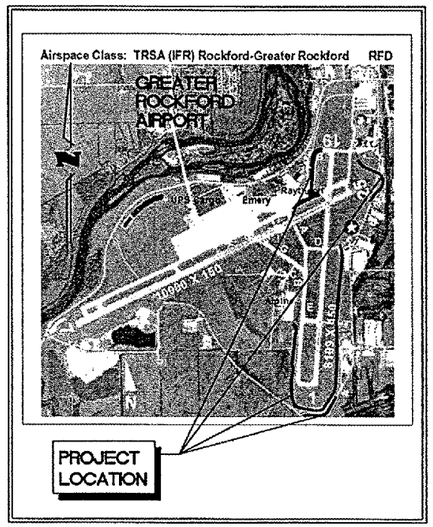
JEFFREY G. PLAPP
062-042127
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

SUBMITTED BY _____
JEFFREY G. PLAPP, P.E.

DATE JULY 29, 2005
license expires 11-30-2005



LOCATION MAP



SITE PLAN

INDEX TO SHEETS

GENERAL

1. COVER SHEET
2. SUMMARY OF QUANTITIES
3. SITE PLAN AND PROJECT CONTROL
4-5. SEQUENCE OF CONSTRUCTION PLAN
6. SEQUENCE OF CONSTRUCTION NOTES
7. SEQUENCE OF CONSTRUCTION DETAILS
8. STORM WATER POLLUTION PREV. PLAN
9. STORM WATER POLLUTION PREV. NOTES
10. STORM WATER POLLUTION PREV. DETAILS

REHABILITATE TXY B

11. SITE PLAN AND TYPICAL SECTIONS
12. EXISTING CONDITIONS AND REMOVALS
13-15. PLAN AND PROFILE - TXY B
16. LIGHTING AND MARKING PLAN - TXY B
17-18. RECABLING PLAN - TXY F (ADD. ALT. 1)
19. JOINTING PLAN
20. JOINTING DETAILS

RWY 1/19 RSA IMPROVEMENTS

FALCON RD. RELOCATION

21. SITE PLAN AND TYPICAL SECTIONS
22. EXISTING CONDITIONS AND REMOVALS
23-24. PLAN AND PROFILE - FALCON ROAD
25. FALCON ROAD MARKING / FENCING / LANDSCAPING PLAN
26-28. CROSS SECTIONS - FALCON ROAD

SOUTH PER. RIAT ROAD

29. SITE PLAN AND TYPICAL SECTIONS
30-37. PLAN AND PROFILE - SOUTH PER. RIAT ROAD
38-43. CROSS SECTIONS - SOUTH PER. RIAT ROAD

EAST PER. RIAT ROAD

44. SITE PLAN AND TYPICAL SECTIONS
45-46. PLAN AND PROFILE - EAST PER. RIAT ROAD
47. CROSS SECTIONS - EAST PER. RIAT ROAD

MISCELLANEOUS

48. DRAINAGE DETAILS
49. FENCING DETAILS
50. MARKING AND ELECTRICAL DETAILS
51. ELECTRICAL DETAILS 2
52. MISCELLANEOUS DETAILS

04258-05-00

SUMMARY OF QUANTITIES

SEQ NO	ITEM NO	DESCRIPTION	UNIT	BASE BID 1 FALCON ROAD RELOCATION EST. QUANT.	BASE BID 1 RECORD QUANT.	BASE BID 2 SOUTH RIAT ROAD EST. QUANT.	BASE BID 2 RECORD QUANT.	BASE BID 3 EAST RIAT ROAD RELOCATION EST. QUANT.	BASE BID 3 RECORD QUANT.	BASE BID 4 TXY B EST. QUANT.	BASE BID 4 RECORD QUANT.	BASE BID TOTAL QUANTITY TOTAL EST. QUANT.	BASE BID TOTAL QUANTITY TOTAL RECORD QUANT.	ADD ALT #1 TOTAL QUANTITY TXY F MITL RECABLING EST. QUANT.	ADD ALT #1 RECORD QUANT.	ADD ALT #2 TOTAL QUANTITY RECONSTRUCT TXY F/B INTERSECTION EST. QUANT.	ADD ALT #2 RECORD QUANT.
1	AR108108	1/C #8 5 KV UG CABLE	L.F.							6,284.00		6,284.00		18,116.00			
2	AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.							5,280.00		5,280.00		9,320.00			
3	AR110212	2" STEEL DUCT, DIRECT BURY	L.F.							5,000.00		5,000.00					
4	AR110504	4-WAY CONCRETE ENCASED DUCT	L.F.							30.00		30.00					
5	AR110550	SPLIT DUCT	L.F.	355.00		600.00						955.00					
6	AR125110	SEMIFLUSH RETROREFLECTIVE MARKER	EACH							40.00		40.00					
7	AR125415	MITL-BASE MOUNTED	EACH							46.00		46.00		13.00			
8	AR125565	SPLICE CAN	EACH							2.00		2.00					
9	AR125902	REMOVE BASE MOUNTED LIGHT	EACH							45.00		45.00		9.00			
10	AR150510	ENGINEER'S FIELD OFFICE	L.S.							1.00		1.00					
11	AR150515	FIELD LABORATORY	L.S.							1.00		1.00					
12	AR152410	UNCLASSIFIED EXCAVATION	C.Y.	20,500.00		16,020.00		5,297.00		2,265.00		44,082.00				69.00	
13	AR152540	SOIL STABILIZATION FABRIC	S.Y.	5,675.00								5,675.00					
14	AR156510	SILT FENCE	L.F.	1,650.00		3,100.00				4,200.00		8,950.00					
15	AR156512	BALES	EACH	8.00		12.00				16.00		36.00					
16	AR156540	RIPRAP	S.Y.			50.00						50.00					
17	AR162410	CLASS E FENCE, VINYL-10'	L.F.	2,400.00								2,400.00					
18	AR162624	CLASS E GATE - 24'	EACH	1.00								1.00					
19	AR162900	REMOVE CLASS E FENCE	L.F.	3,860.00								3,860.00					
20	AR162905	REMOVE GATE	EACH	3.00								3.00					
21	AR201610	BITUMINOUS BASE COURSE	TON	2,425.00		3,100.00		611.00				6,136.00					
22	AR201630	BITUMINOUS BASE TEST SECTION	EACH			1.00						1.00					
23	AR208515	POROUS GRANULAR EMBANKMENT	C.Y.	175.00		200.00						375.00					
24	AR209606	CRUSHED AGG. BASE COURSE - 6"	S.Y.			28,250.00		5,752.00				34,002.00					
25	AR209608	CRUSHED AGG. BASE COURSE - 8"	S.Y.							6,615.00		6,615.00				223.00	
26	AR209612	CRUSHED AGG. BASE COURSE - 12"	S.Y.	5,775.00								5,775.00					
27	AR209706	CRUSHED AGG. SHOULDER - 6"	S.Y.	1,465.00								1,465.00					
28	AR401610	BITUMINOUS SURFACE COURSE	TON	1,260.00		3,300.00		611.00		2,926.00		8,097.00				132.00	
29	AR401630	BITUMINOUS SURFACE TEST SECTION	EACH			1.00						1.00					
30	AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.					3,091.00		24,458.00		27,549.00				2,451.00	
31	AR401655	BUTT JOINT CONSTRUCTION	S.Y.	100.00				134.00				234.00					
32	AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	5,000.00		175.00						5,175.00					
33	AR501515	15" PCC PAVEMENT	S.Y.							15,172.00		15,172.00				1,895.00	
34	AR501530	PCC TEST BATCH	EACH							1.00		1.00					
35	AR602510	BITUMINOUS PRIME COAT	GAL.	1,700.00		8,500.00		1,593.00		3,709.00		15,502.00				167.00	
36	AR603510	BITUMINOUS TACK COAT	GAL.	1,575.00		4,100.00		796.00		1,905.00		8,376.00				84.00	
37	AR620520	PAVEMENT MARKING - WATERBORNE	S.F.	2,290.00		2,100.00		3,982.00		9,562.00		17,934.00				713.00	
38	AR620525	PAVEMENT MARKING - BLACK BORDER	S.F.							4,067.00		4,067.00				826.00	
39	AR701524	24" RCP, CLASS IV	L.F.	500.00		710.00						1,210.00					
40	AR701900	REMOVE PIPE	L.F.	150.00		93.00						243.00					
41	AR751560	MANHOLE - 6'	EACH			4.00						4.00					
42	AR751900	REMOVE INLET	EACH	1.00								1.00					
43	AR751940	ADJUST INLET	EACH							2.00		2.00					
44	AR751943	ADJUST MANHOLE	EACH							1.00		1.00					
45	AR752424	PRECAST REINFORCED CONC. FES 24"	EACH	6.00		3.00						9.00					
46	AR752524	GRATING FOR CONC. FES 24"	EACH	6.00		3.00						9.00					
47	AR752900	REMOVE END SECTION	EACH			2.00						2.00					
48	AR800868	SOIL GUARD	S.Y.	26,920.00		31,460.00		441.00		3,130.00		61,951.00				145.20	
49	AR800894	RETROFIT EXIST MITL OR TXY SIGN	EACH							70.00		70.00		209.00			
50	AR901510	SEEDING	ACRE	5.50		6.50		0.91		0.65		13.56				0.10	
51	AR910200	ROADWAY SIGN	EACH	9.00								9.00					
52	AR910400	GUARD RAIL	L.F.			450.00						450.00					
53	AR910915	REMOVE ROADWAY SIGN	EACH	6.00								6.00					
54																	
55																	

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

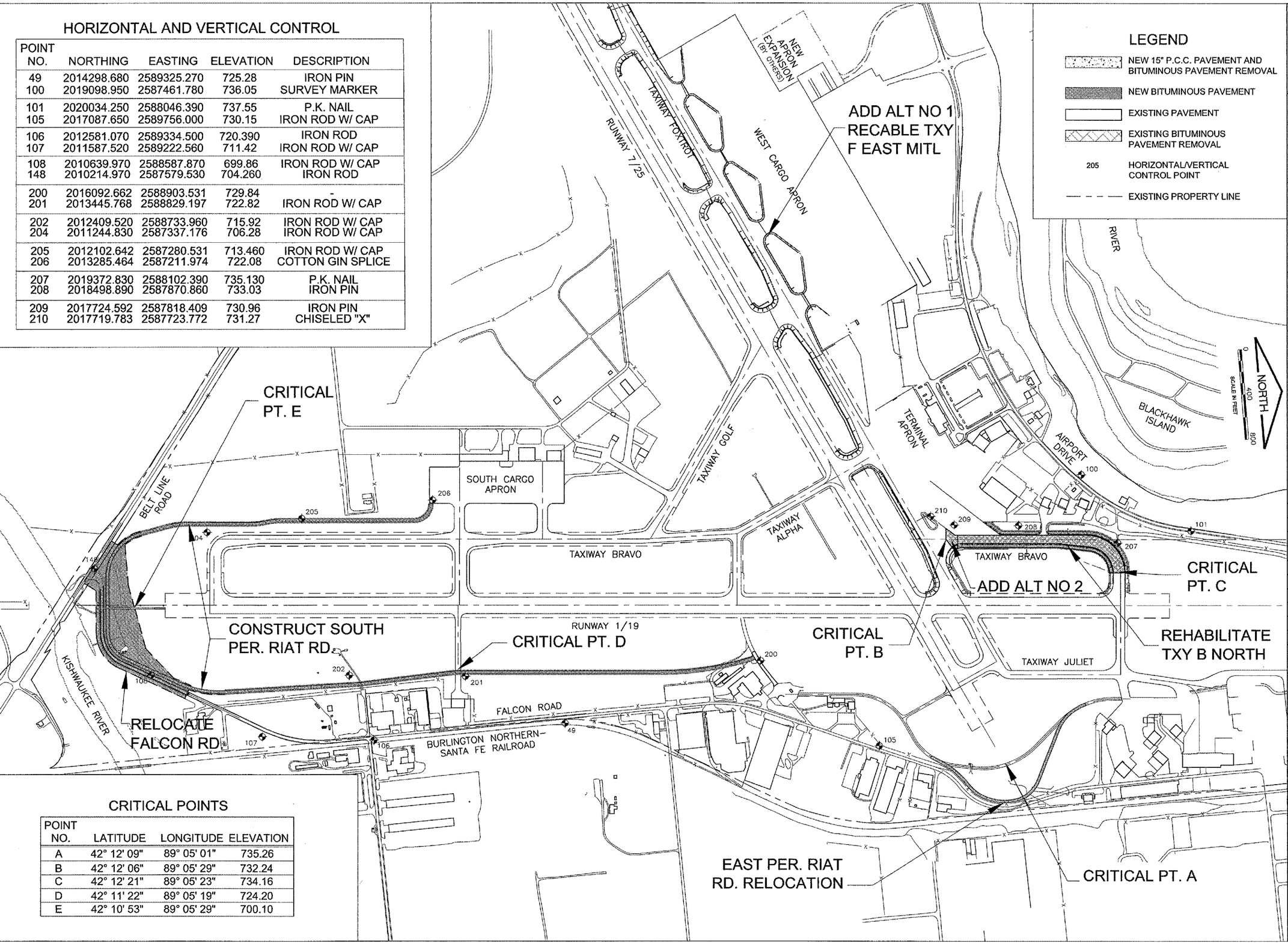
DESIGN BY:	CMT- RFD
DRAWN BY:	CMT- RFD
CHECKED BY:	CMT- RFD
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

SUMMARY OF QUANTITIES (SUM1)

2

HORIZONTAL AND VERTICAL CONTROL

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
49	2014298.680	2589325.270	725.28	IRON PIN
100	2019098.950	2587461.780	736.05	SURVEY MARKER
101	2020034.250	2588046.390	737.55	P.K. NAIL
105	2017087.650	2589756.000	730.15	IRON ROD W/ CAP
106	2012581.070	2589334.500	720.390	IRON ROD
107	2011587.520	2589222.560	711.42	IRON ROD W/ CAP
108	2010639.970	2588587.870	699.86	IRON ROD W/ CAP
148	2010214.970	2587579.530	704.260	IRON ROD
200	2016092.662	2588903.531	729.84	-
201	2013445.768	2588829.197	722.82	IRON ROD W/ CAP
202	2012409.520	2588733.960	715.92	IRON ROD W/ CAP
204	2011244.830	2587337.176	706.28	IRON ROD W/ CAP
205	2012102.642	2587280.531	713.460	IRON ROD W/ CAP
206	2013285.464	2587211.974	722.08	COTTON GIN SPLICE
207	2019372.830	2588102.390	735.130	P.K. NAIL
208	2018498.890	2587870.860	733.03	IRON PIN
209	2017724.592	2587818.409	730.96	IRON PIN
210	2017719.783	2587723.772	731.27	CHISELED "X"



LEGEND

- NEW 15" P.C.C. PAVEMENT AND BITUMINOUS PAVEMENT REMOVAL
- NEW BITUMINOUS PAVEMENT
- EXISTING PAVEMENT
- EXISTING BITUMINOUS PAVEMENT REMOVAL
- 205 HORIZONTAL/VERTICAL CONTROL POINT
- EXISTING PROPERTY LINE

CRITICAL POINTS

POINT NO.	LATITUDE	LONGITUDE	ELEVATION
A	42° 12' 09"	89° 05' 01"	735.26
B	42° 12' 06"	89° 05' 29"	732.24
C	42° 12' 21"	89° 05' 23"	734.16
D	42° 11' 22"	89° 05' 19"	724.20
E	42° 10' 53"	89° 05' 29"	700.10

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

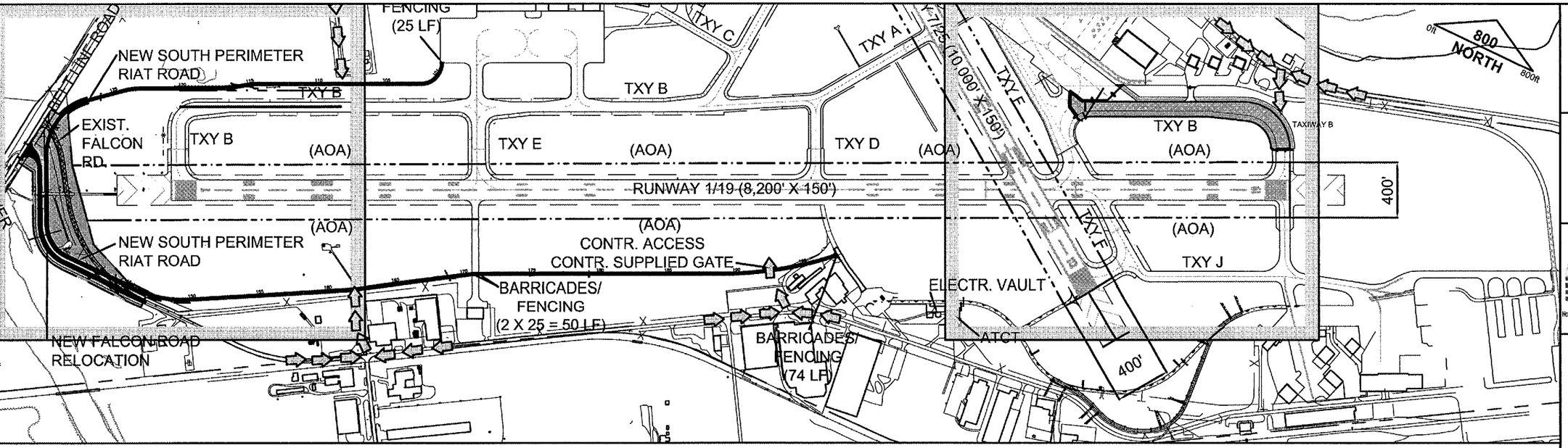
0 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

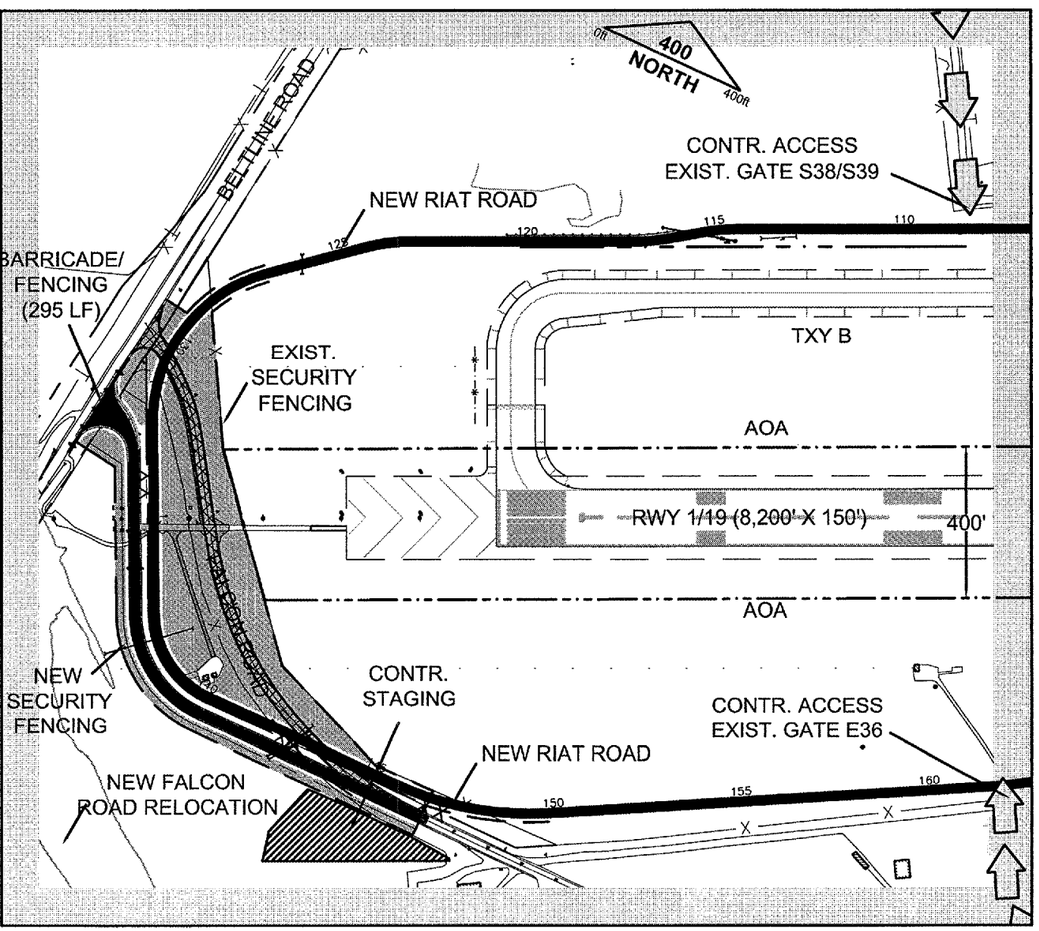
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

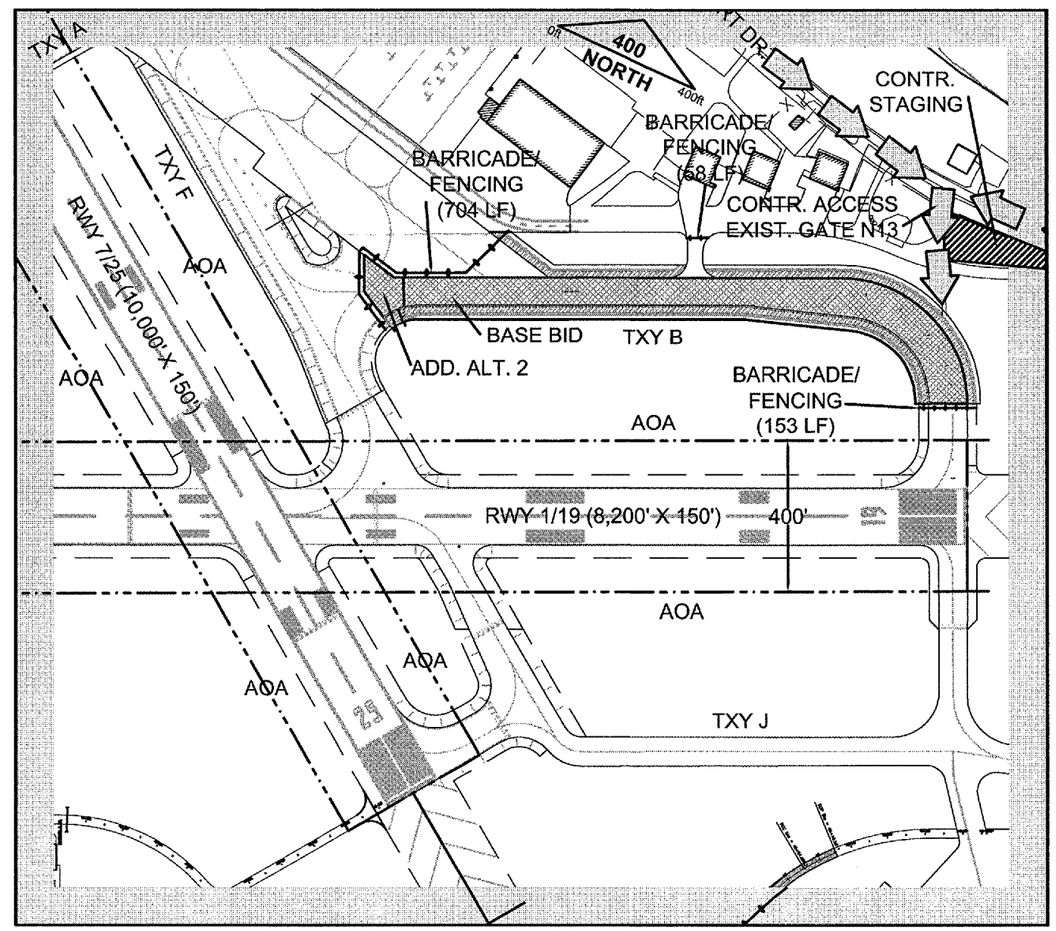
SITE PLAN AND PROJECT CONTROL (SPL1)

3

SHEET 3 OF 52 SHEETS







RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

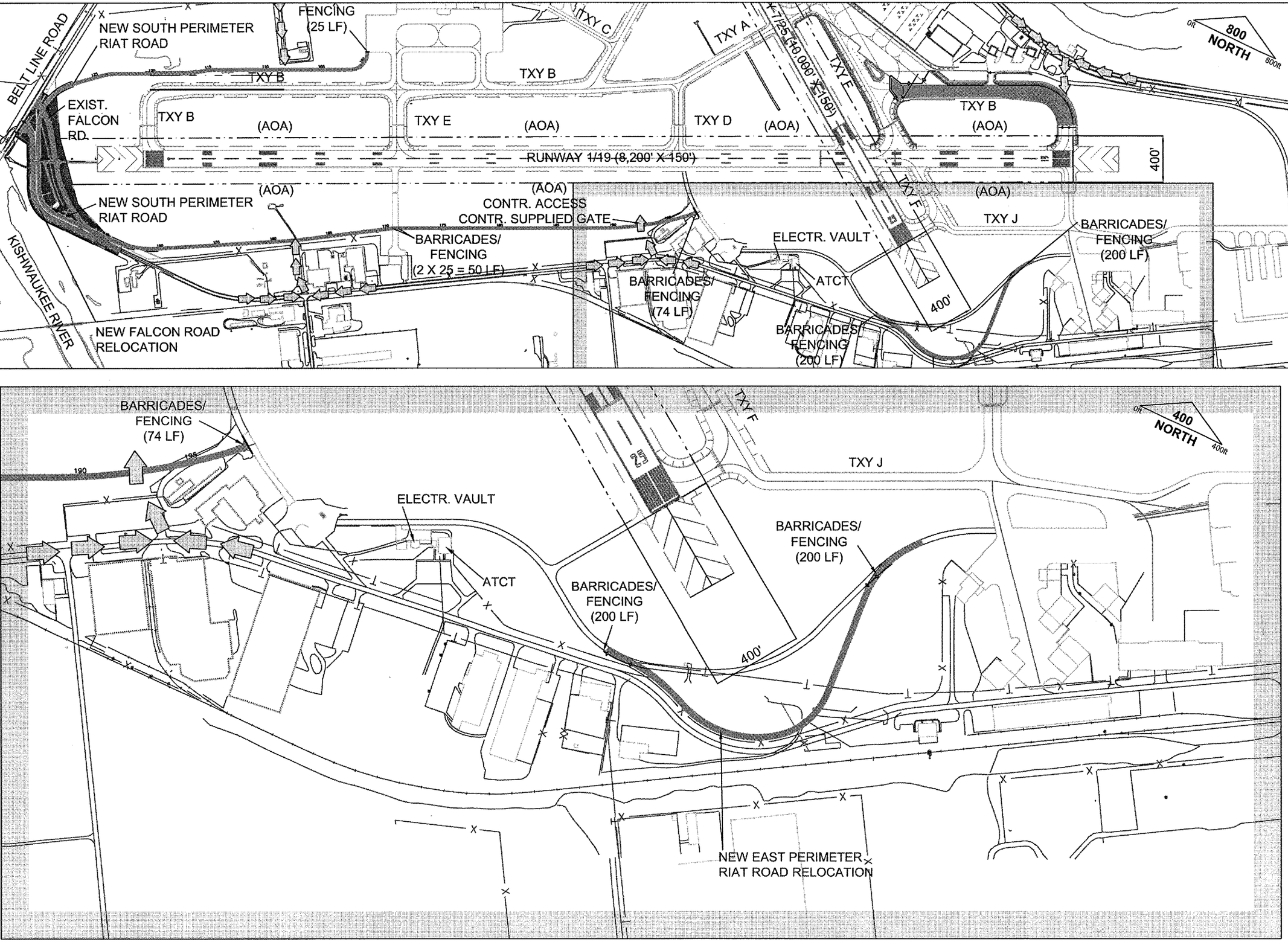
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

SEQUENCE OF CONSTRUCTION PLAN 1 (SCP1)

4

SHEET 4 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- RFD
DRAWN BY:	CMT- RFD
CHECKED BY:	CMT- RFD
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

SEQUENCE OF CONSTRUCTION PLAN 2 (SCP2)

5

SHEET 5 OF 52 SHEETS

SEQUENCE OF CONSTRUCTION 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. HAUL ROAD / STAGING AREA RESTORATION:

ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR 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. 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.

4. 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.

5. 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.

6. 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.

7. TRAFFIC CONTROL PAYMENT:

PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 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. 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.

8. 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.

9. 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.

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

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

11. 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.

12. 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.

13. WEEKLY COORDINATION MEETINGS:

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

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

CONSTRUCTION PHASING PLAN NOTES (CPN1)

6

SEQUENCE OF CONSTRUCTION PLAN PROJECT NOTES:

I. TXY B WORK AREA
(NORTH PROJECT AREA DETAIL SHEET SCP1)

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 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.

TRAVEL BETWEEN THE SOUTH AND NORTH WORK AREAS VIA THE EXISTING AIRFIELD RIAT PERIMETER ROADWAYS WILL NOT BE ALLOWED.

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 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.

II. FALCON ROAD / RIAT ROAD WORK AREA
(SOUTH PROJECT AREA DETAIL SHEET SCP1)

1. APPROVED PROGRESS SCHEDULE:
(SEE NOTE 1 / SECTION I).

2. NOTAM COORDINATION:
(SEE NOTE 2 / SECTION I).

3. CONSTRUCTION SITE ACCESS AND STAGING AREA:
(SEE NOTE 3 / SECTION I).

4. CONSTRUCTION EQUIPMENT FLAGGING / BEACON REQUIREMENTS:
(SEE NOTE 4 / SECTION I).

5. GATE SECURITY:
(SEE NOTE 5 / SECTION I).

6. UNAUTHORIZED ACCESS TO AIRFIELD:
(SEE NOTE 7 / SECTION I).

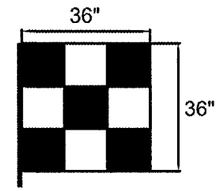
7. FALCON ROAD CONSTRUCTION:

THE CONTRACTOR SHALL CONSTRUCT THE NEW FALCON ROAD SECTION AND FENCING PRIOR TO THE REMOVAL OF THE EXISTING ROADWAY SECTION AND FENCING.

THE FINAL CONNECTIONS SHALL BE EXPEDITED TO MINIMIZE TRAFFIC DISRUPTION. ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. SEE LANE CLOSURE SIGNAGE AND FLAGGING REQUIREMENTS IN THE SPECIFICATION STANDARDS SECTION.

8. RIAT ROAD CONSTRUCTION:

THE CONTRACTOR SHALL MAINTAIN THE EXISTING AIRPORT PERIMETER FENCING WITH RESPECT TO THE FALCON ROAD CONSTRUCTION PHASING. CONSTRUCTION OF THE RIAT ROAD CONNECTIONS THROUGH THE EXISTING FENCING SHALL BE COMPLETED AFTER THE NEW SECURITY FENCING INSTALLATION.



CONSTRUCTION EQUIPMENT
AND TRUCK SIGNAL FLAG
ORANGE / WHITE

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

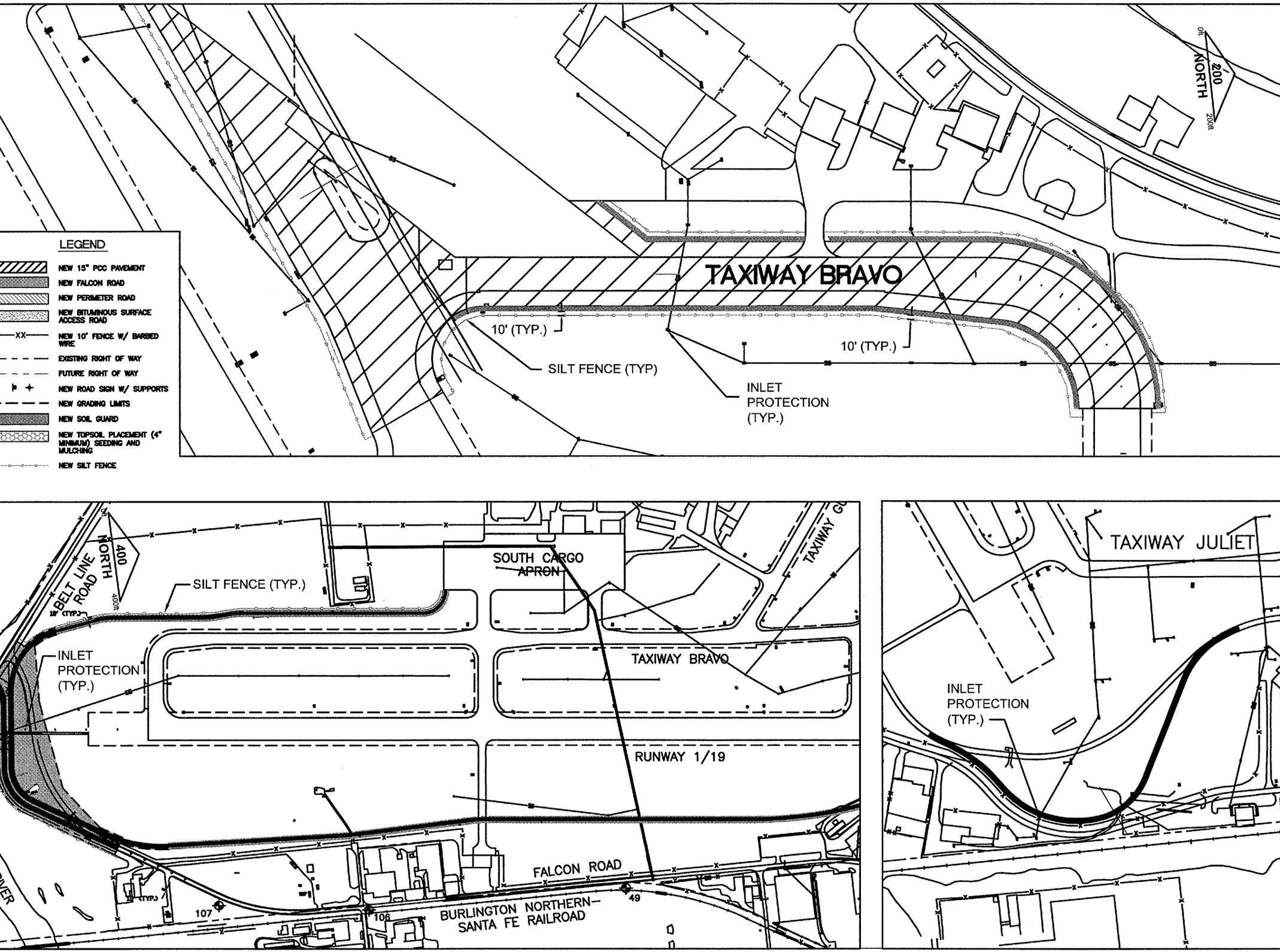
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

CONSTRUCTION PHASING PLAN DETAILS (CPD1)

7



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

STORM WATER POLLUTION PREVENTION PLAN (SWP1)

8

SHEET 8 OF 52 SHEETS

STORM WATER POLLUTION PREVENTION PLAN

HE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO IRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL YSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR OMPLIANCE WITH NPDES.

HE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION ITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER EMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN REASONABLE AMOUNT OF TIME.

ERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR T THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY HE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION EPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND XPECTED WEATHER CONDITIONS.

HE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND EEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE NGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO ROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE HE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY ROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY DDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED N THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK S DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

ITE DESCRIPTION

HE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE UBJECT OF THIS PLAN:

HIS PROJECT CONSISTS OF REHABILITATING TXY B NORTH AND TXY F EAST AS ELL AS RWY 1/19 RSA IMPROVEMENTS AND SOUTH PERIMETER ROAD ONSTRUCTION AT THE GREATER ROCKFORD AIRPORT. THE PROJECT INCLUDES AVEMENT REMOVAL, EXCAVATION, EMBANKMENT, VARIOUS PAVEMENT ITEMS AND THER MISCELLANEOUS CONSTRUCTION WORK.

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

1. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER SILT FENCE, TEMPORARY DITCH CHECKS AND INLET PROTECTION.
2. 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.

REA OF CONSTRUCTION SITE

HE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 20.0 ACRES F WHICH 20.0 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER CTIVITIES.

THER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE TORM 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.

RAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS ONSTRUCTION SITE:

HE CONSTRUCTION SITE DRAINS INTO THE ROCK RIVER THROUGH A STORM EWER SYSTEM.

ONTROLS-EROSION CONTROLS AND SEDIMENT CONTROL

ESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

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

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

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

1. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE 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.

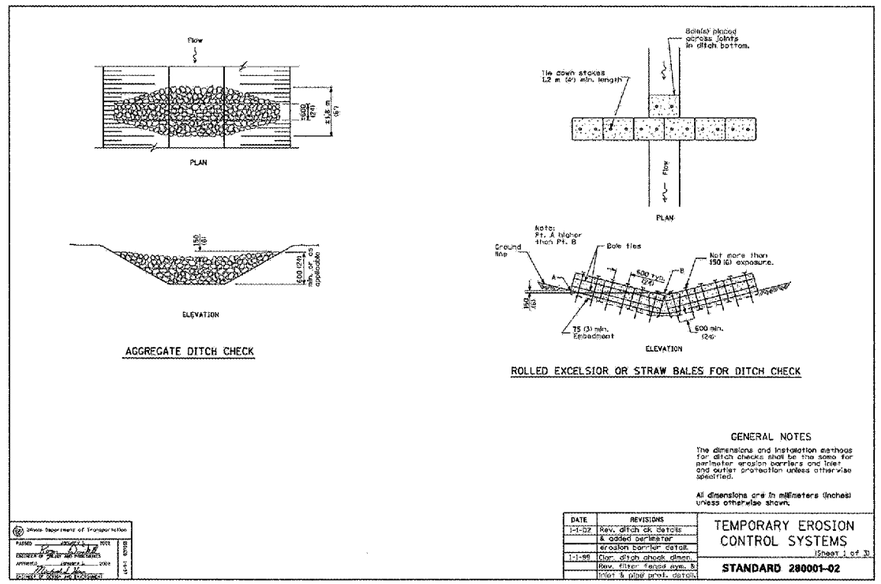
DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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 RESEEDED.

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.



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

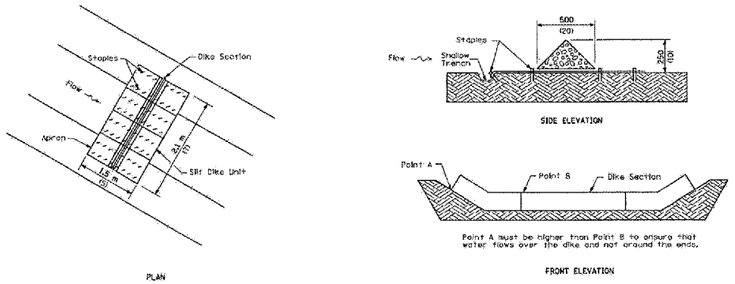
No.	Date	Description

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

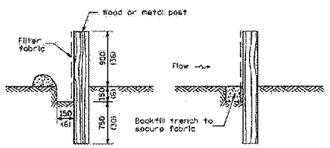
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

STORM WATER POLLUTION PREVENTION PLAN NOTES (SWN1)

9



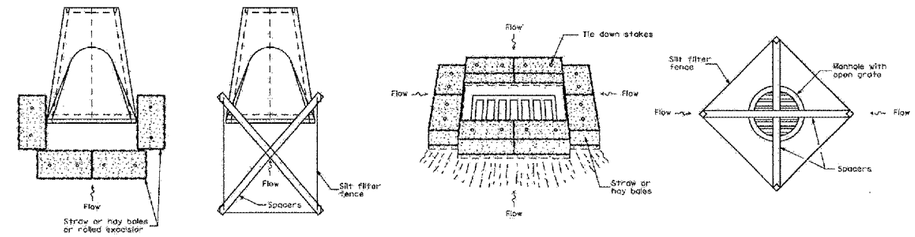
URETHANE FOAM/GEOTEXTILE DITCH CHECK



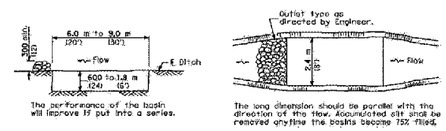
SILT FILTER FENCE AS A PERIMETER EROSION BARRIER

TEMPORARY EROSION CONTROL SYSTEMS (Sheet 2 of 3)

STANDARD 280001-02

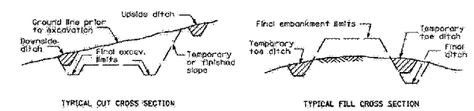


INLET AND PIPE PROTECTION



ELEVATION PLAN

SEDIMENT BASIN

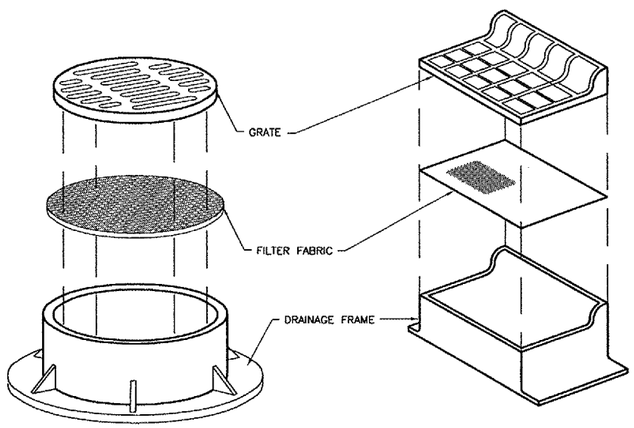


TYPICAL CUT CROSS SECTION TYPICAL FILL CROSS SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

TEMPORARY EROSION CONTROL SYSTEMS (Sheet 3 of 3)

STANDARD 280001-02

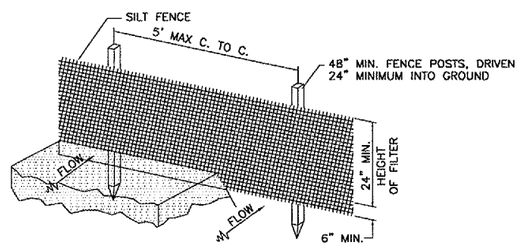


DRAINAGE STRUCTURE FILTER WRAP

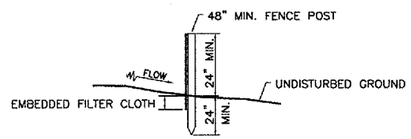
N.T.S.

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.



PERSPECTIVE VIEW



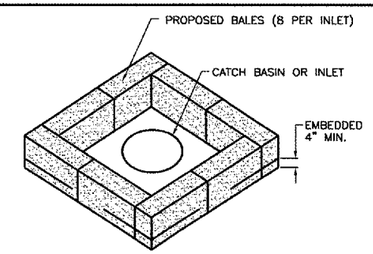
SECTION

EROSION CONTROL FABRIC FENCE DETAIL

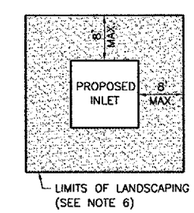
N.T.S.

CONSTRUCTION NOTES FOR SILT FENCE

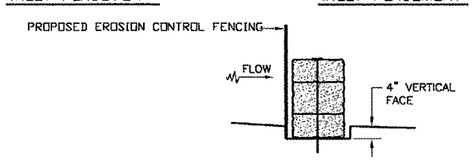
1. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" MIN. AND FOLDED.
2. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
3. SILT FENCE SHALL BE INSTALLED PER STORMWATER POLLUTION PREVENTION PLAN OR AS DIRECTED BY THE ENGINEER.



INLET PLACEMENT



INLET PLACEMENT



BEDDING DETAIL

INLET PROTECTION - TURF AREAS

N.T.S.

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.

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

STORM WATER POLLUTION PREVENTION PLAN DETAILS (SWD1)

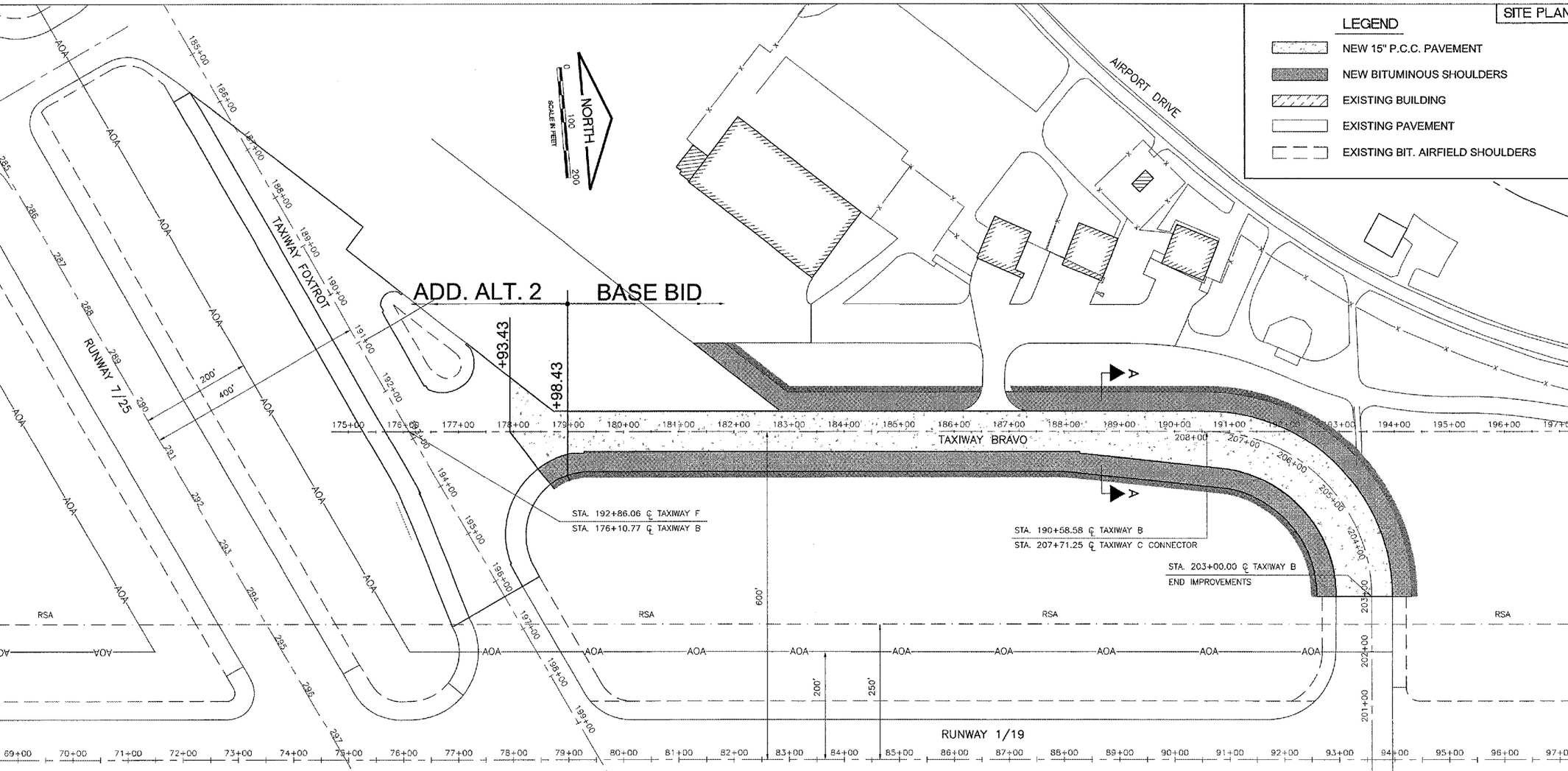
10

SHEET 10 OF 52 SHEETS

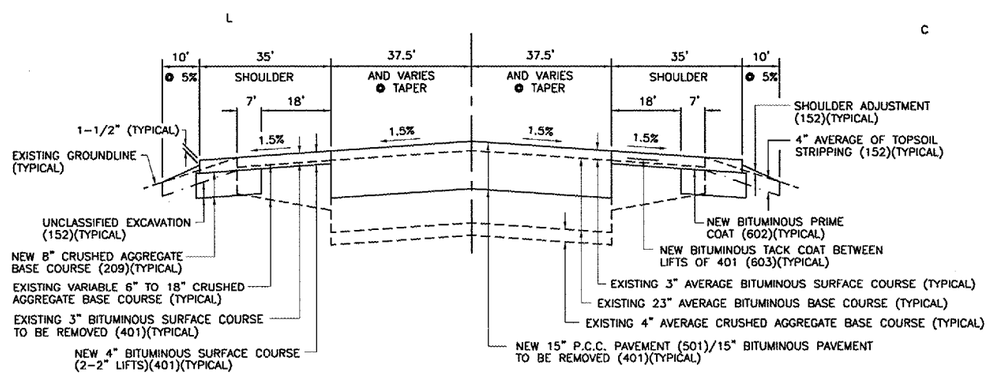
SITE PLAN

LEGEND

- NEW 15" P.C.C. PAVEMENT
- NEW BITUMINOUS SHOULDERS
- EXISTING BUILDING
- EXISTING PAVEMENT
- EXISTING BIT. AIRFIELD SHOULDERS



TYPICAL SECTIONS



TAXIWAY BRAVO TYPICAL SECTION A-A

NOT TO SCALE

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

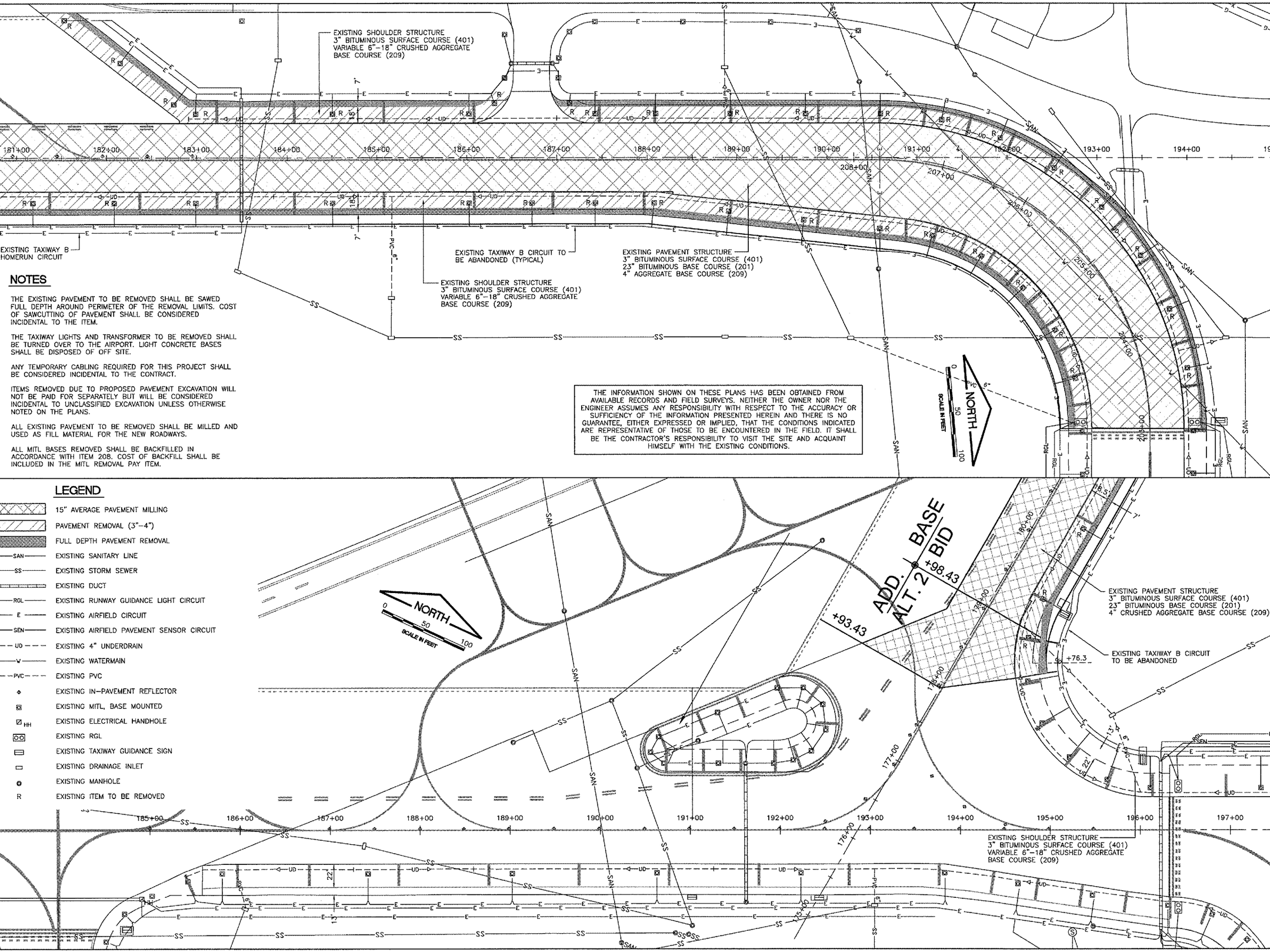
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

TXY B SITE PLAN AND TYPICAL SECTION (BSP1)

11

SHEET 11 OF 52 SHEETS



NOTES

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.

THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.

ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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.

ALL EXISTING PAVEMENT TO BE REMOVED SHALL BE MILLED AND USED AS FILL MATERIAL FOR THE NEW ROADWAYS.

ALL MITL BASES REMOVED SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 208. COST OF BACKFILL SHALL BE INCLUDED IN THE MITL REMOVAL PAY ITEM.

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.

LEGEND

- 15" AVERAGE PAVEMENT MILLING
- PAVEMENT REMOVAL (3"-4")
- FULL DEPTH PAVEMENT REMOVAL
- SAN — EXISTING SANITARY LINE
- SS — EXISTING STORM SEWER
- EXISTING DUCT
- RGL — EXISTING RUNWAY GUIDANCE LIGHT CIRCUIT
- E — EXISTING AIRFIELD CIRCUIT
- SEN — EXISTING AIRFIELD PAVEMENT SENSOR CIRCUIT
- UD — EXISTING 4" UNDERDRAIN
- W — EXISTING WATERMAIN
- PVC — EXISTING PVC
- EXISTING IN-PAVEMENT REFLECTOR
- EXISTING MITL, BASE MOUNTED
- HH — EXISTING ELECTRICAL HANDHOLE
- EXISTING RGL
- EXISTING TAXIWAY GUIDANCE SIGN
- EXISTING DRAINAGE INLET
- EXISTING MANHOLE
- R — EXISTING ITEM TO BE REMOVED

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

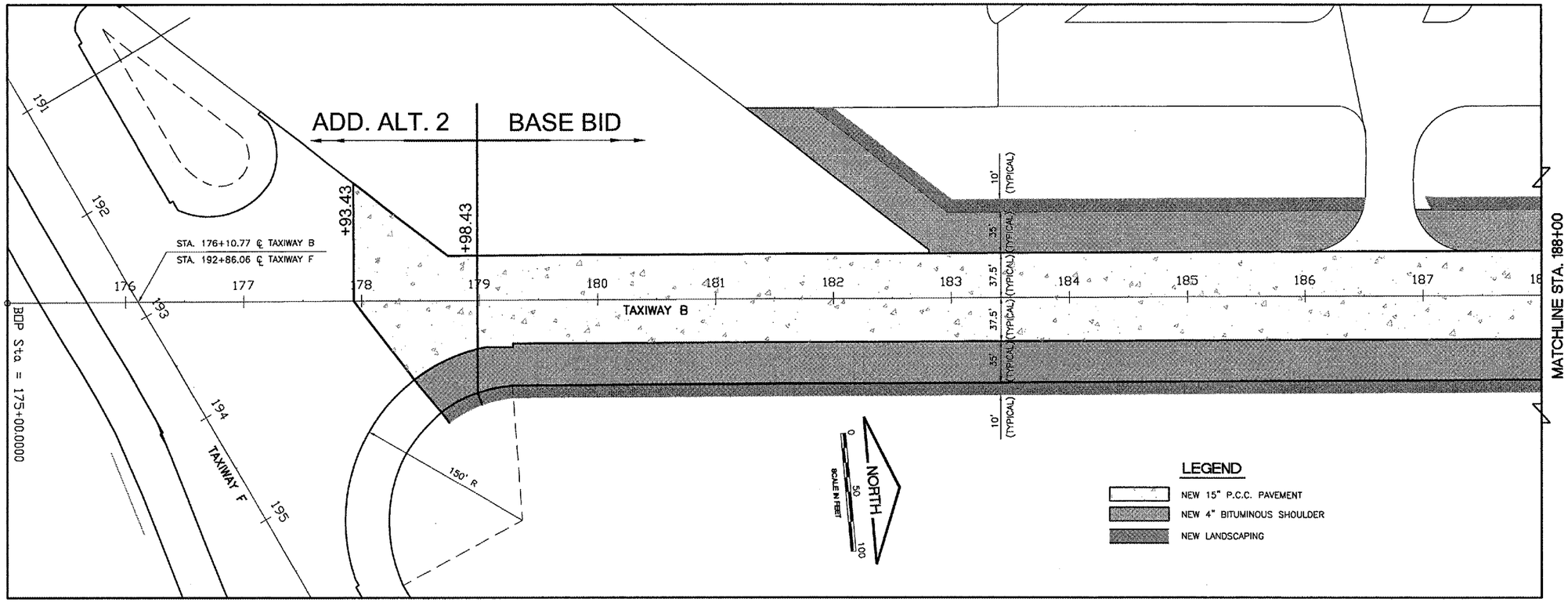
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

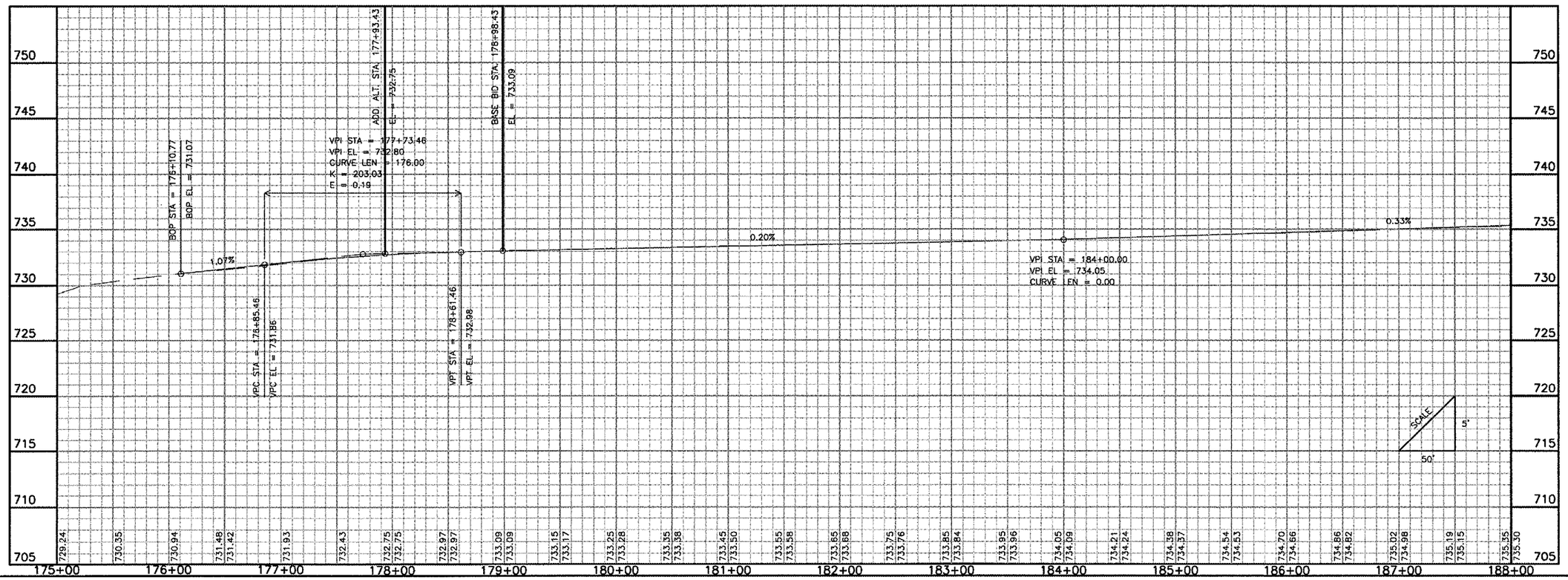
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

TXY B EXISTING CONDITIONS AND REMOVALS (BEX1)

12

SHEET 12 OF 52 SHEETS





RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

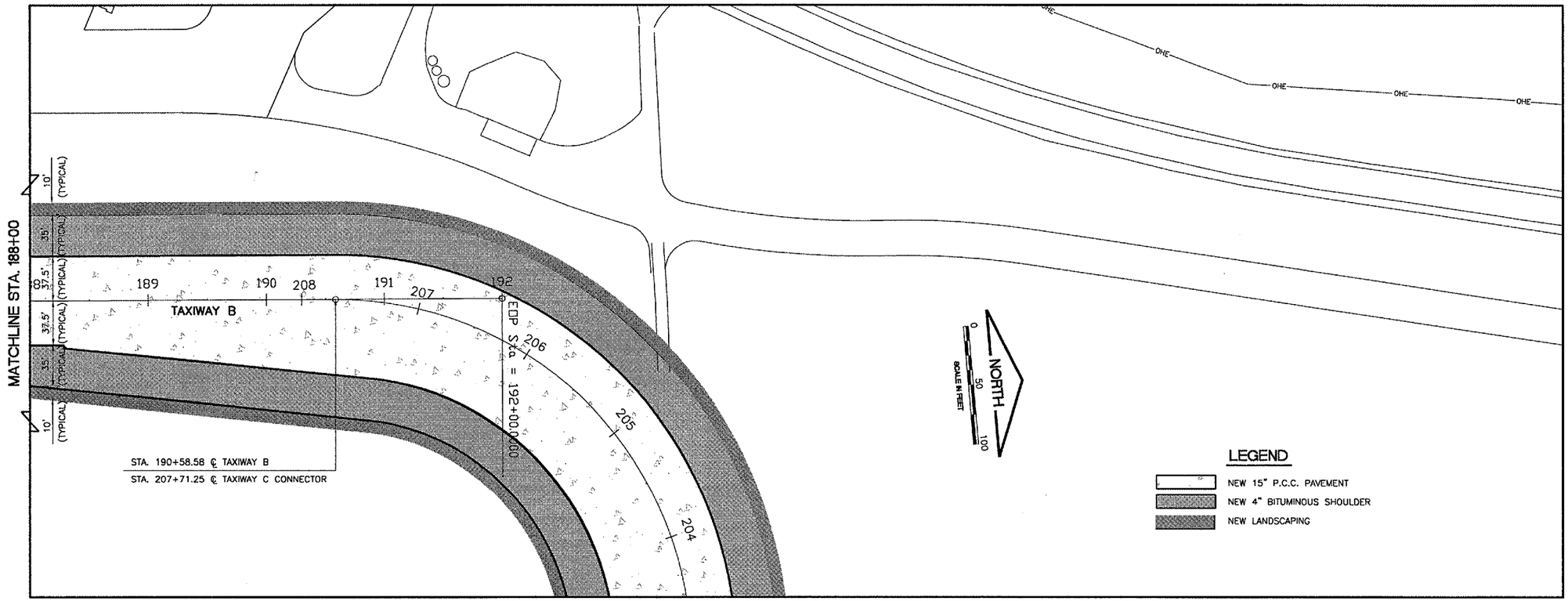
0 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

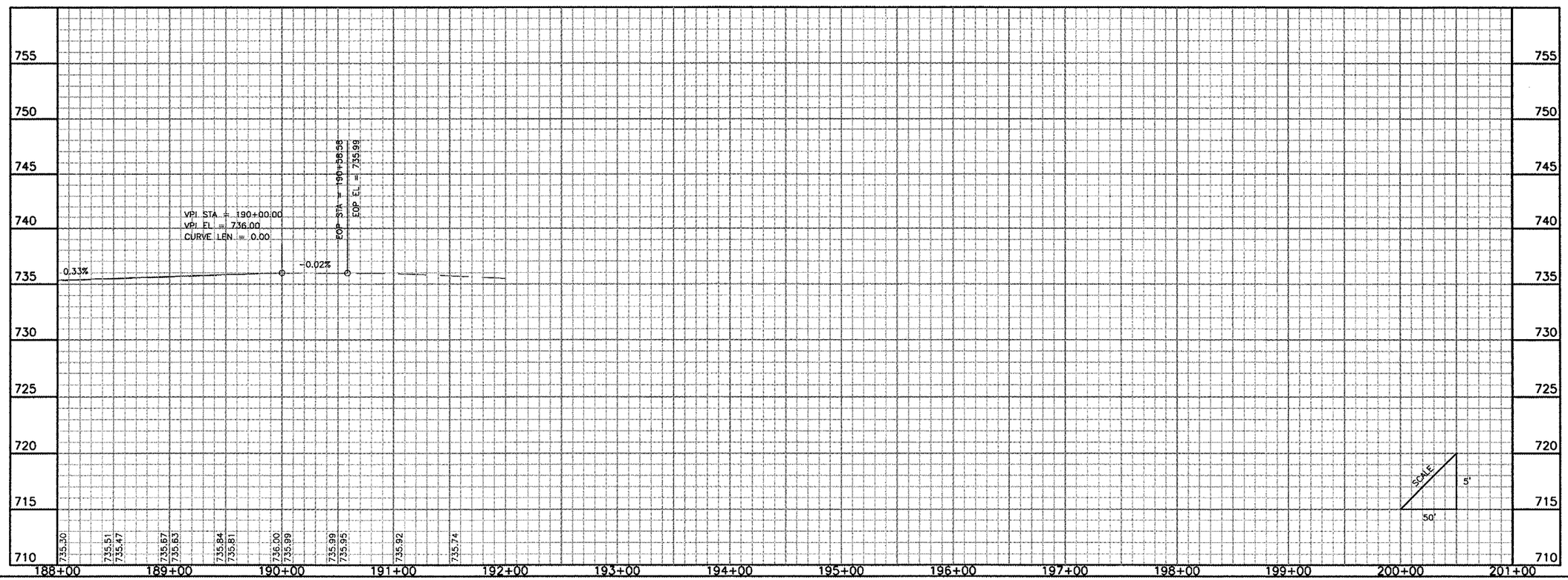
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

TXY B PLAN AND PROFILE 1 (BPP1)

13

SHEET 13 OF 52 SHEETS





RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

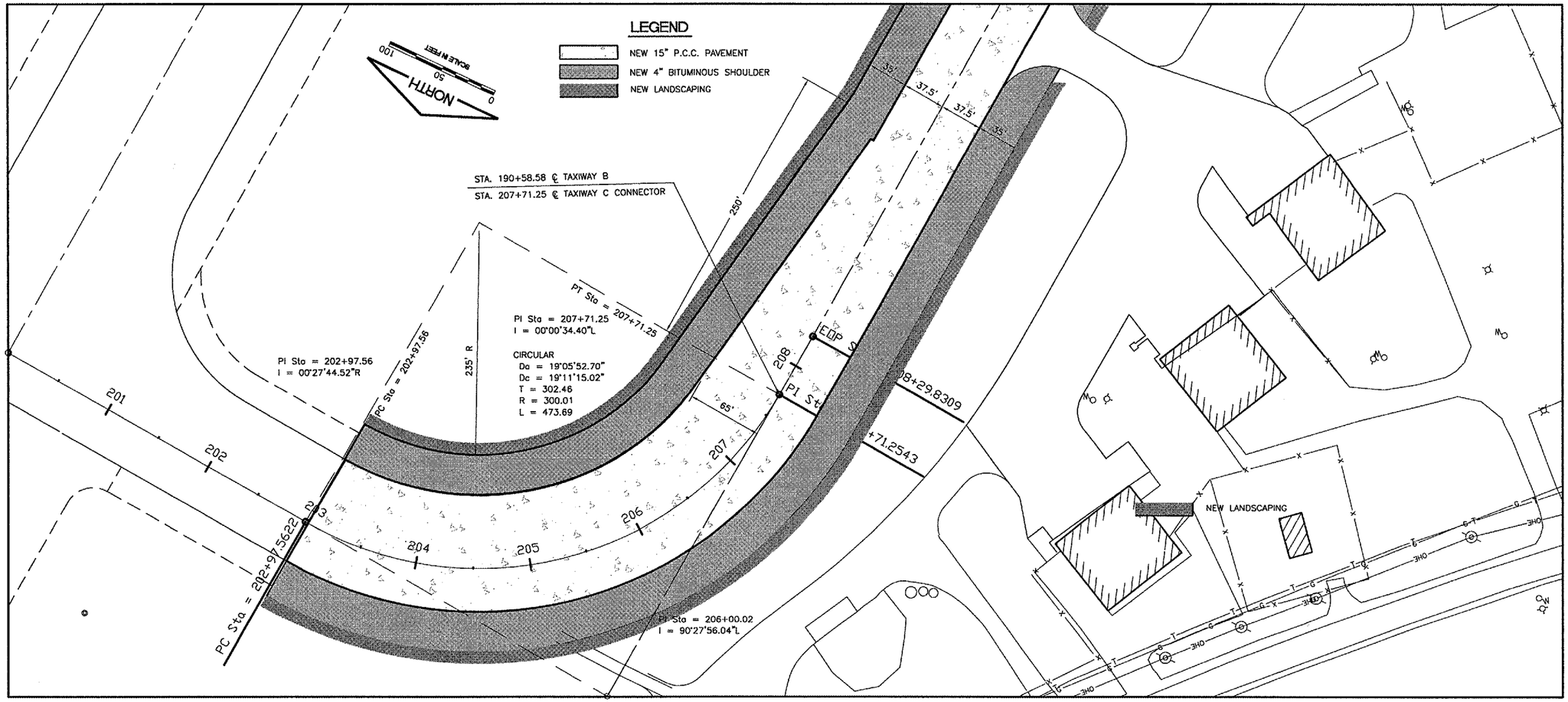
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

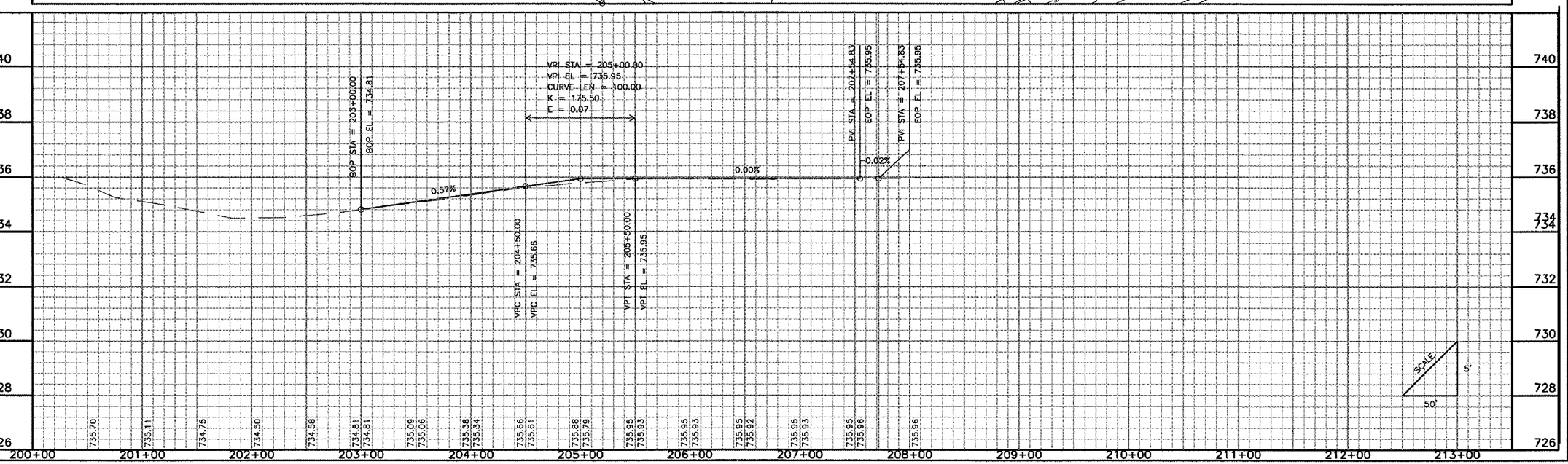
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

TXY B PLAN AND PROFILE 2 (BPP2)

14

SHEET 14 OF 52 SHEETS





RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

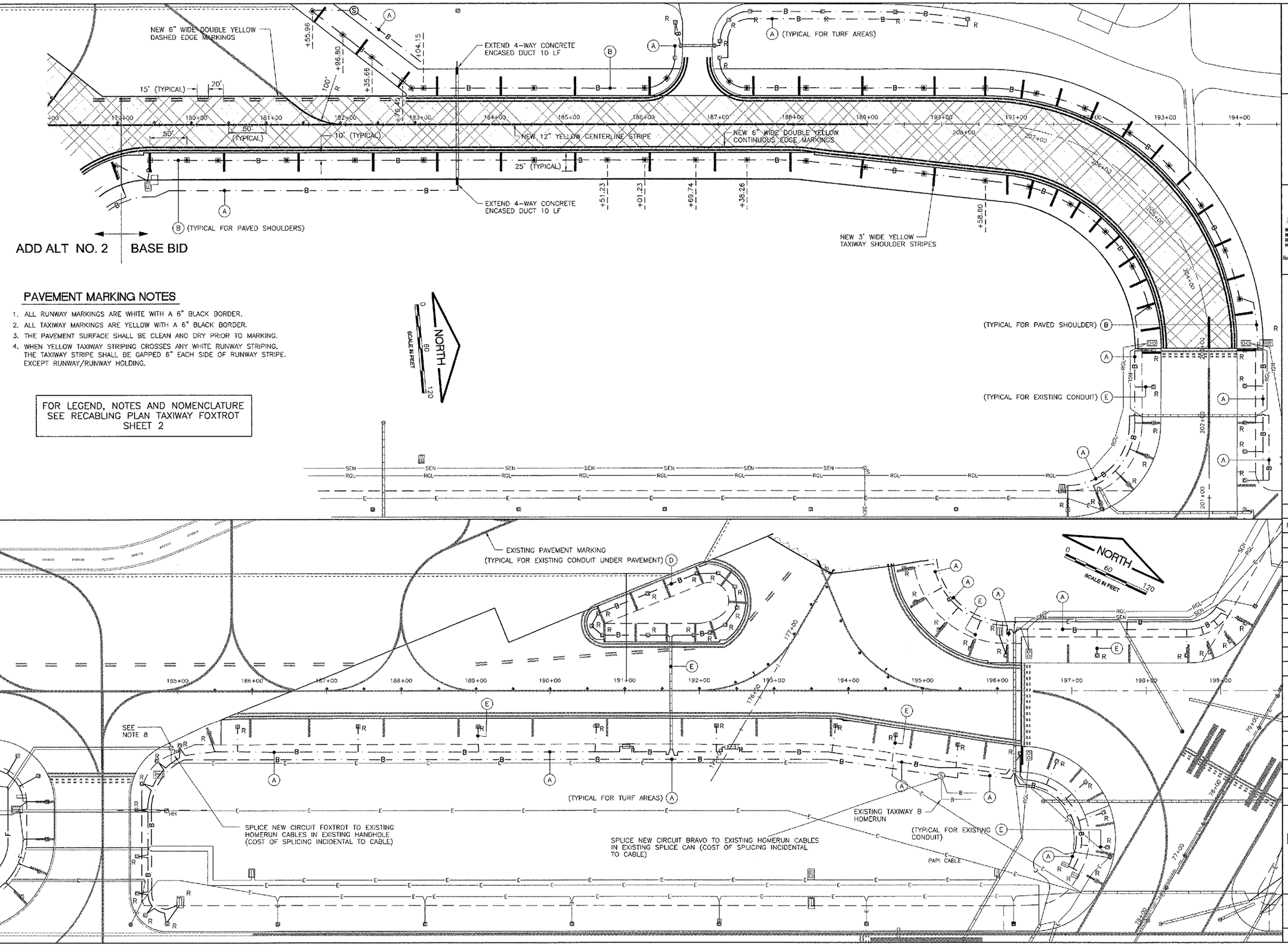
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

TXY B PLAN AND PROFILE 3 (BPP3)

15



PAVEMENT MARKING NOTES

1. ALL RUNWAY MARKINGS ARE WHITE WITH A 6" BLACK BORDER.
2. ALL TAXIWAY MARKINGS ARE YELLOW WITH A 6" BLACK BORDER.
3. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
4. 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.

FOR LEGEND, NOTES AND NOMENCLATURE SEE RECABLING PLAN TAXIWAY FOXTROT SHEET 2

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B
Rwy 1/19 RSA
Falcon Rd. Reloc.
South Per. RIAT Rd.

Revisions

No.	Date	Description

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

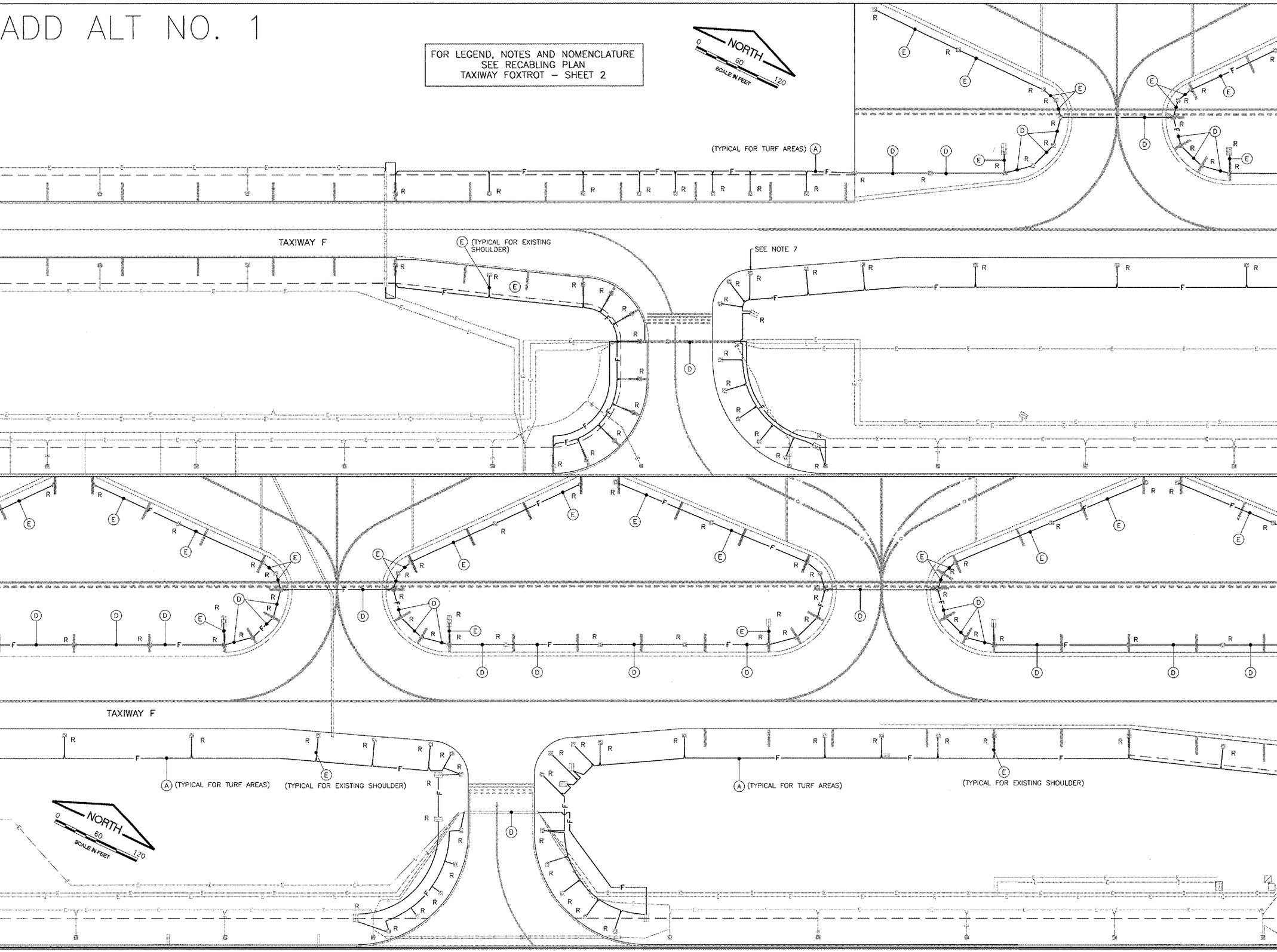
DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	CMT
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

LIGHTING AND MARKING PLAN - TXY B (LMB1)

16

ADD ALT NO. 1

FOR LEGEND, NOTES AND NOMENCLATURE
SEE RECABLING PLAN
TAXIWAY FOXTROT – SHEET 2



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B
Rwy 1/19 RSA
Falcon Rd. Reloc.
South Per. RIAT Rd.

Revisions

No.	Date	Description

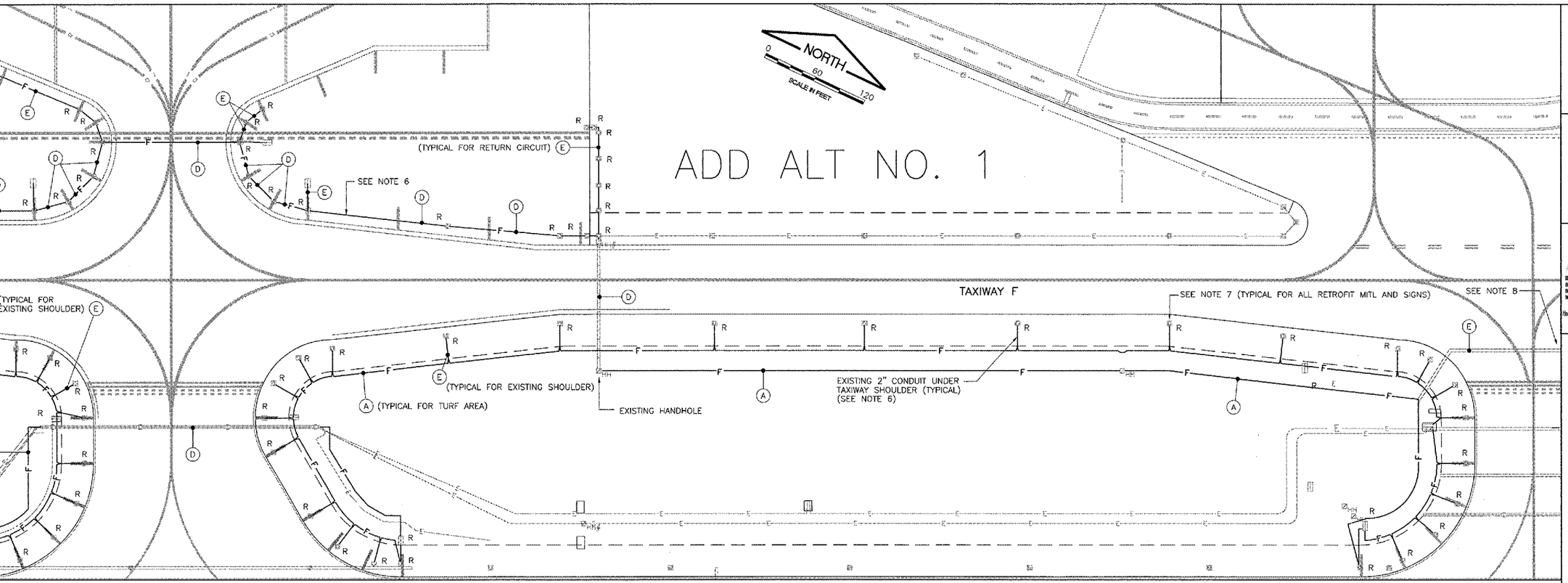
0 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	CMT
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

MITL RECABLING PLAN - TXYF (MRP1)

17

SHEET 17 OF 52 SHEETS



LEGEND

- NEW TAXIWAY BRAVO CIRCUIT (SEE NOMENCLATURE)
- NEW TAXIWAY FOXTROT CIRCUIT (SEE NOMENCLATURE)
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- NEW MEDIUM INTENSITY TAXIWAY LIGHT, BASE MOUNTED
- NEW IN-PAVEMENT CENTERLINE REFLECTOR
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING ELECTRICAL HANDHOLE
- NEW CONDUIT/DUCT
- EXISTING CONDUIT/DUCT
- R — EXISTING BASE MOUNTED MITL OR AIRFIELD SIGN TO BE RETROFITTED (SEE NOTE 7)
- EXISTING RUNWAY GUARD LIGHT CIRCUIT
- EXISTING PAVEMENT SENSOR CIRCUIT
- EXISTING FAA CIRCUIT
- EXISTING AIRFIELD CIRCUIT
- EXISTING ELECTRICAL MANHOLE
- EXISTING SPLICE CAN
- EXISTING AIRFIELD GUIDANCE SIGN

NOMENCLATURE

(A) NEW 1/C #8, 5KV, L-824 TYPE C CABLE IN 3/4" UNIT DUCT.

(B) NEW 1/C #8, 5KV, L-824 TYPE C CABLE IN 1-2" GRS CONDUIT.

(C) NEW 2-1/C #8, 5KV, L-824 TYPE C CABLE IN 1-2" GRS CONDUIT.

(D) NEW 1/C #8, 5KV, L-824 TYPE C CABLE IN EXISTING CONDUIT.

(E) NEW 2-1/C #8, 5KV, L-824 TYPE C CABLE IN EXISTING CONDUIT.

NOTES:

1. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING 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. THE EXISTING TAXIWAY LIGHTS AND SIGNS THAT ARE TO BE RECABLED SHALL HAVE THEIR TRANSFORMERS REMOVED AND REPLACED WITH NEW EQUIVALENT TRANSFORMERS. THE REMOVAL AND REPLACEMENT SHALL BE PAID UNDER RETROFIT EXISTING MITL (800894).
8. INSTALL NEW 2-1/C #8 5KV CABLE FOR TAXIWAY F CIRCUIT IN EXISTING DUCT BANK TO EXISTING HANDHOLE. CONNECT NEW TAXIWAY F CIRCUIT TO EXISTING HOMERUN CABLES.

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B
Rwy 1/19 RSA
Falcon Rd. Reloc.
South Per. RIAT Rd.

Revisions

No.	Date	Description

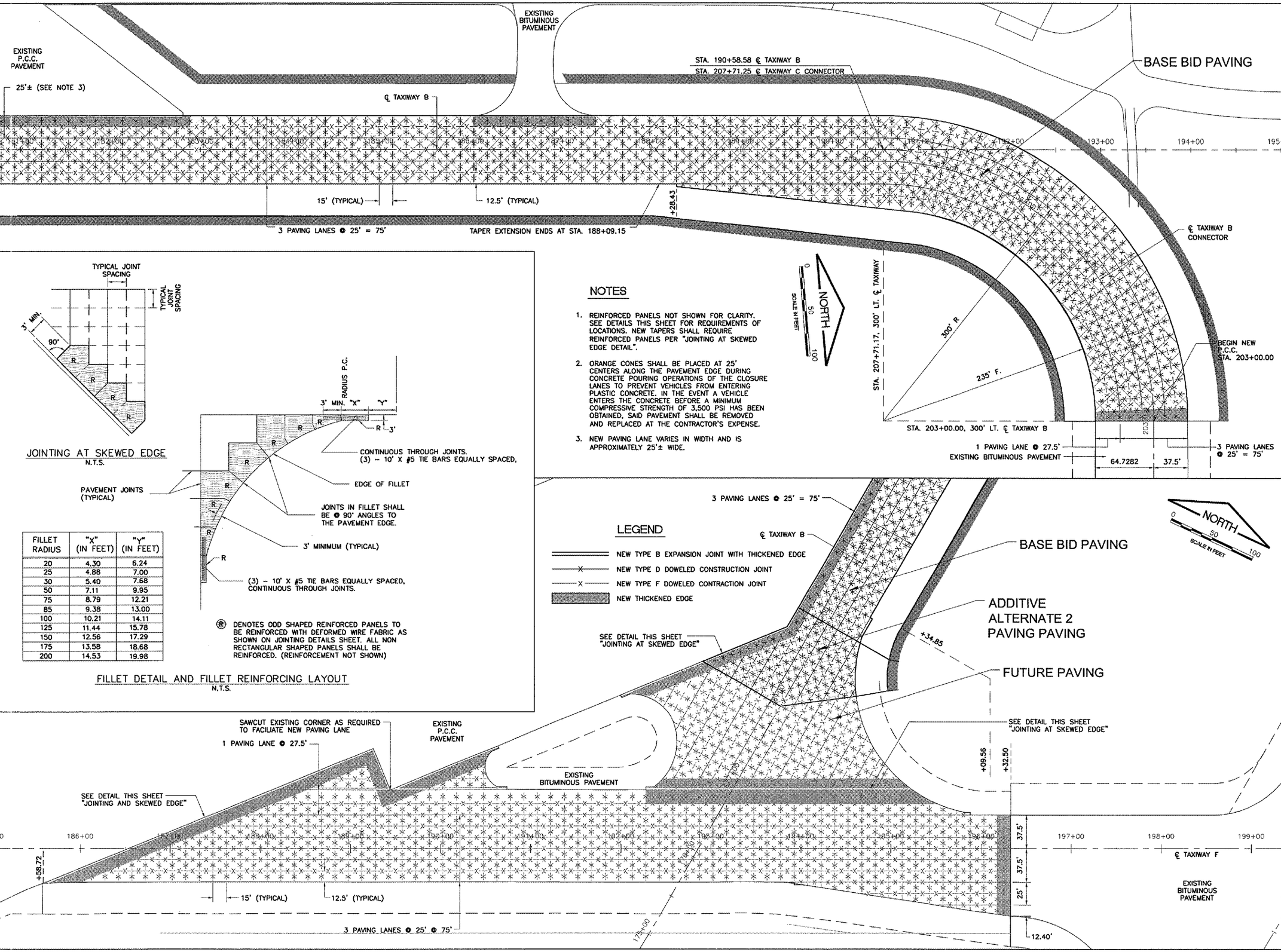
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	CMT
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

MITL RECALBING PLAN - TXYF (MRP2)

18

SHEET 18 OF 52 SHEETS



NOTES

1. REINFORCED PANELS NOT SHOWN FOR CLARITY. SEE DETAILS THIS SHEET FOR REQUIREMENTS OF LOCATIONS. NEW TAPERS SHALL REQUIRE REINFORCED PANELS PER "JOINTING AT SKEWED EDGE DETAIL".
2. ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
3. NEW PAVING LANE VARIES IN WIDTH AND IS APPROXIMATELY 25'± WIDE.

LEGEND

- NEW TYPE B EXPANSION JOINT WITH THICKENED EDGE
- NEW TYPE D DOWELED CONSTRUCTION JOINT
- NEW TYPE F DOWELED CONTRACTION JOINT
- NEW THICKENED EDGE

JOINTING AT SKEWED EDGE
N.T.S.

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)

FILLET DETAIL AND FILLET REINFORCING LAYOUT
N.T.S.

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport
RFD

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT-ARR
DRAWN BY:	CMT-ARR
CHECKED BY:	CMT-RFD
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

JOINTING PLAN (JTP1)

19

SHEET 19 OF 50 SHEETS

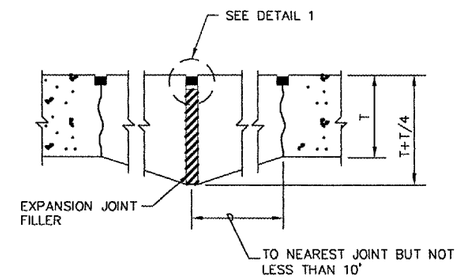
TABLE 1

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

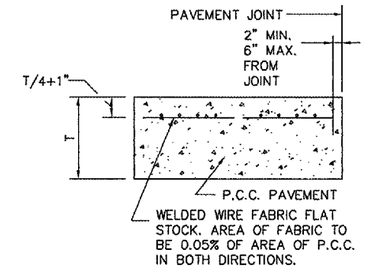
PAVEMENT THICKNESS T – INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA.	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
5	5/8"	12"	12"	#4	24"	30"
6	3/4"	18"	12"	#5	30"	30"
7	3/4"	18"	12"	#5	30"	30"
8	1"	19"	12"	#5	30"	30"
9	1"	19"	12"	#5	30"	30"
10	1"	19"	12"	#5	30"	30"
11	1"	19"	12"	#5	30"	30"
12	1"	19"	12"	#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"

EXPANSION JOINT



TYPE B THICKENED EDGE

SYMBOL



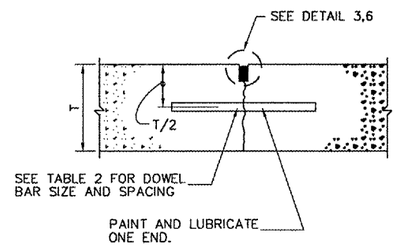
ODD SHAPED PANEL REINFORCEMENT

TABLE 3

PAVEMENT THICKNESS T – INCHES	KEYED JOINT DIMENSIONS		
	a	b	c
6	———	———	———
7	———	———	———
8	0.133' (1–5/8" ±)	0.017' (3/16" ±)	0.067' (7/8" ±)
9	0.150' (1–13/16"±)	0.019' (3/16" ±)	0.075' (7/8" ±)
10	0.167' (2")	0.021' (1/4" ±)	0.083' (1")
11	0.183' (2–13/16"±)	0.023' (1/4" ±)	0.092' (1–1/8" ±)
12	0.200' (2–3/8" ±)	0.025' (5/16" ±)	0.100' (1–1/4" ±)
13	0.217' (2–5/8" ±)	0.027' (5/16" ±)	0.108' (1–5/16" ±)
14	0.233' (2–13/16"±)	0.029' (3/8" ±)	0.117' (1–7/16" ±)
15	0.250' (3")	0.031' (3/8" ±)	0.125' (1–1/2" ±)
16	0.267' (3–13/16"±)	0.033' (7/16" ±)	0.133' (1–5/8" ±)

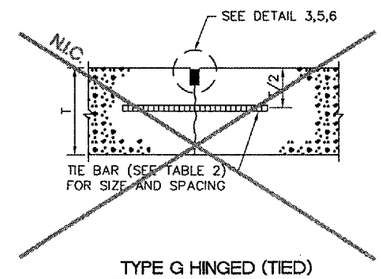
N.I.C.

CONTRACTION JOINTS



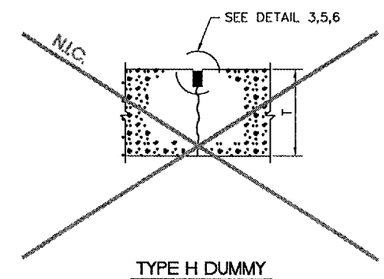
TYPE F DOWELED

SYMBOL —X—X—X—



TYPE G HINGED (TIED)

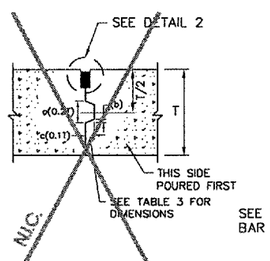
SYMBOL —|—|—



TYPE H DUMMY

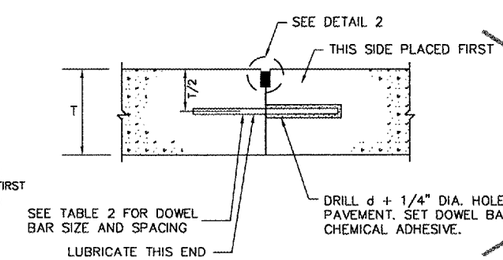
SYMBOL

CONSTRUCTION JOINTS



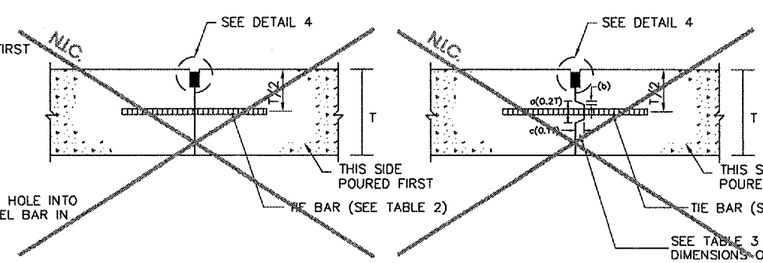
TYPE C KEYED

SYMBOL



TYPE D DOWELED

SYMBOL —X—X—X—



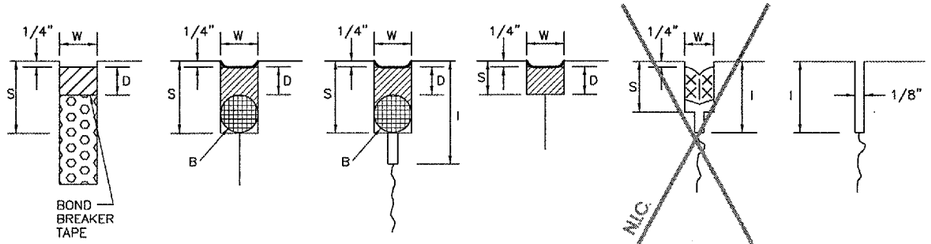
TYPE E HINGED (BUTT)

SYMBOL

TYPE E HINGED (KEYED)

SYMBOL

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 NOTES

1. 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.
2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
3. 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.
4. 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.
5. 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.
6. COST OF ALL JOINT SAWING, CLEANING AND SEALING SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
7. 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.
8. 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.
9. CONCRETE / BITUMINOUS INTERFACE SHALL BE SEALED PER TYPE E HINGED JOINT DETAIL ABOVE.
10. 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.
11. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

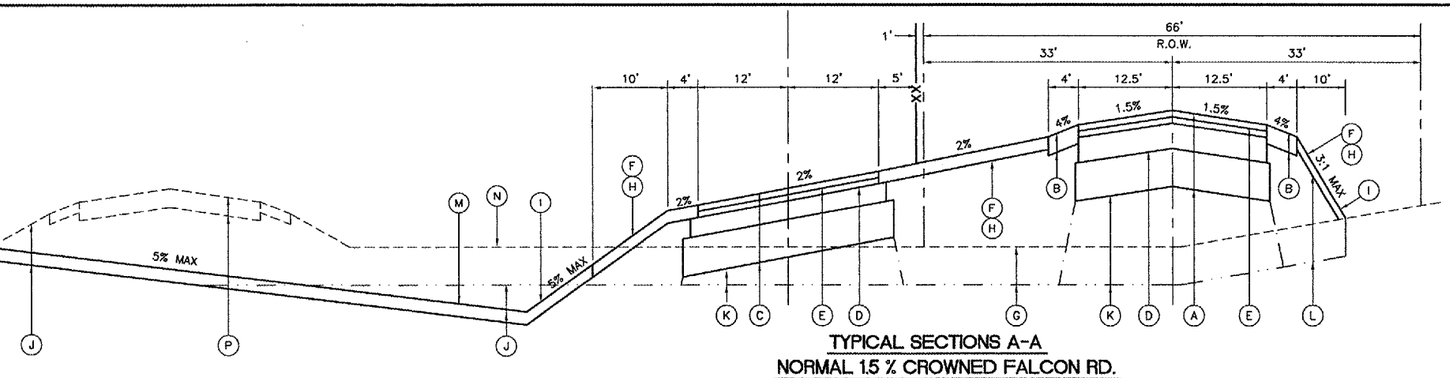
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

JOINTING DETAILS (JTD1)

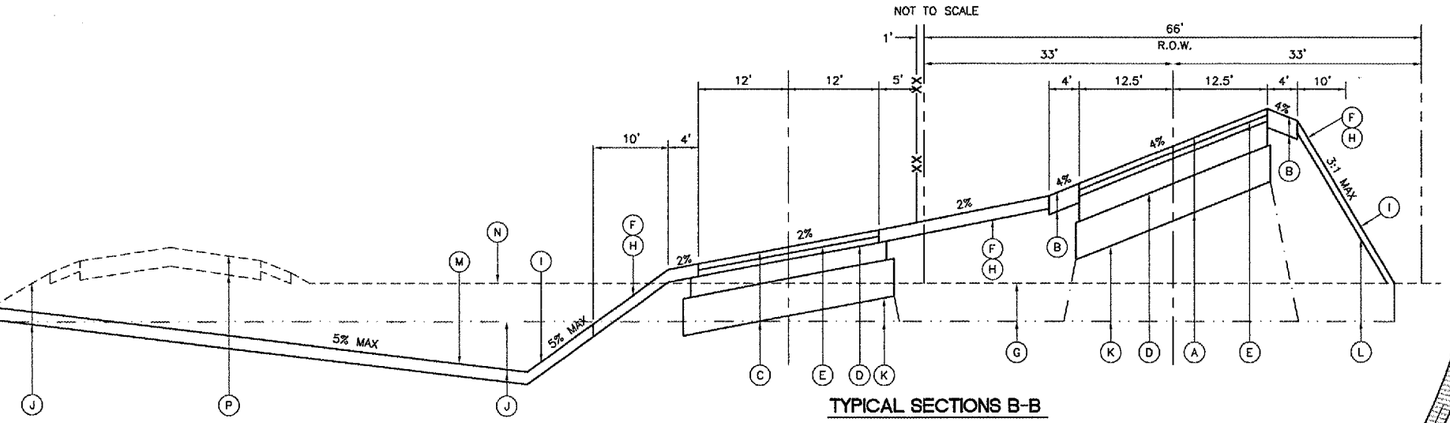
20

SHEET 20 OF 52 SHEETS



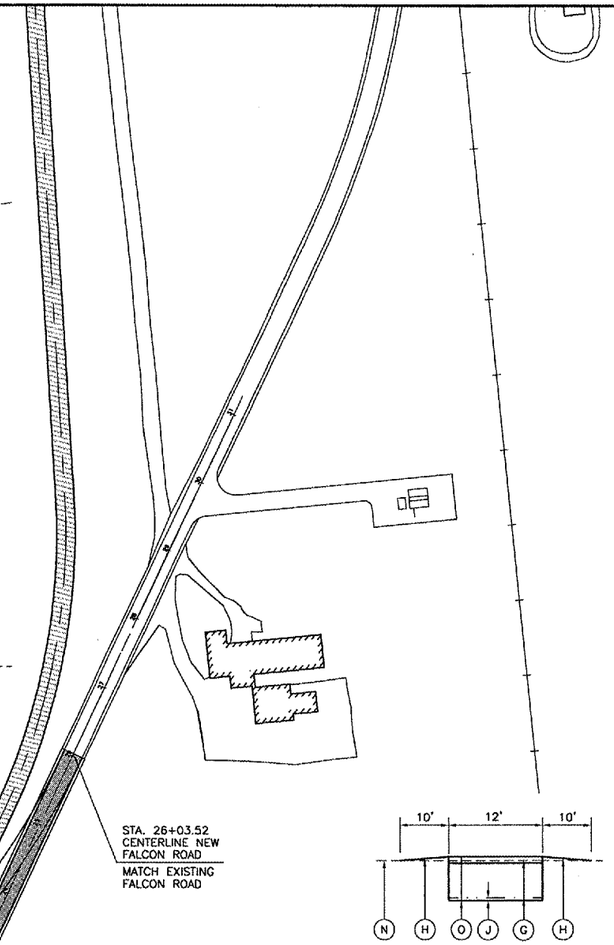
TYPICAL SECTIONS A-A
NORMAL 1.5 % CROWNED FALCON RD.

NOT TO SCALE



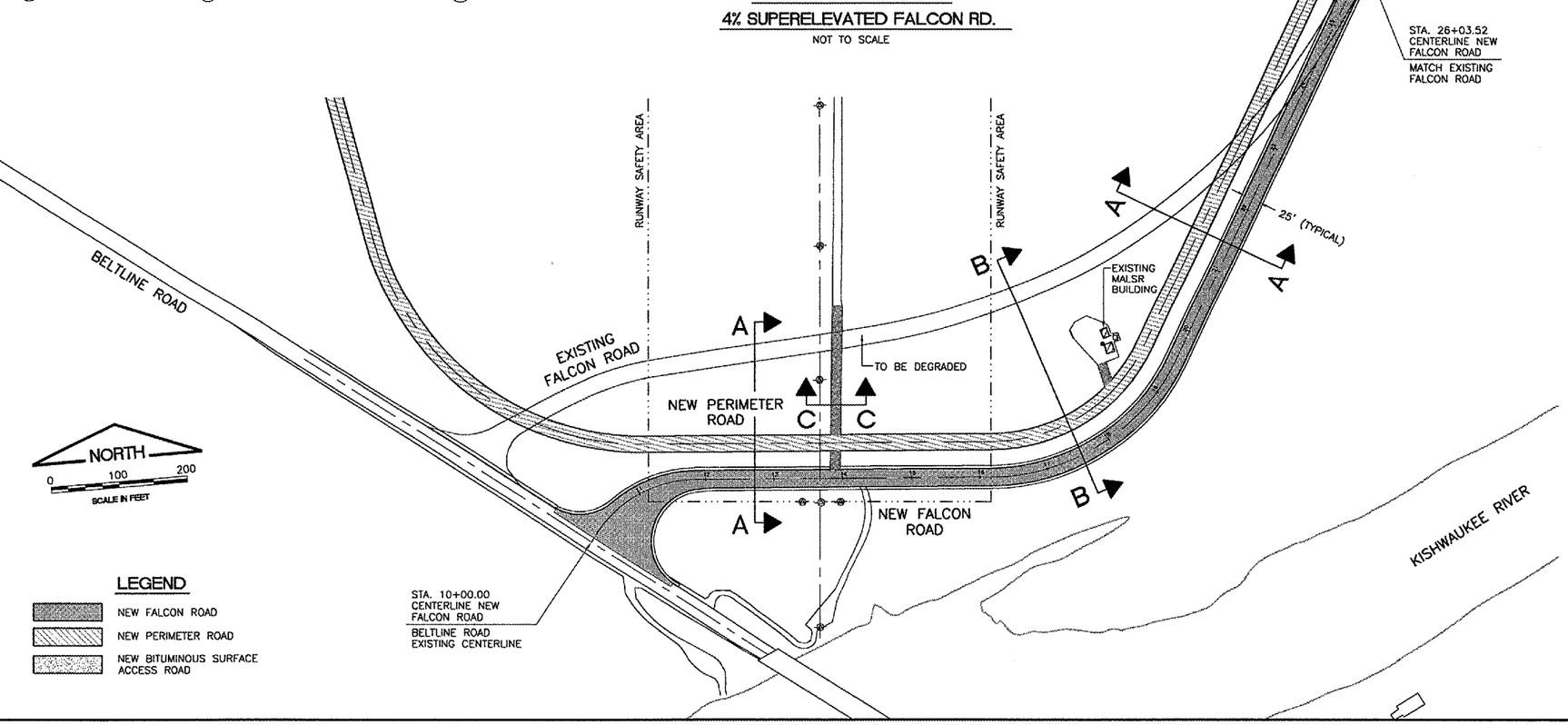
TYPICAL SECTIONS B-B
4% SUPERELEVATED FALCON RD.

NOT TO SCALE



TYPICAL SECTIONS C-C
ACCESS ROAD

NOT TO SCALE



LEGEND

- NEW FALCON ROAD
- NEW PERIMETER ROAD
- NEW BITUMINOUS SURFACE ACCESS ROAD

LEGEND

- (A) NEW 4" BITUMINOUS SURFACE COURSE (401)(2 LIFTS)
  NEW 8" BITUMINOUS BASE COURSE (201)
  NEW 12" CRUSHED AGG. SUBGRADE W/ FABRIC (209)
- (B) NEW 6" AGG. SHOULDERS (209)
- (C) NEW 2" BITUMINOUS SURFACE COURSE (401)
  NEW 2" BITUMINOUS BASE COURSE (201)
  NEW 6" CRUSHED AGG. BASE COURSE (209)
  NEW 12" PAVEMENT MILLINGS FROM TWY REMOVALS(152)
- (D) NEW PRIME COAT (602)
- (E) NEW TACK COAT BETWEEN LIFTS OF 401 (603)
- (F) PROPOSED TOPSOIL PLACEMENT (4" MINIMUM)
- (G) PROPOSED TOPSOIL STRIPPING (12" AVERAGE)
- (H) NEW SOIL GUARD
- (I) NEW SEEDING AND MULCHING
- (J) PROPOSED UNCLASSIFIED EXCAVATION (152)
- (K) PROPOSED EMBANKMENT FILL (152)
- (L) PROPOSED SHOULDER FILL (152)
- (M) NEW GROUNDLINE
- (N) EXISTING GROUNDLINE
- (O) NEW 2" BITUMINOUS SURAFCE COURSE (401)
  NEW 12" BITUMINOUS MILLINGS (152)
- (P) PAVEMENT REMOVAL EXISTING FALCON ROAD (401)

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

SITE PLAN AND TYPICAL SECTIONS (FSP1)

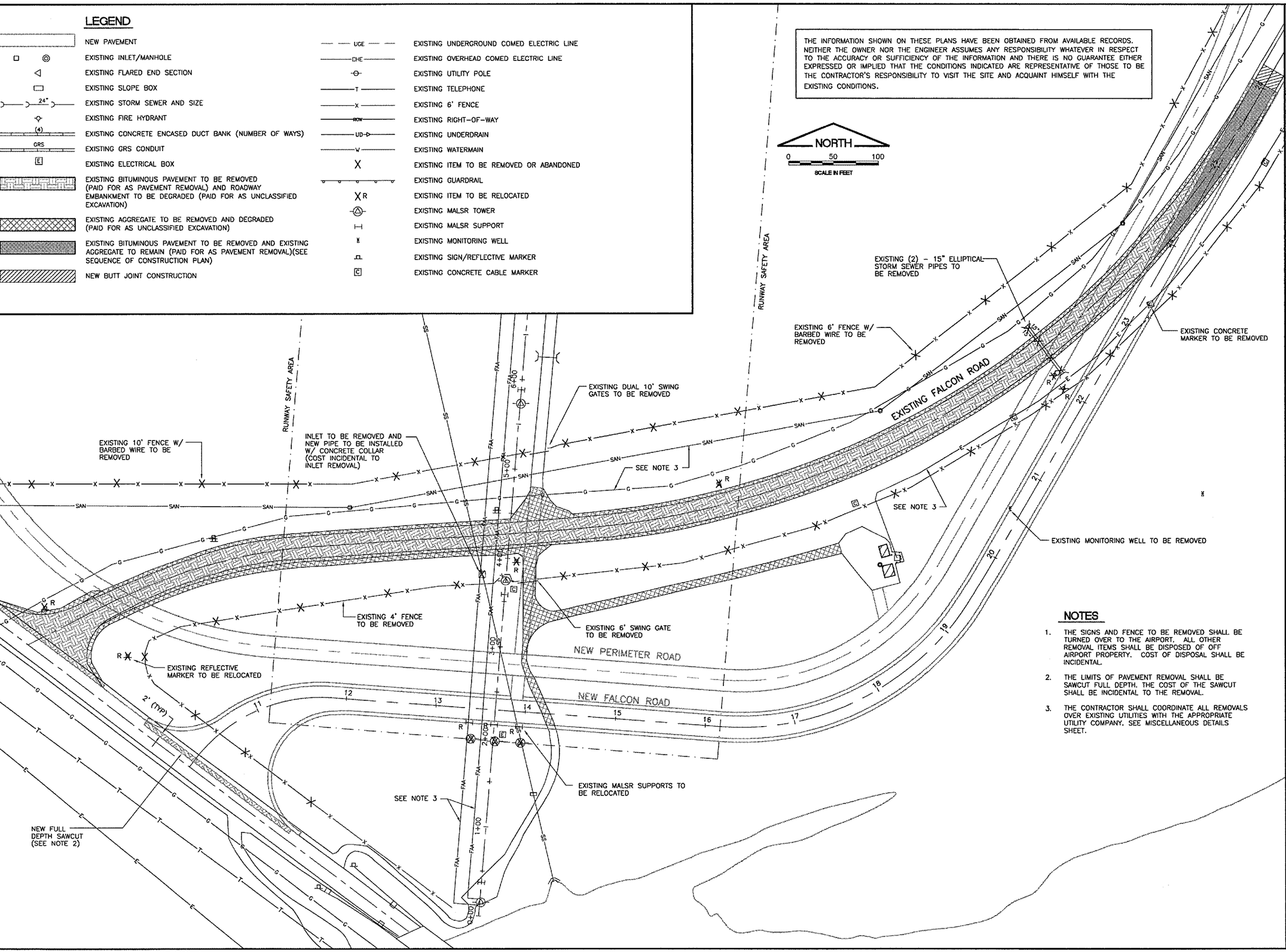
21

LEGEND

NEW PAVEMENT	EXISTING UNDERGROUND COMED ELECTRIC LINE
EXISTING INLET/MANHOLE	EXISTING OVERHEAD COMED ELECTRIC LINE
EXISTING FLARED END SECTION	EXISTING UTILITY POLE
EXISTING SLOPE BOX	EXISTING TELEPHONE
EXISTING STORM SEWER AND SIZE	EXISTING 6' FENCE
EXISTING FIRE HYDRANT	EXISTING RIGHT-OF-WAY
EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)	EXISTING UNDERDRAIN
EXISTING GRS CONDUIT	EXISTING WATERMAIN
EXISTING ELECTRICAL BOX	EXISTING ITEM TO BE REMOVED OR ABANDONED
EXISTING BITUMINOUS PAVEMENT TO BE REMOVED (PAID FOR AS PAVEMENT REMOVAL) AND ROADWAY EMBANKMENT TO BE DEGRADED (PAID FOR AS UNCLASSIFIED EXCAVATION)	EXISTING GUARDRAIL
EXISTING AGGREGATE TO BE REMOVED AND DEGRADED (PAID FOR AS UNCLASSIFIED EXCAVATION)	EXISTING ITEM TO BE RELOCATED
EXISTING BITUMINOUS PAVEMENT TO BE REMOVED AND EXISTING AGGREGATE TO REMAIN (PAID FOR AS PAVEMENT REMOVAL)(SEE SEQUENCE OF CONSTRUCTION PLAN)	EXISTING MALSR TOWER
NEW BUTT JOINT CONSTRUCTION	EXISTING MALSR SUPPORT
	EXISTING MONITORING WELL
	EXISTING SIGN/REFLECTIVE MARKER
	EXISTING CONCRETE CABLE MARKER

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

NORTH
0 50 100
SCALE IN FEET



NOTES

1. THE SIGNS AND FENCE TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. ALL OTHER REMOVAL ITEMS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY. COST OF DISPOSAL SHALL BE INCIDENTAL.
2. THE LIMITS OF PAVEMENT REMOVAL SHALL BE SAWCUT FULL DEPTH. THE COST OF THE SAWCUT SHALL BE INCIDENTAL TO THE REMOVAL.
3. THE CONTRACTOR SHALL COORDINATE ALL REMOVALS OVER EXISTING UTILITIES WITH THE APPROPRIATE UTILITY COMPANY. SEE MISCELLANEOUS DETAILS SHEET.

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

EXISTING CONDITIONS AND REMOVALS (FEC1)

22

SHEET 22 OF 52 SHEETS

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

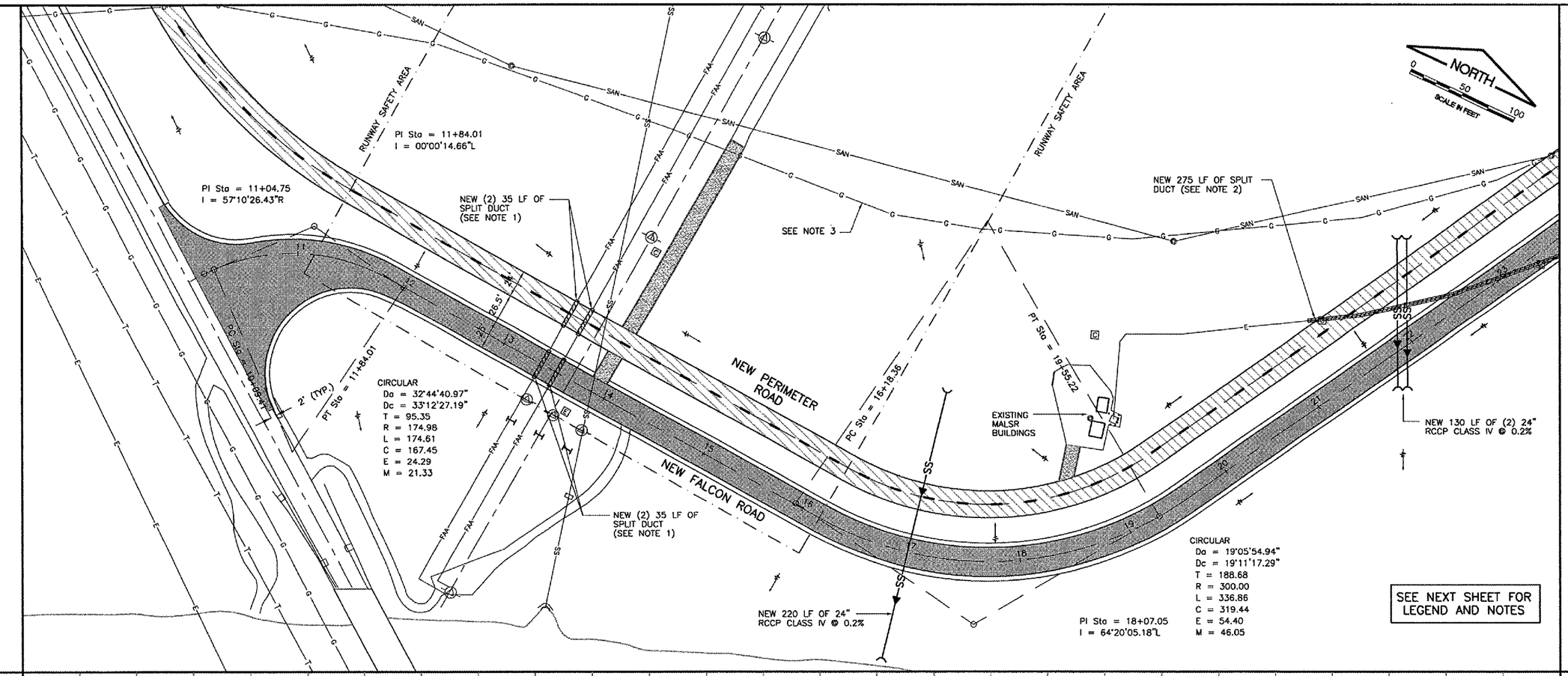
Northwest Chicagoland International Airport

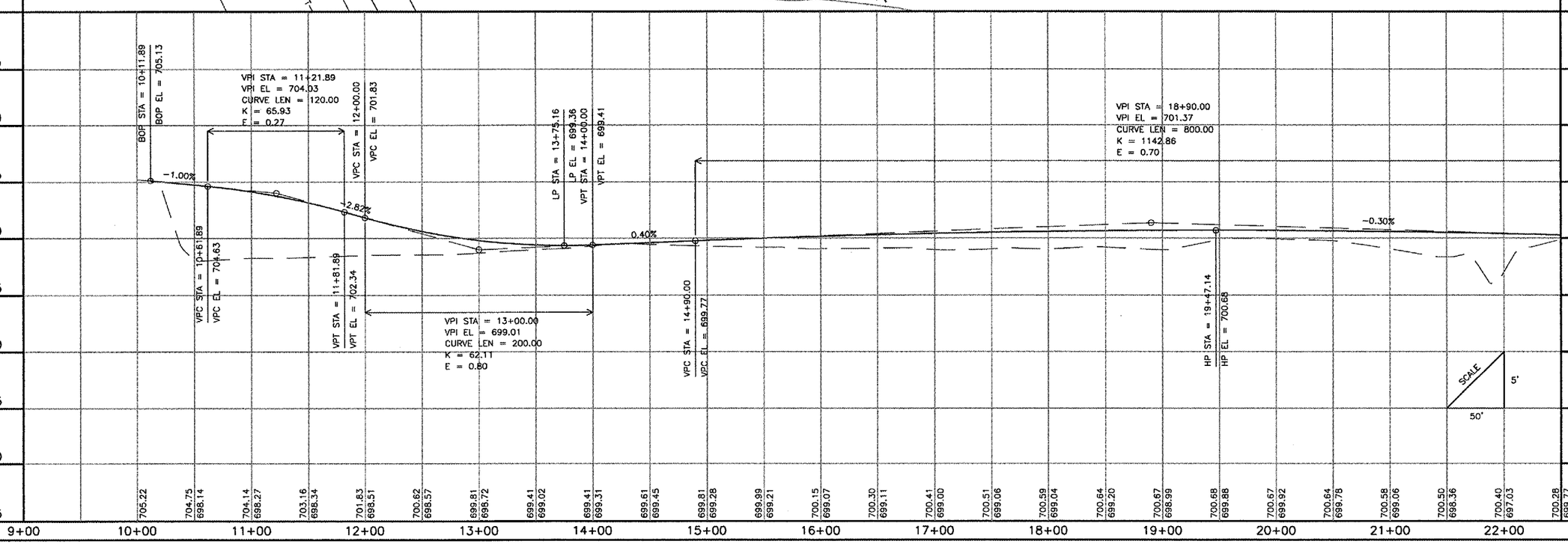
Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.





Revisions

No.	Date	Description

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

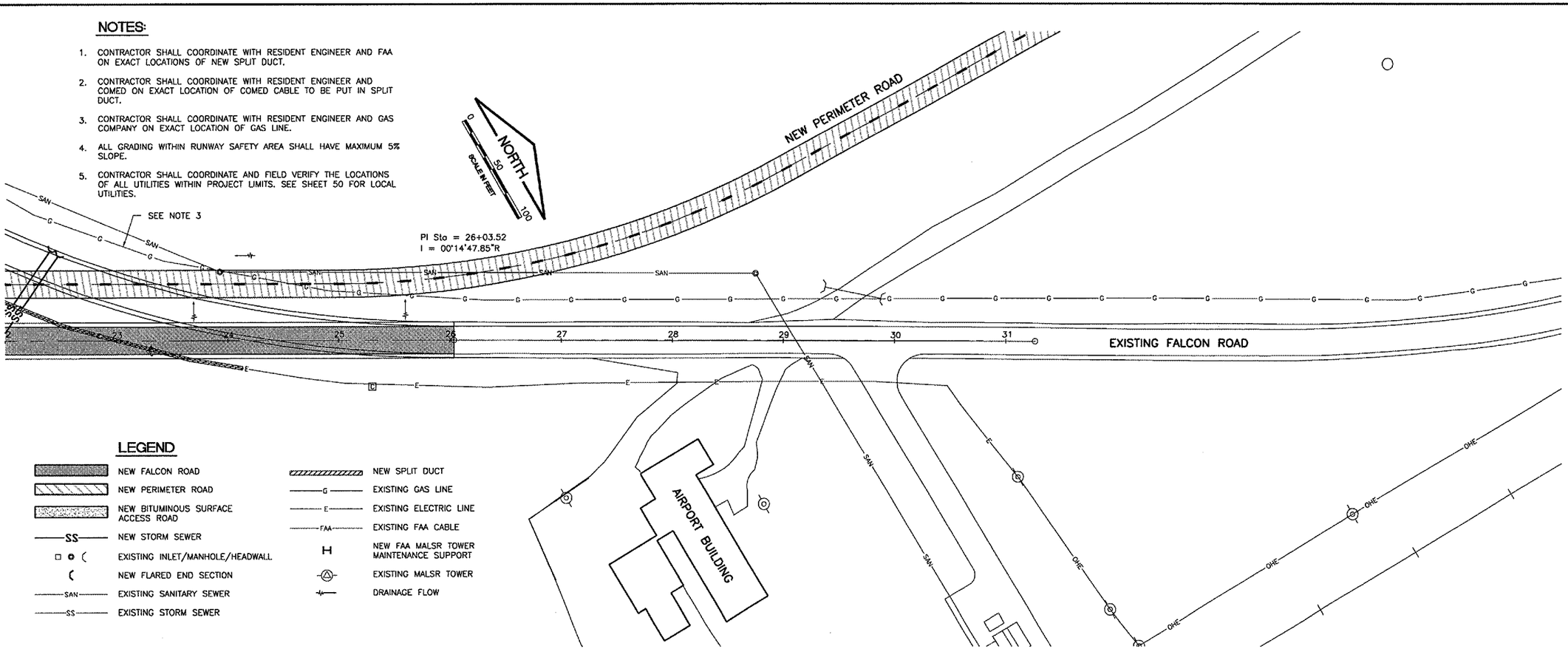
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

PLAN AND PROFILE 1 (FPP1)

23

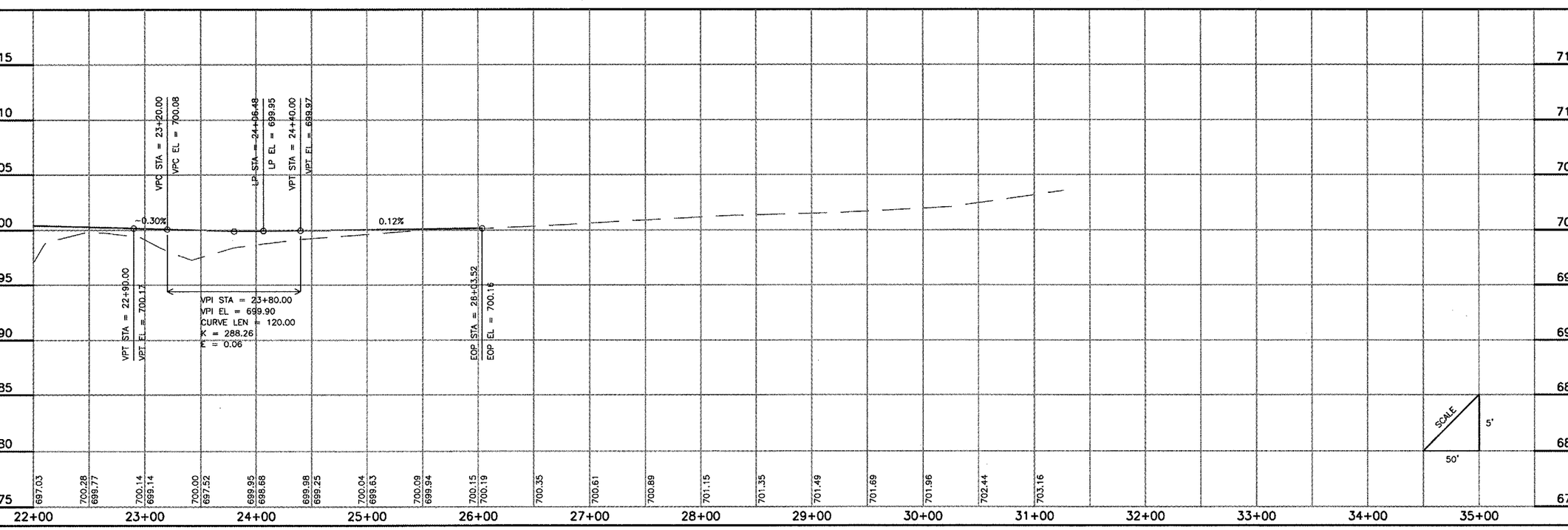
NOTES:

1. CONTRACTOR SHALL COORDINATE WITH RESIDENT ENGINEER AND FAA ON EXACT LOCATIONS OF NEW SPLIT DUCT.
2. CONTRACTOR SHALL COORDINATE WITH RESIDENT ENGINEER AND COMED ON EXACT LOCATION OF COMED CABLE TO BE PUT IN SPLIT DUCT.
3. CONTRACTOR SHALL COORDINATE WITH RESIDENT ENGINEER AND GAS COMPANY ON EXACT LOCATION OF GAS LINE.
4. ALL GRADING WITHIN RUNWAY SAFETY AREA SHALL HAVE MAXIMUM 5% SLOPE.
5. CONTRACTOR SHALL COORDINATE AND FIELD VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN PROJECT LIMITS. SEE SHEET 50 FOR LOCAL UTILITIES.



LEGEND

- NEW FALCON ROAD
- NEW PERIMETER ROAD
- NEW BITUMINOUS SURFACE ACCESS ROAD
- SS — NEW STORM SEWER
- EXISTING INLET/MANHOLE/HEADWALL
- NEW FLARED END SECTION
- SAN — EXISTING SANITARY SEWER
- SS — EXISTING STORM SEWER
- NEW SPLIT DUCT
- G — EXISTING GAS LINE
- E — EXISTING ELECTRIC LINE
- FAA — EXISTING FAA CABLE
- H — NEW FAA MALSR TOWER MAINTENANCE SUPPORT
- EXISTING MALSR TOWER
- DRAINAGE FLOW



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

PLAN AND PROFILE 2 (FPP2)

24

SIGN LEGEND

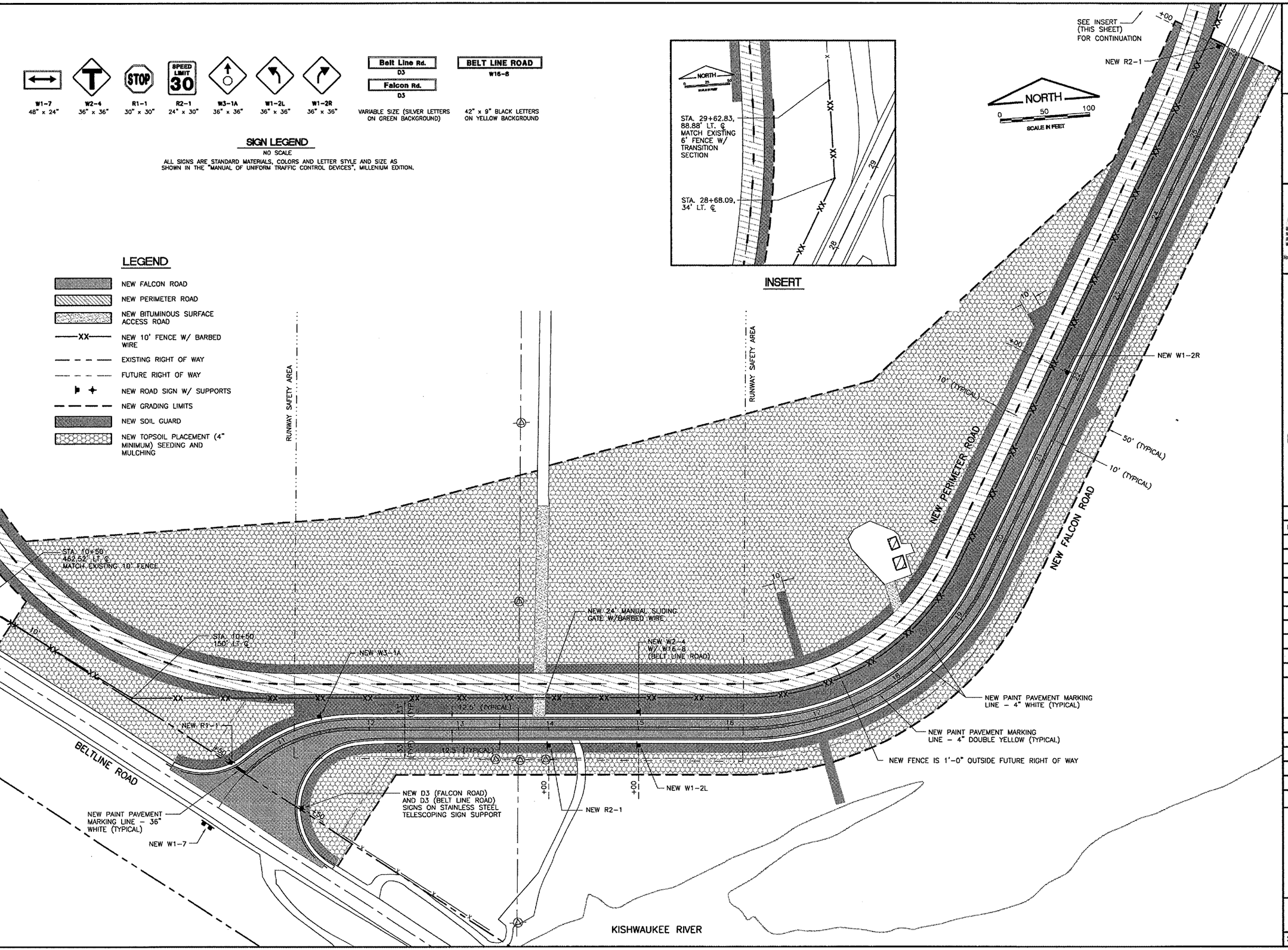
NO SCALE

ALL SIGNS ARE STANDARD MATERIALS, COLORS AND LETTER STYLE AND SIZE AS SHOWN IN THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", MILLENIUM EDITION.

LEGEND

- NEW FALCON ROAD
- NEW PERIMETER ROAD
- NEW BITUMINOUS SURFACE ACCESS ROAD
- NEW 10' FENCE W/ BARBED WIRE
- EXISTING RIGHT OF WAY
- FUTURE RIGHT OF WAY
- NEW ROAD SIGN W/ SUPPORTS
- NEW GRADING LIMITS
- NEW SOIL GUARD
- NEW TOPSOIL PLACEMENT (4" MINIMUM) SEEDING AND MULCHING

INSERT



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

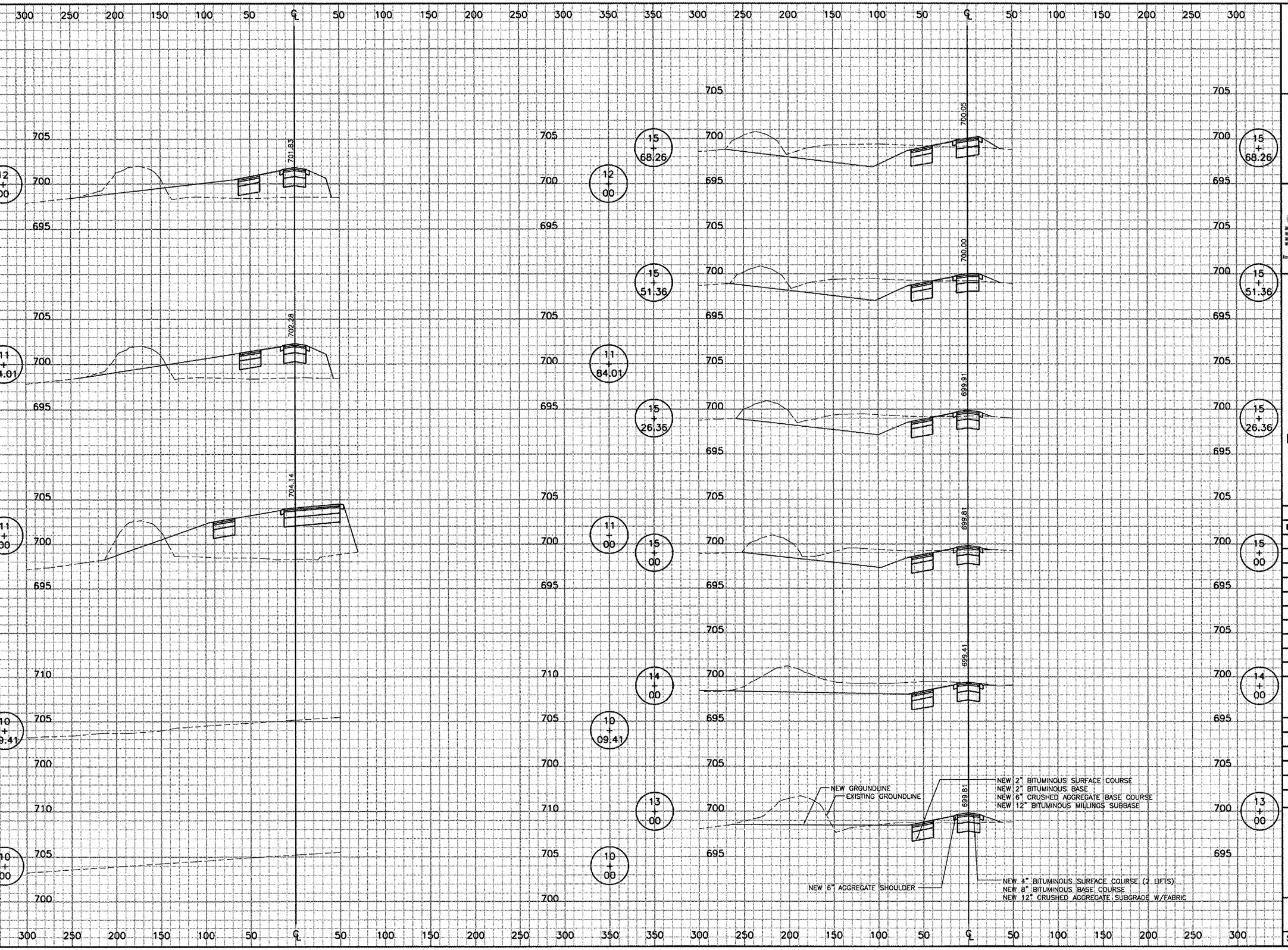
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

FENCING / MARKING / LANDSCAPING PLAN (FML1)

25

SHEET 25 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

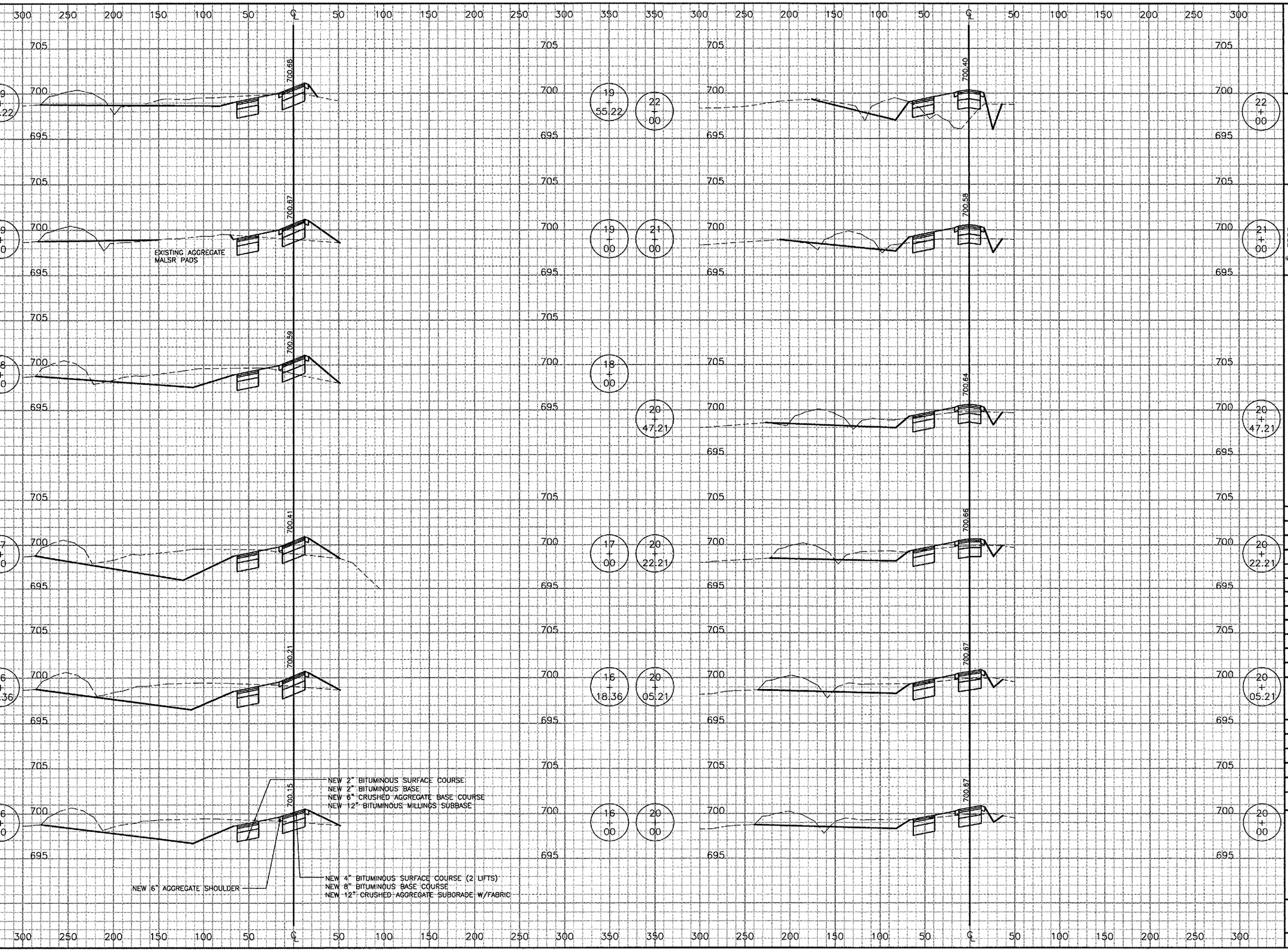
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

FALCON RD. CROSS SECTIONS 1 (FCS1)

26

SHEET 26 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

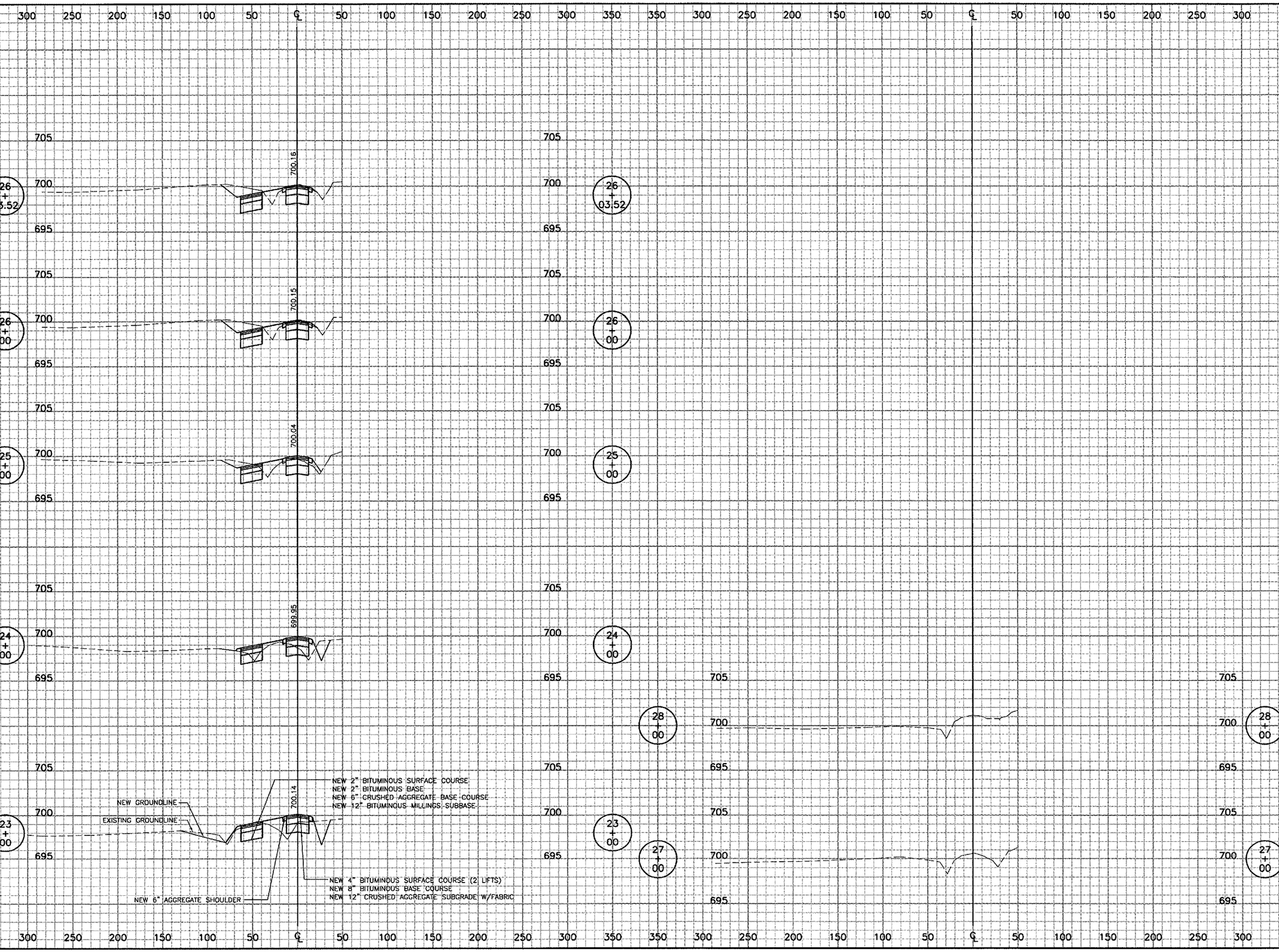
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

FALCON RD. CROSS SECTIONS 2 (FCS2)

27

SHEET 27 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

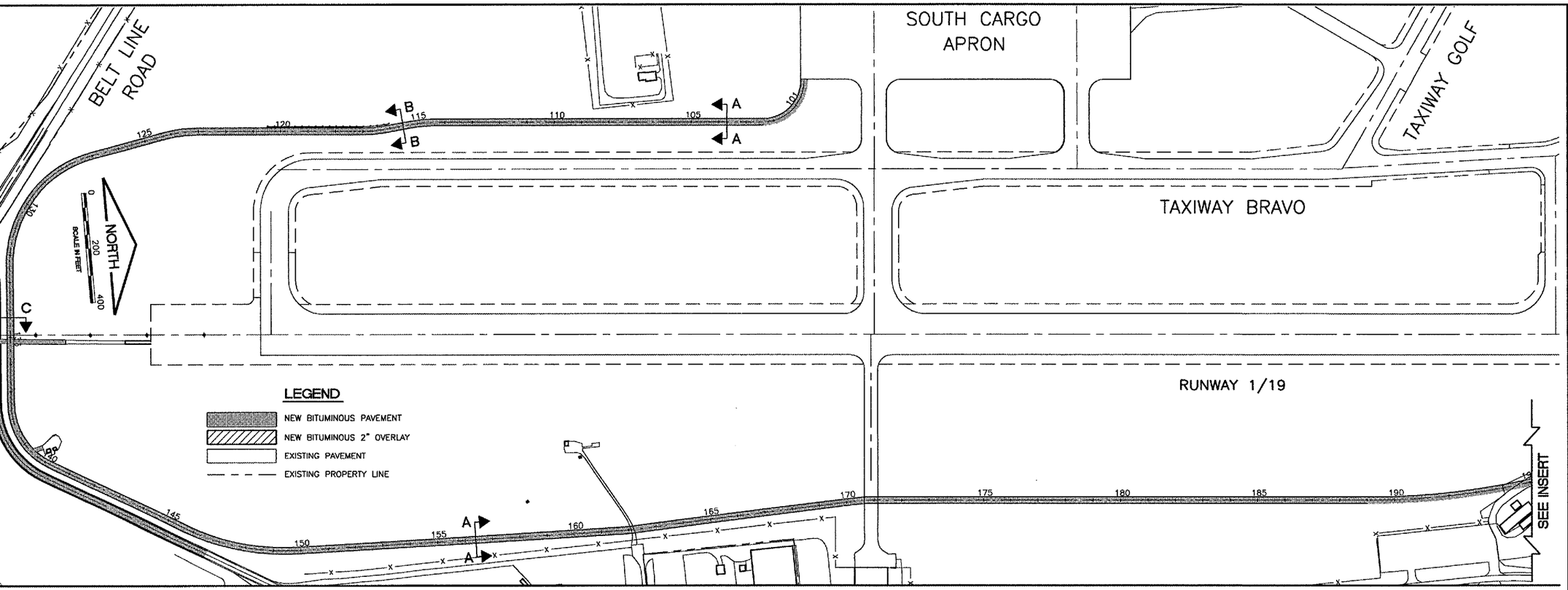
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

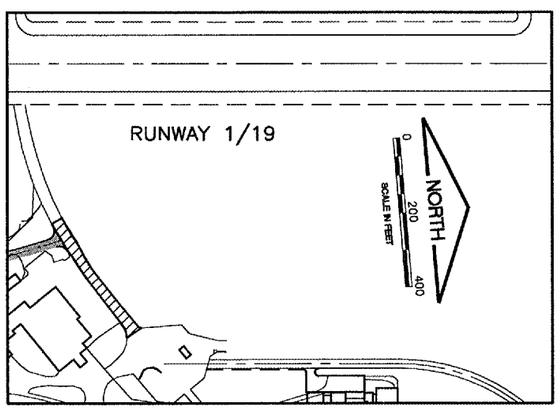
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

FALCON RD. CROSS SECTIONS 3 (FCS3)

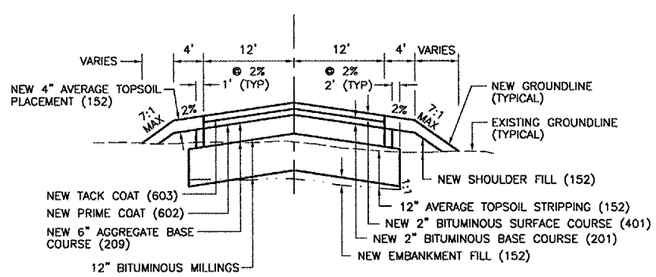
28

SHEET 28 OF 52 SHEETS



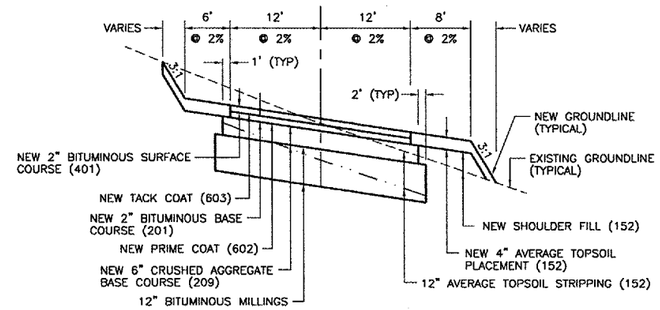


INSERT



SECTION A-A

NOT TO SCALE
STA. 100+02.71 TO STA. 116+00
STA.121+00 TO STA. 132+37.98
STA. 147+00 TO STA. 197+00



SEE FALCON ROAD TYPICAL SECTIONS

SECTION B-B

NOT TO SCALE
STA. 116+00 TO STA. 121+00

SECTION C-C

NOT TO SCALE

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

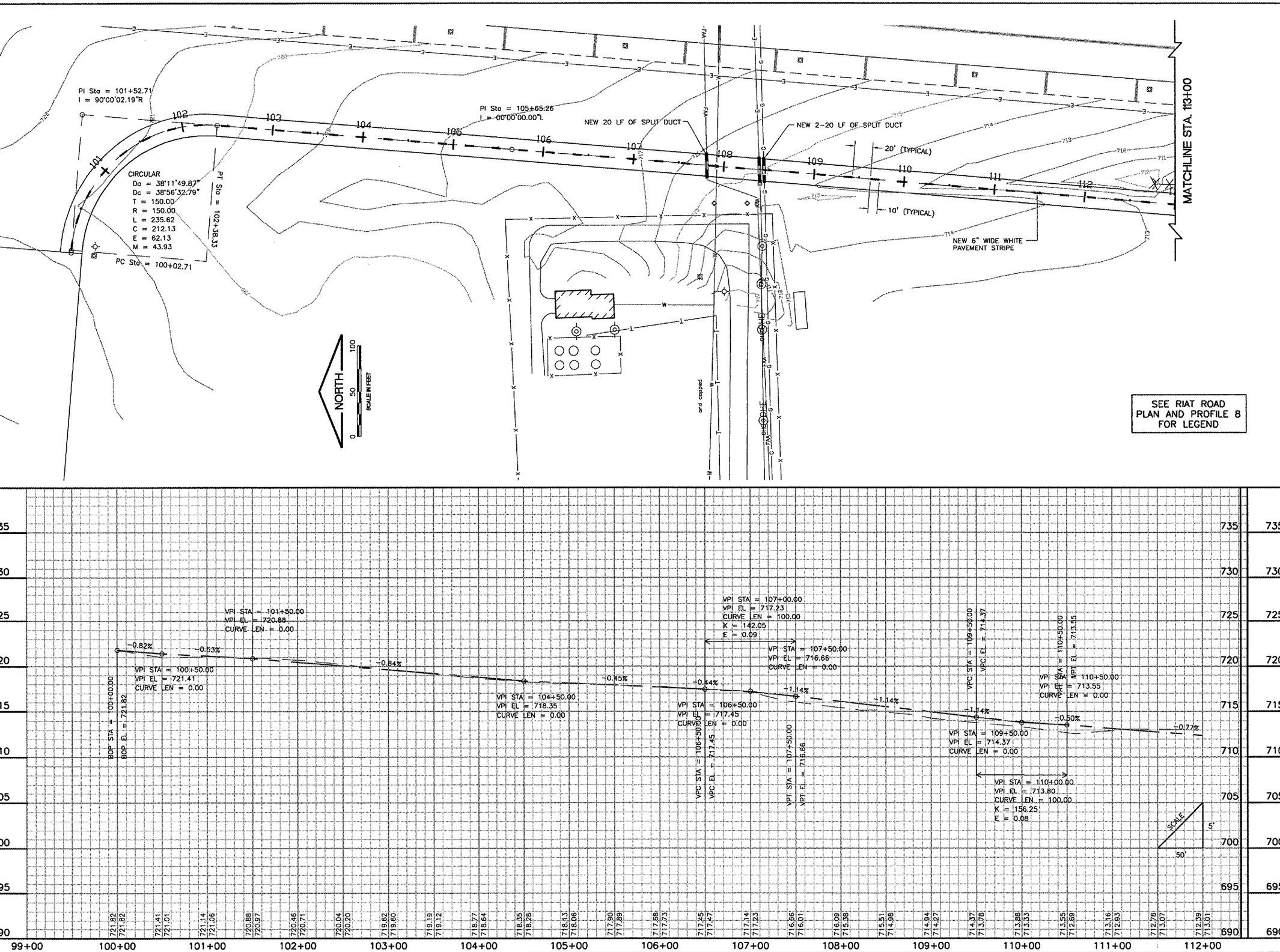
0 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

SITE PLAN AND TYPICAL SECTIONS (SSP1)

29

SHEET 29 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

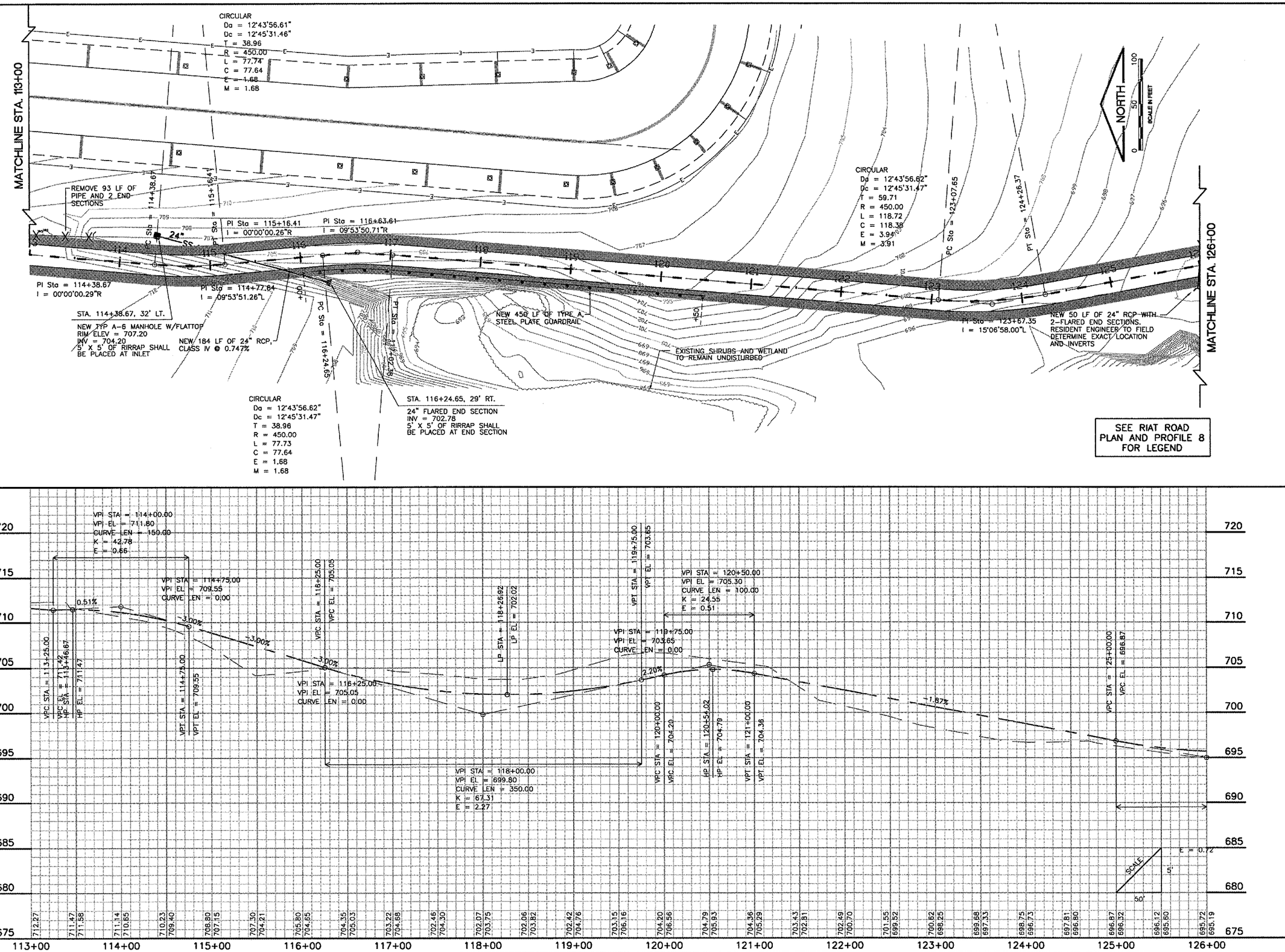
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 1 (SPP1)

30

SHEET 30 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

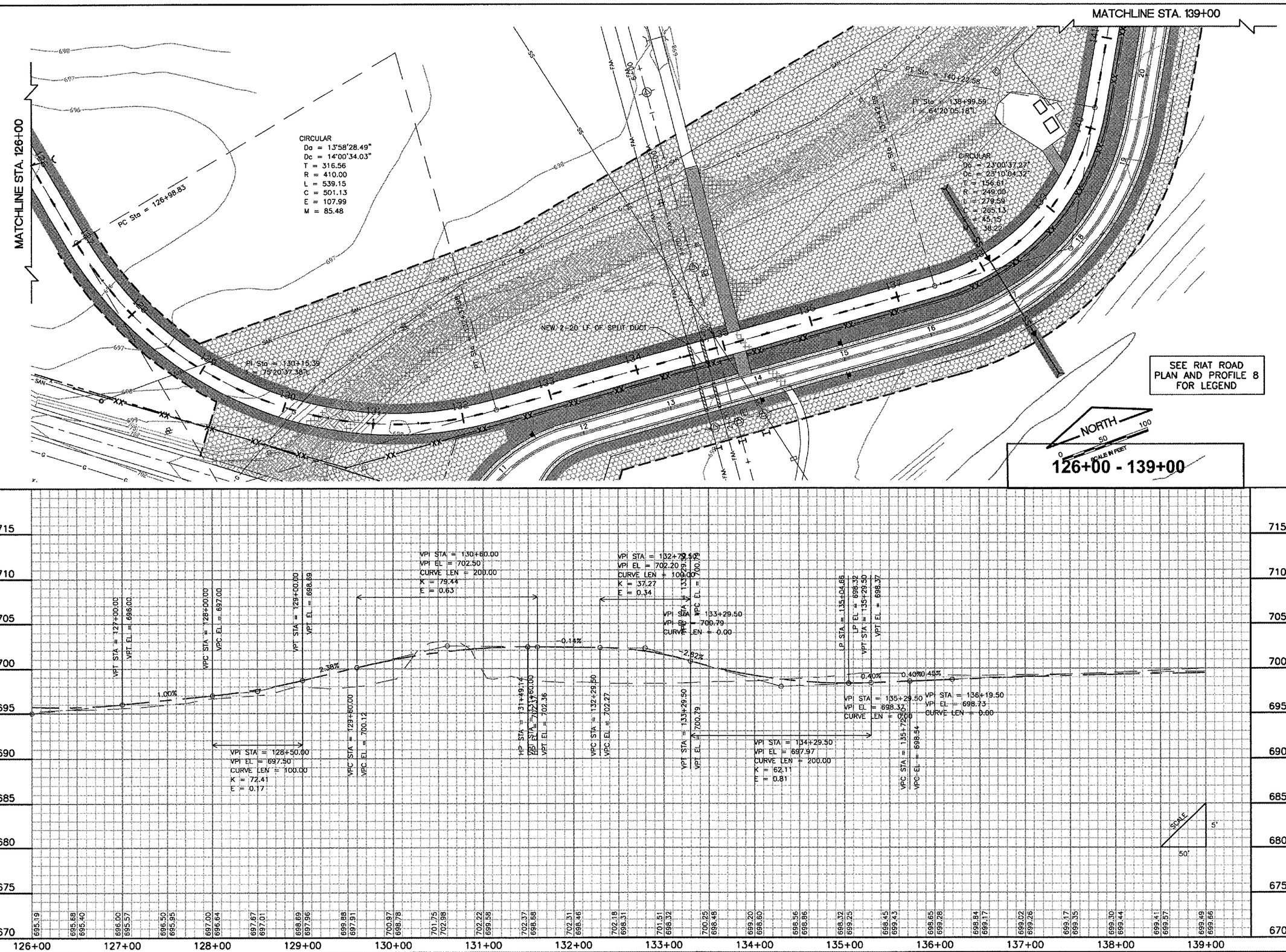
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 2 (SPP2)

31

SHEET 31 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

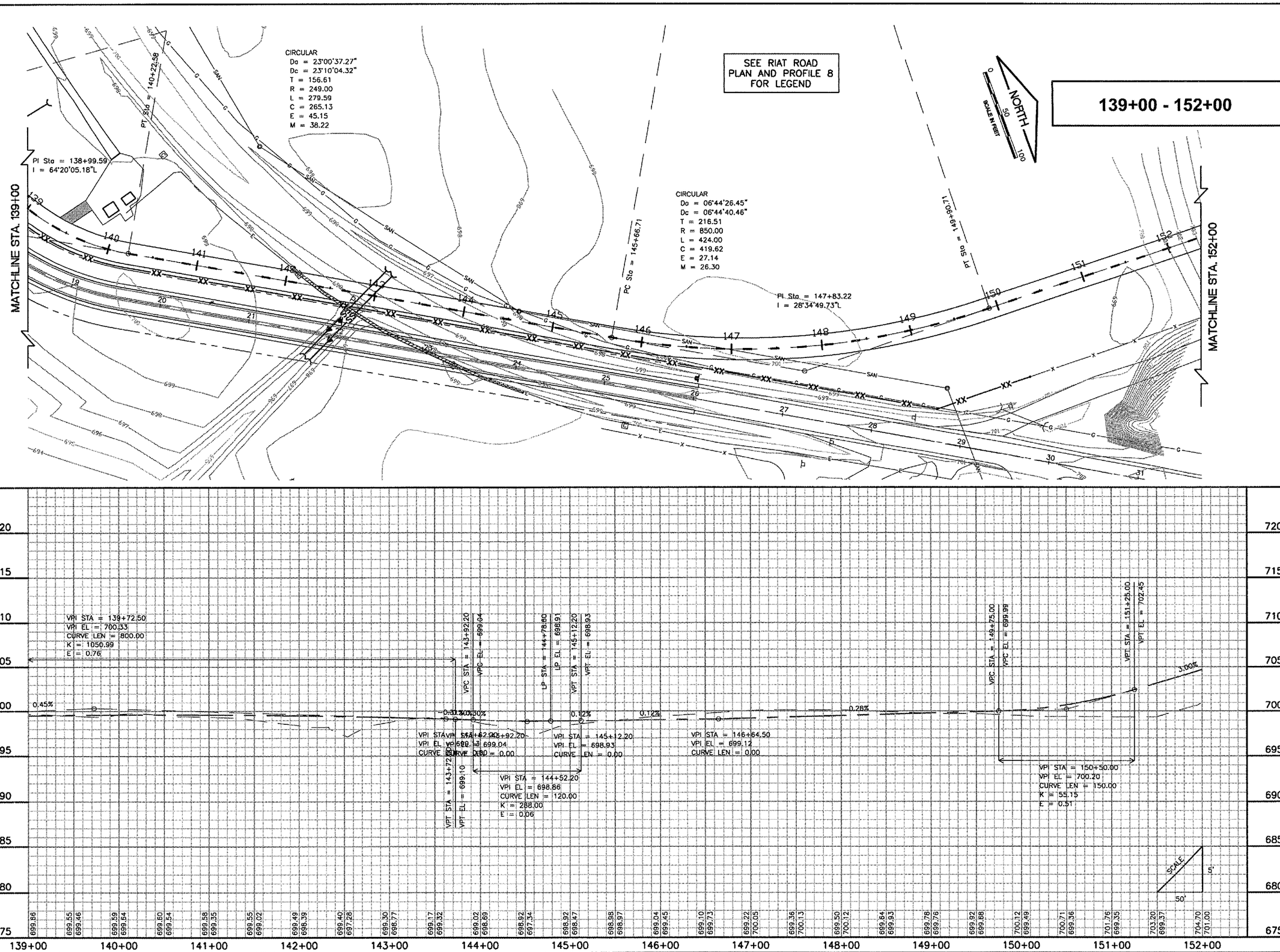
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 3 (SPP3)

32

SHEET 32 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

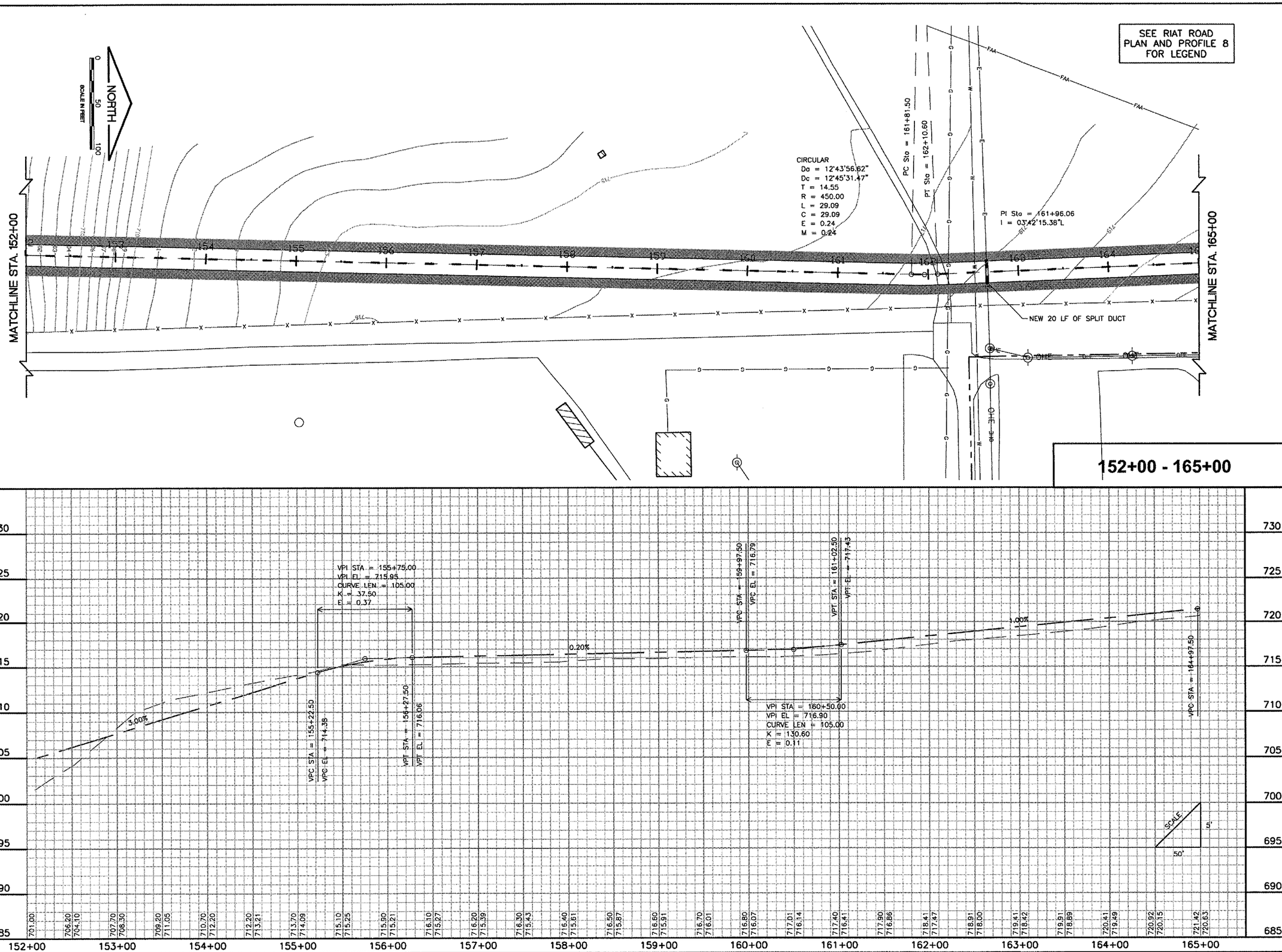
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 4 (SPP4)

33



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 5 (SPP5)

34

SHEET 34 OF 52 SHEETS

SEE RIAT ROAD PLAN AND PROFILE 8 FOR LEGEND

CONTRACTOR SHALL CORE INTO EXISTING INLET. COST OF CORING SHALL BE INCIDENTAL TO THE NEW STORM SEWER

NEW 105 LF OF SPLIT DUCT

NEW 80 LF OF 24" RCP @ 1.0%

STA. 169+00, 20' RT. ℄
NEW TYP A-6 MANHOLE W/FLATTOP
RIM = 720.50
INV = 717.25

EXISTING TAXIWAY

PC Sta = 170+37.83

PT Sta = 170+93.79

PI Sta = 170+65.84
I = 07°07'30.45"R

CIRCULAR
Da = 12°43'56.62"
Dc = 12°45'31.47"
T = 28.02
R = 450.00
L = 55.96
C = 55.92
E = 0.87
M = 0.87

PI Sta = 174+86.87
I = 00°02'44.78"L

NEW 215 LF OF SPLIT DUCT

MATCHLINE STA. 165+00

MATCHLINE STA. 178+00

NORTH

SCALE IN FEET 0 50 100

165+00 - 178+00

VPI STA = 165+50.00
VPI EL = 721.92
CURVE LEN = 105.00
K = 413.39
E = 0.03

VPI STA = 167+50.00
VPI EL = 723.42
CURVE LEN = 105.00
K = 41.50
E = 0.33

VPI STA = 169+00.00
VPI EL = 720.75
CURVE LEN = 150.00
K = 41.86
E = 0.67

VPI STA = 173+75.00
VPI EL = 721.19
CURVE LEN = 105.00
K = 124.78
E = 0.11

VPI STA = 176+50.00
VPI EL = 720.76
CURVE LEN = 105.00
K = 146.45
E = 0.09

EXISTING TAXIWAY TO REMAIN

0.75% 1.78% 1.80% -1.00% -0.16% -0.87%

VPT STA = 165+02.50 VPT EL = 722.31
VPC STA = 166+97.50 VPC EL = 723.03
HP STA = 167+28.63 HP EL = 723.14
VPT STA = 168+02.50 VPT EL = 722.49
VPC STA = 168+25.00 VPC EL = 722.09
LP STA = 168+99.50 LP EL = 721.42
VPT STA = 169+75.00 VPT EL = 722.10
VPC STA = 173+22.50 VPC EL = 721.71
VPT STA = 174+27.50 VPT EL = 721.11
VPC STA = 175+97.50 VPC EL = 720.84
VPT STA = 177+02.50 VPT EL = 720.30
VPC STA = 177+47.50 VPC EL = 719.91

E = 0.19

SCALE 5' 50'

720.63 721.89 721.11 722.29 721.89 722.67 722.33 723.04 722.59 723.09 722.72 722.53 722.08 721.71 720.17 721.42 720.17 721.73 721.02 722.55 721.78 723.46 723.16 723.92 723.92 723.44 722.95 722.94 722.29 722.44 721.91 721.94 721.40 721.47 720.87 721.18 720.58 721.07 720.47 720.99 720.42 720.92 720.19 720.84 719.98 720.67 720.06 720.32 719.10 719.89 718.76 719.64 718.75

740 735 730 725 720 715 710 705 700 695

165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

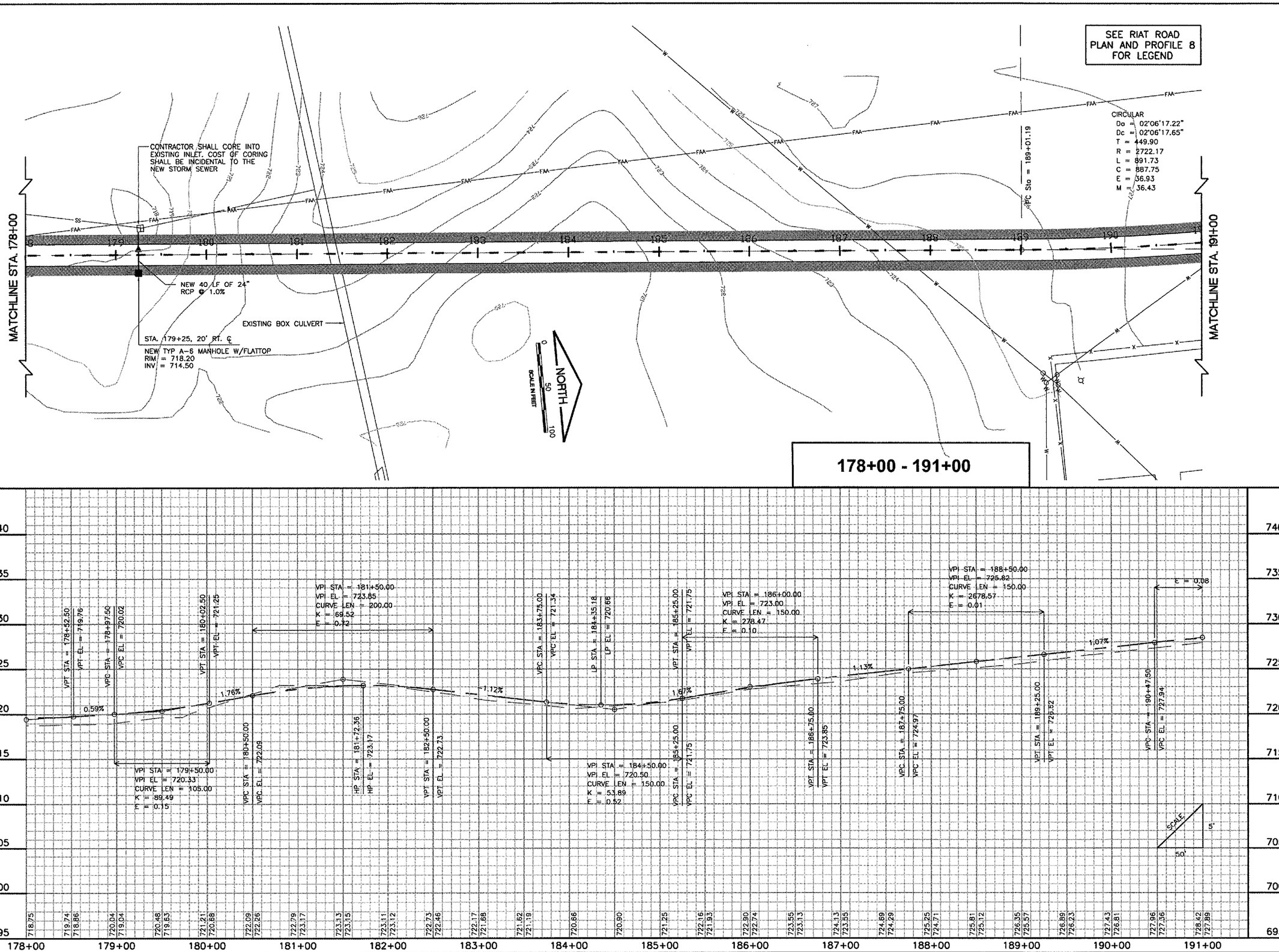
0 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 6 (SPP6)

35

SHEET 35 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

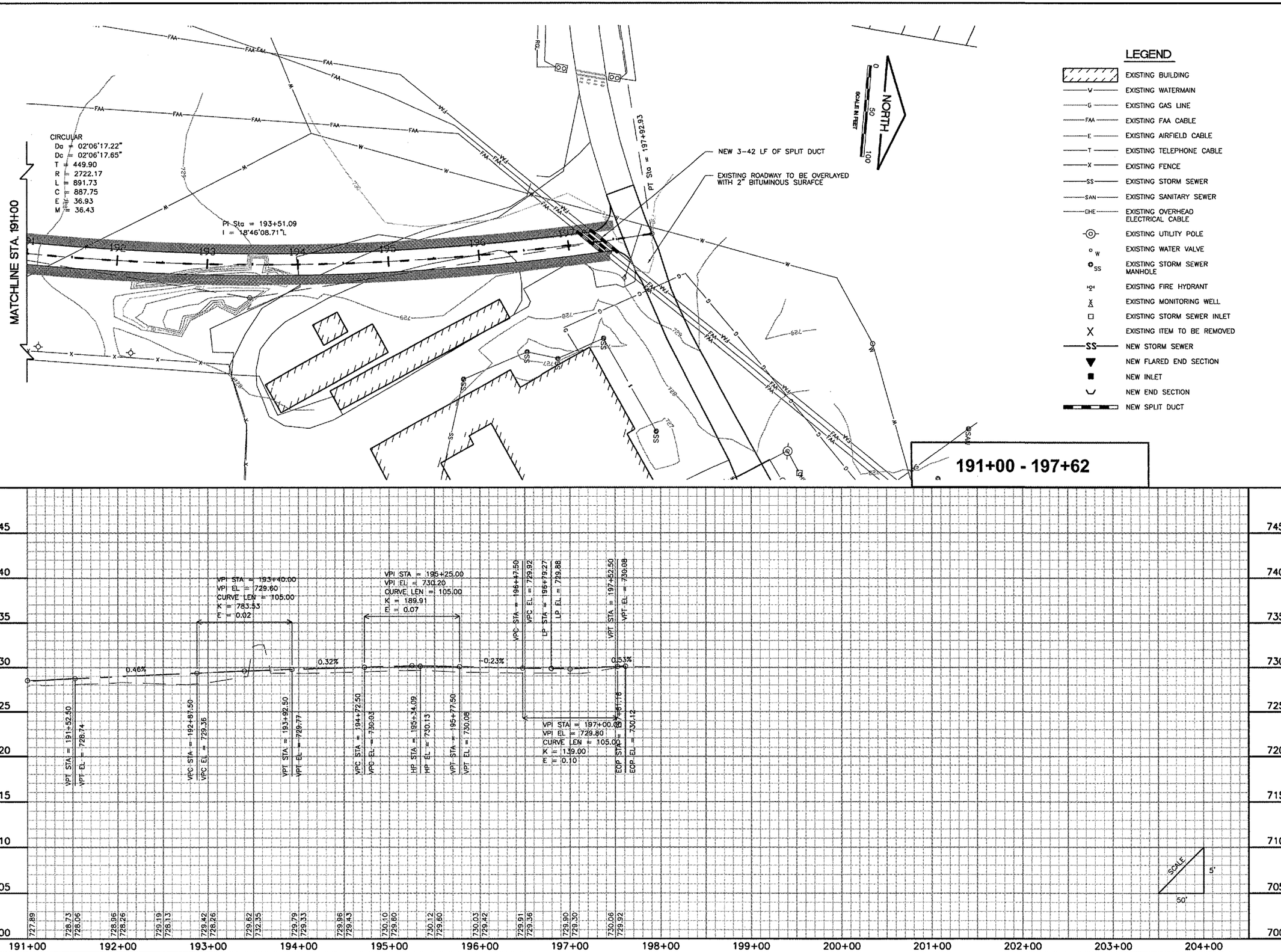
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 7 (SPP7)

36

SHEET 36 OF 52 SHEETS



LEGEND

- EXISTING BUILDING
- EXISTING WATERMAIN
- EXISTING GAS LINE
- EXISTING FAA CABLE
- EXISTING AIRFIELD CABLE
- EXISTING TELEPHONE CABLE
- EXISTING FENCE
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING OVERHEAD ELECTRICAL CABLE
- EXISTING UTILITY POLE
- EXISTING WATER VALVE
- EXISTING STORM SEWER MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING MONITORING WELL
- EXISTING STORM SEWER INLET
- EXISTING ITEM TO BE REMOVED
- NEW STORM SEWER
- NEW FLARED END SECTION
- NEW INLET
- NEW END SECTION
- NEW SPLIT DUCT

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

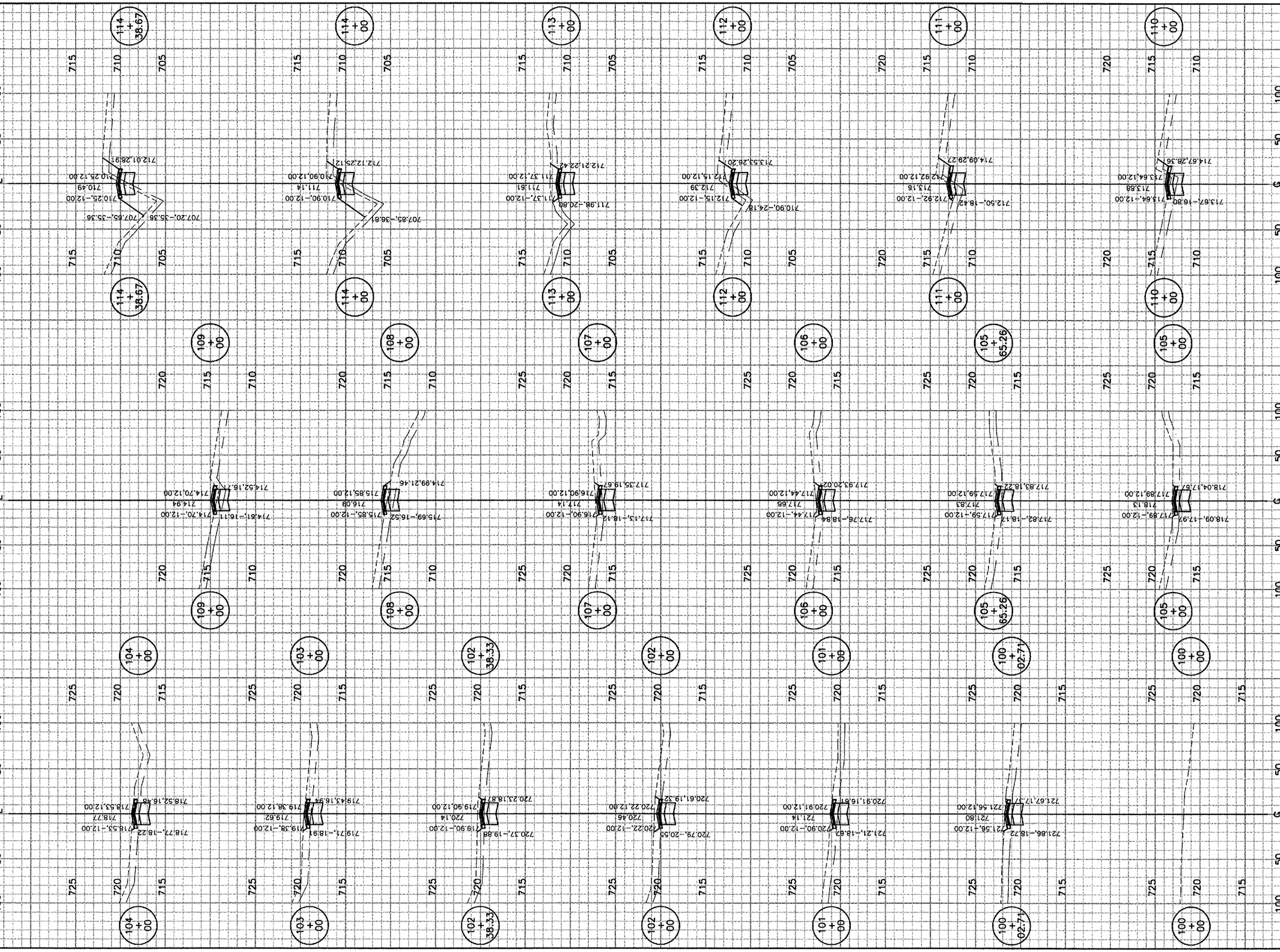
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

PLAN AND PROFILE 8 (SPP8)

37



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

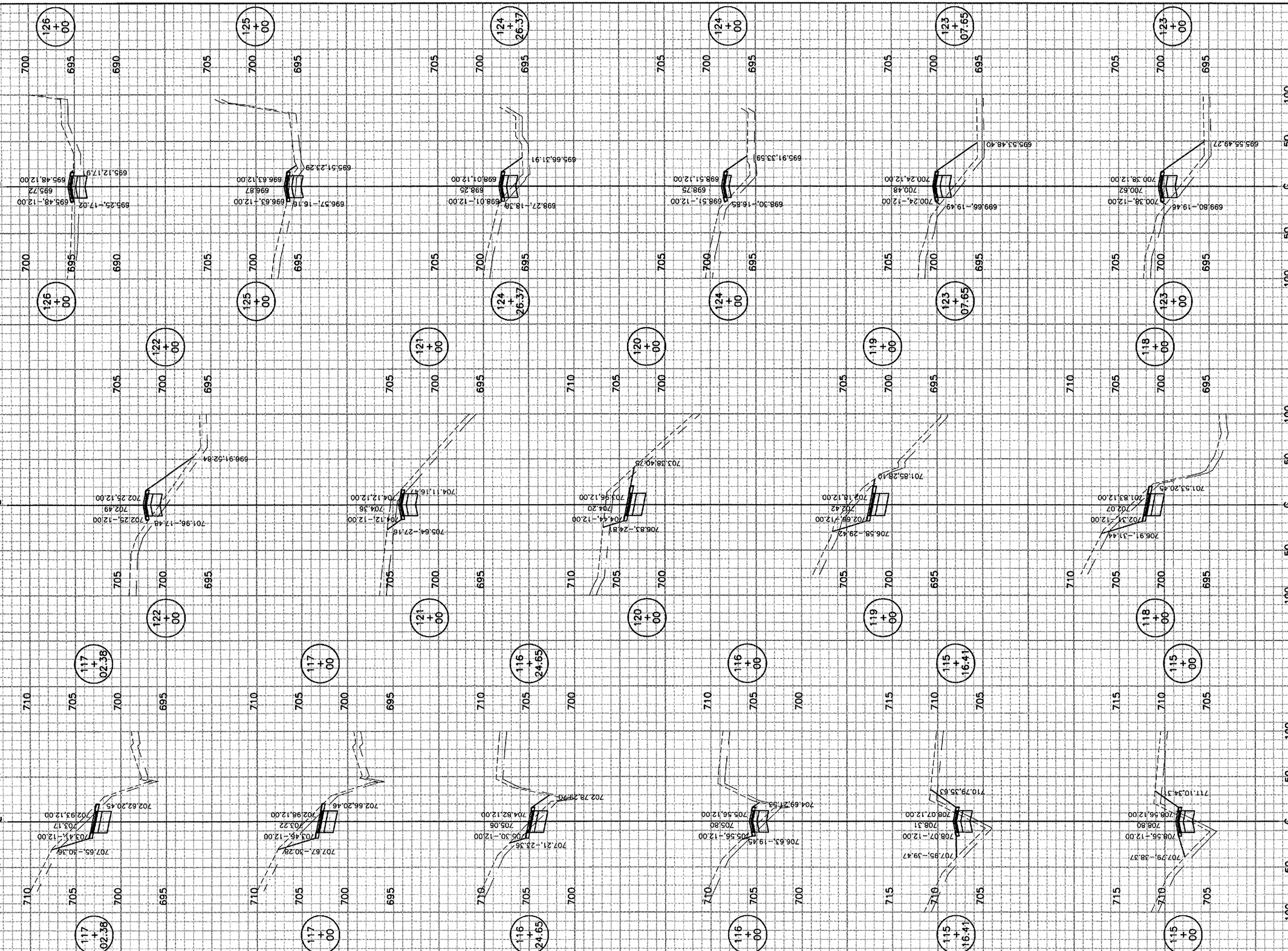
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

CROSS SECTIONS 1 S. RIAT RD. (CSR1)

38



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

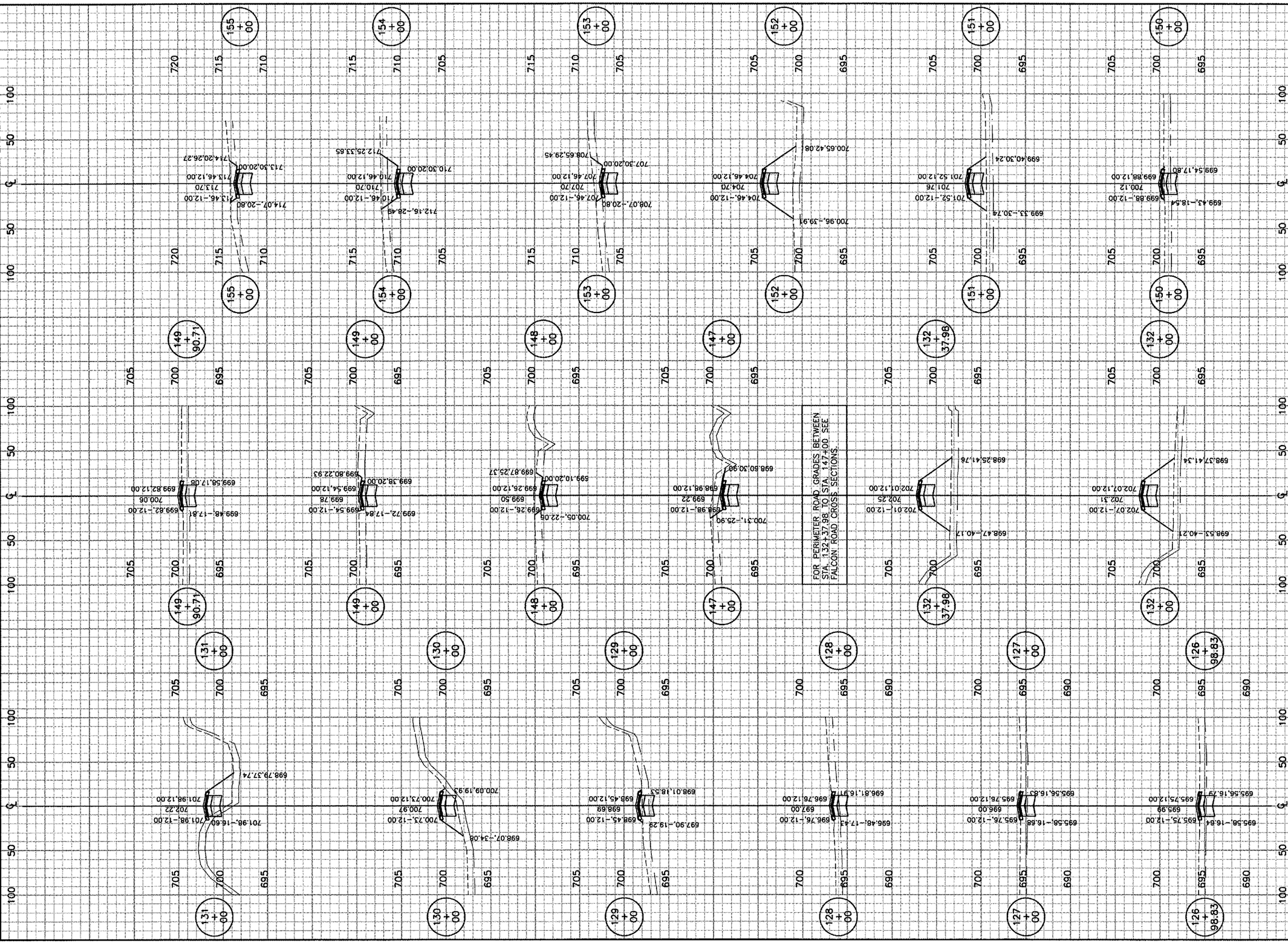
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

CROSS SECTIONS
2
S. RIAT RD.
(CSR2)

39

SHEET 39 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

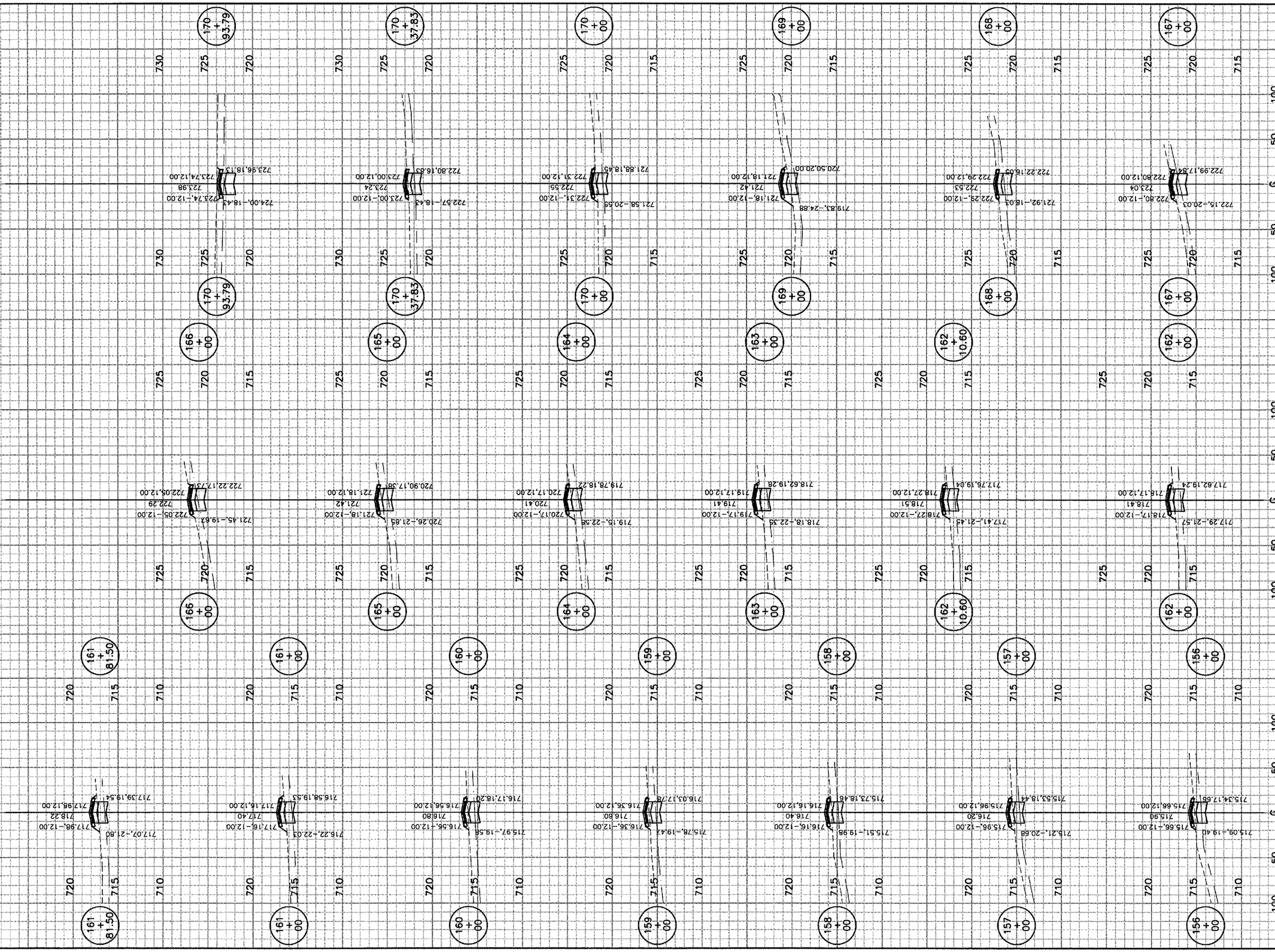
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

CROSS SECTIONS
3
S. RIAT RD.
(CSR3)

40

SHEET 40 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

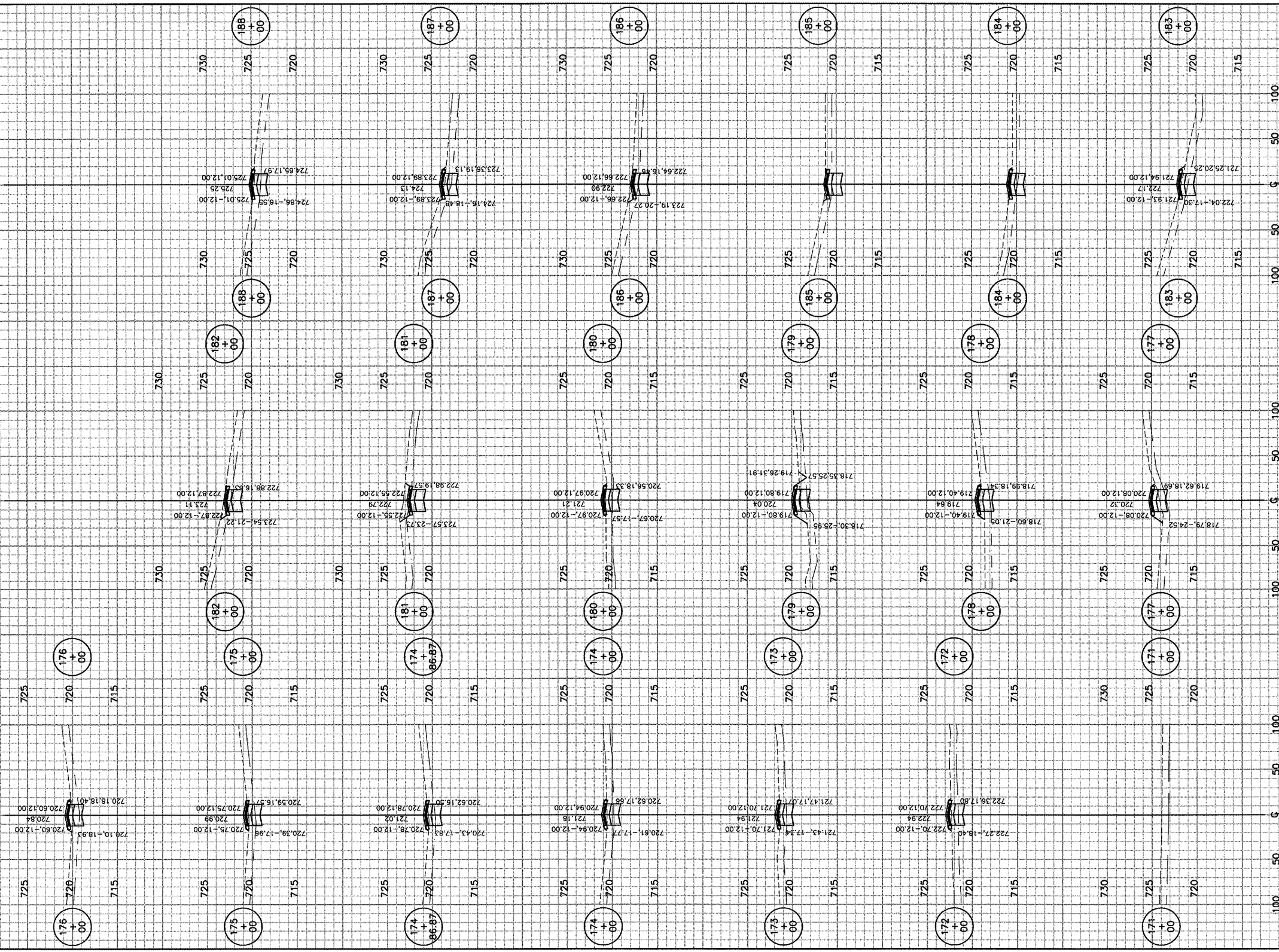
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

CROSS SECTIONS 4 S. RIAT RD. (CSR4)

41



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

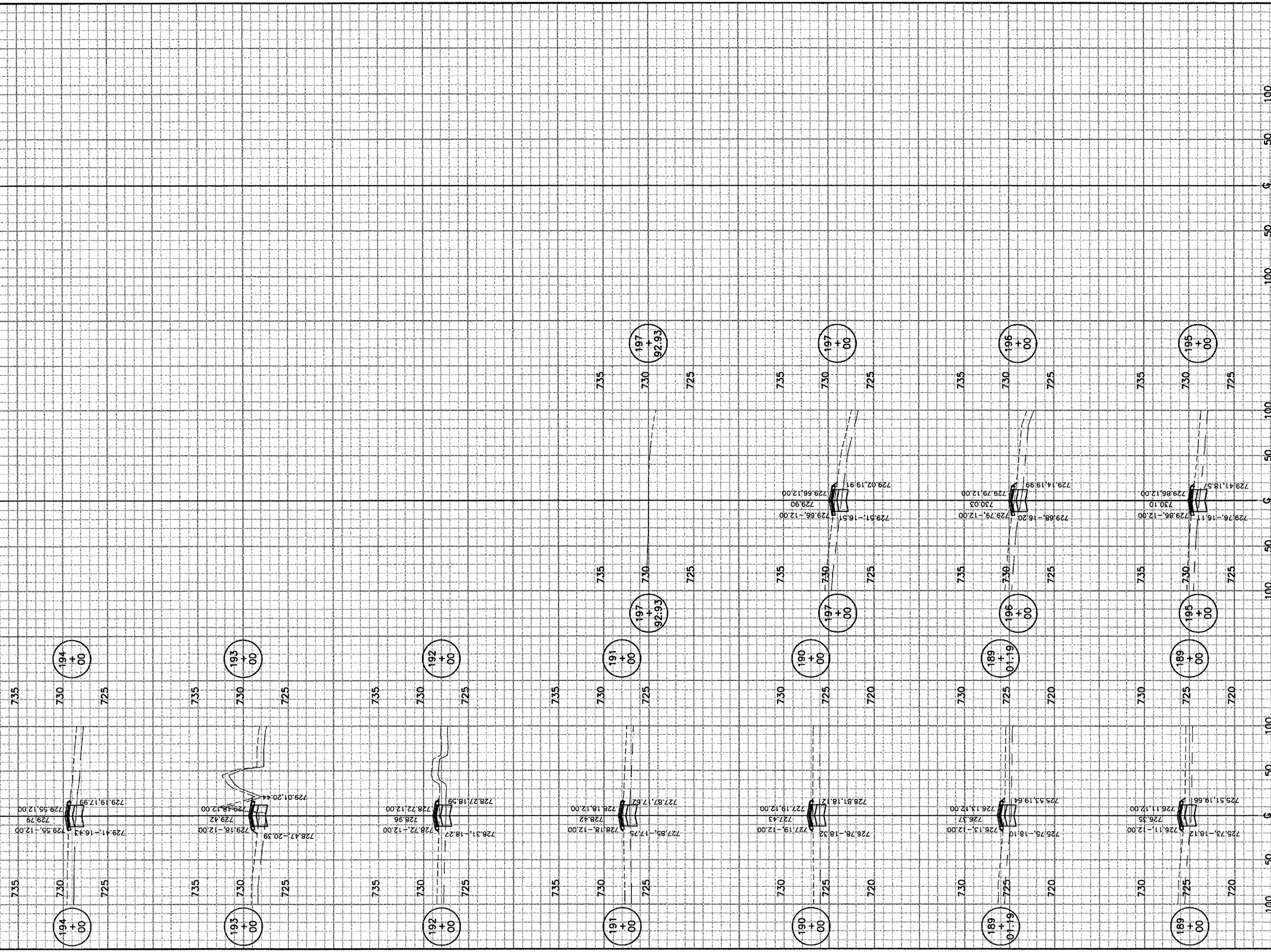
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

CROSS SECTIONS 5 S. RIAT RD. (CSR5)

42



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

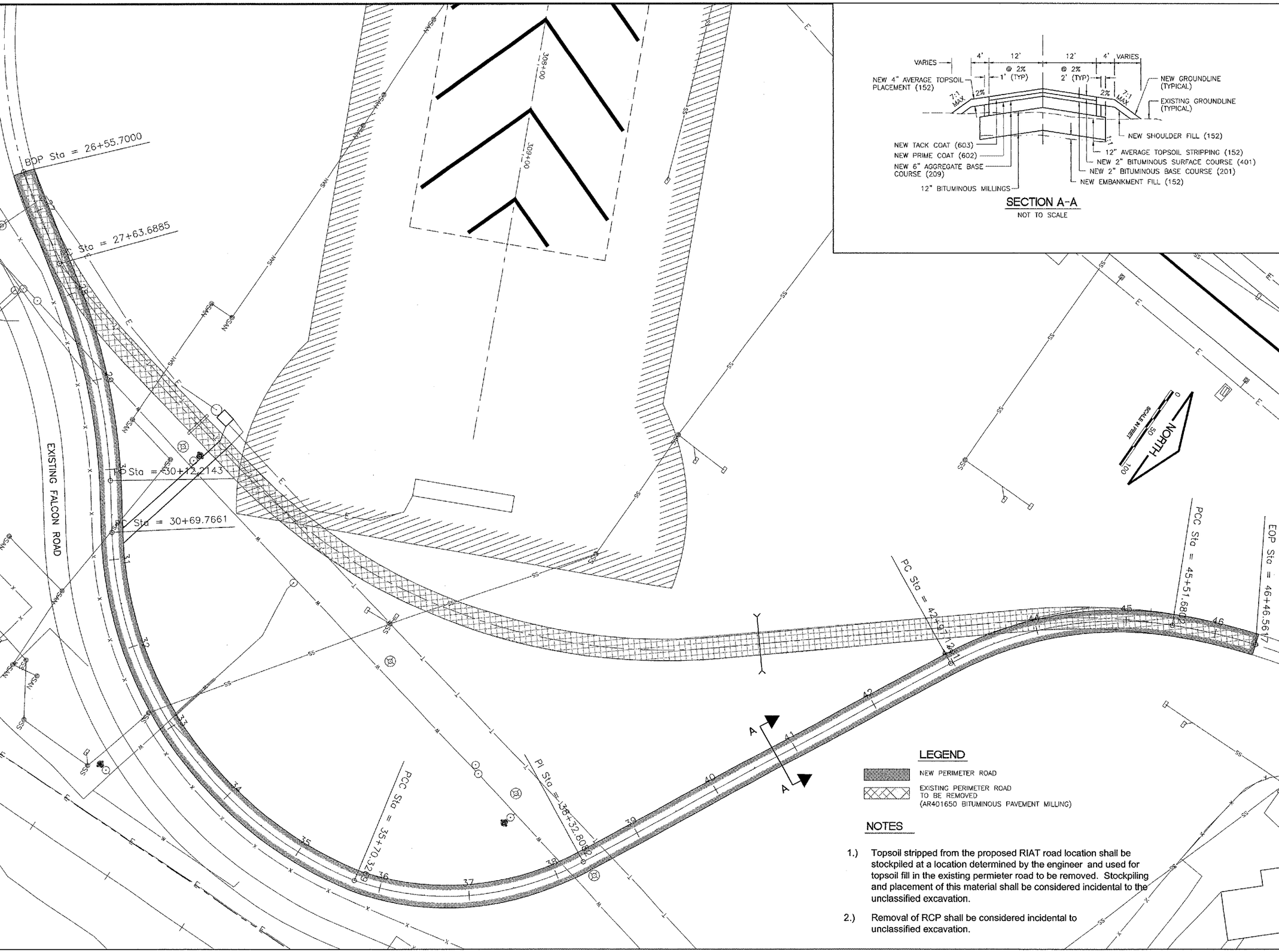
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

CROSS SECTIONS 6 S. RIAT RD. (CSR6)

43

SHEET 43 OF 52 SHEETS



SECTION A-A

NOT TO SCALE

LEGEND

NEW PERIMETER ROAD

EXISTING PERIMETER ROAD TO BE REMOVED (AR401650 BITUMINOUS PAVEMENT MILLING)

NOTES

1.) Topsoil stripped from the proposed RIAT road location shall be stockpiled at a location determined by the engineer and used for topsoil fill in the existing permieter road to be removed. Stockpiling and placement of this material shall be considered incidental to the unclassified excavation.

2.) Removal of RCP shall be considered incidental to unclassified excavation.

RO012

CMT

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

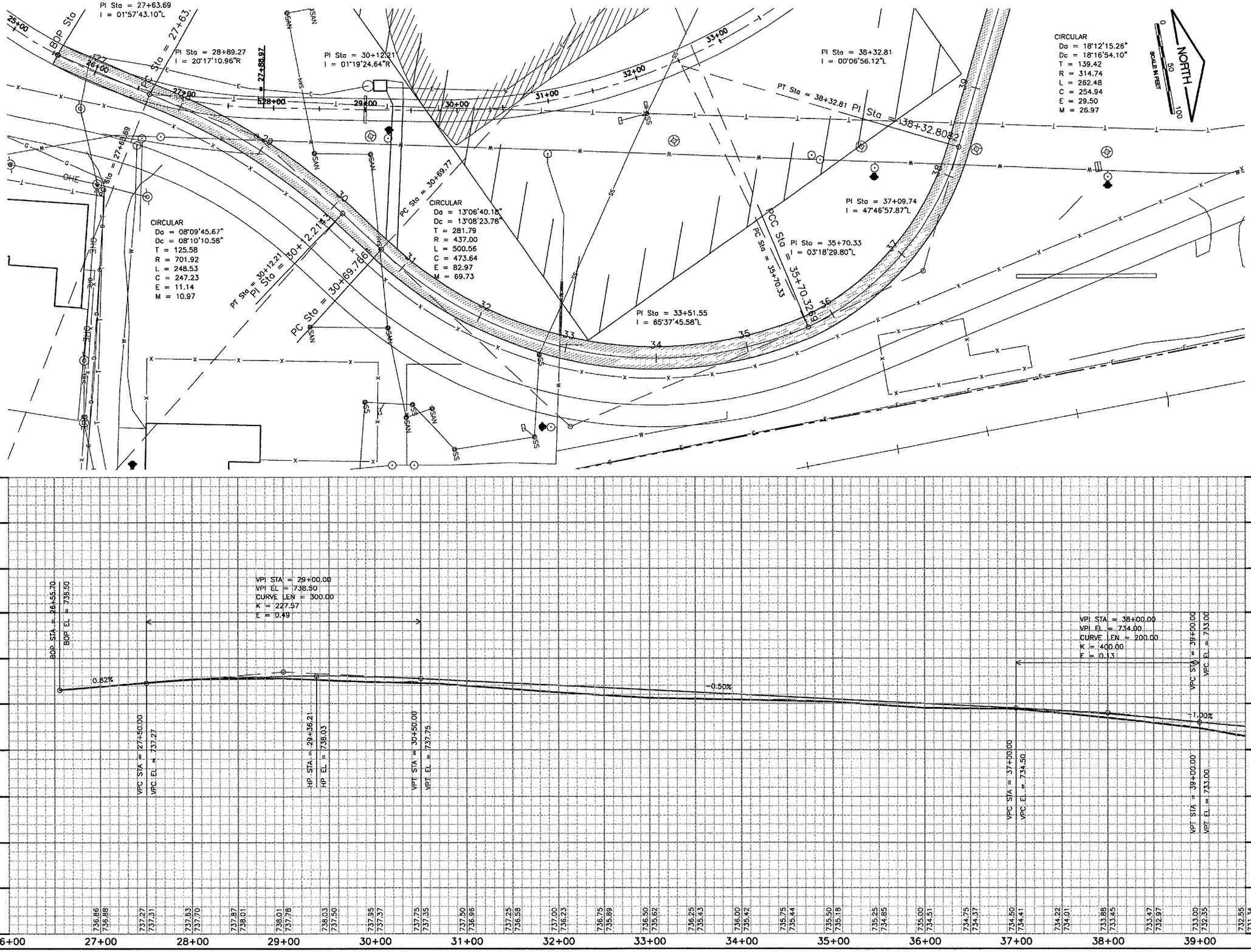
No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

E. RIAT RD. SITE PLAN AND TYPICAL SECTION (EPP1)

44



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

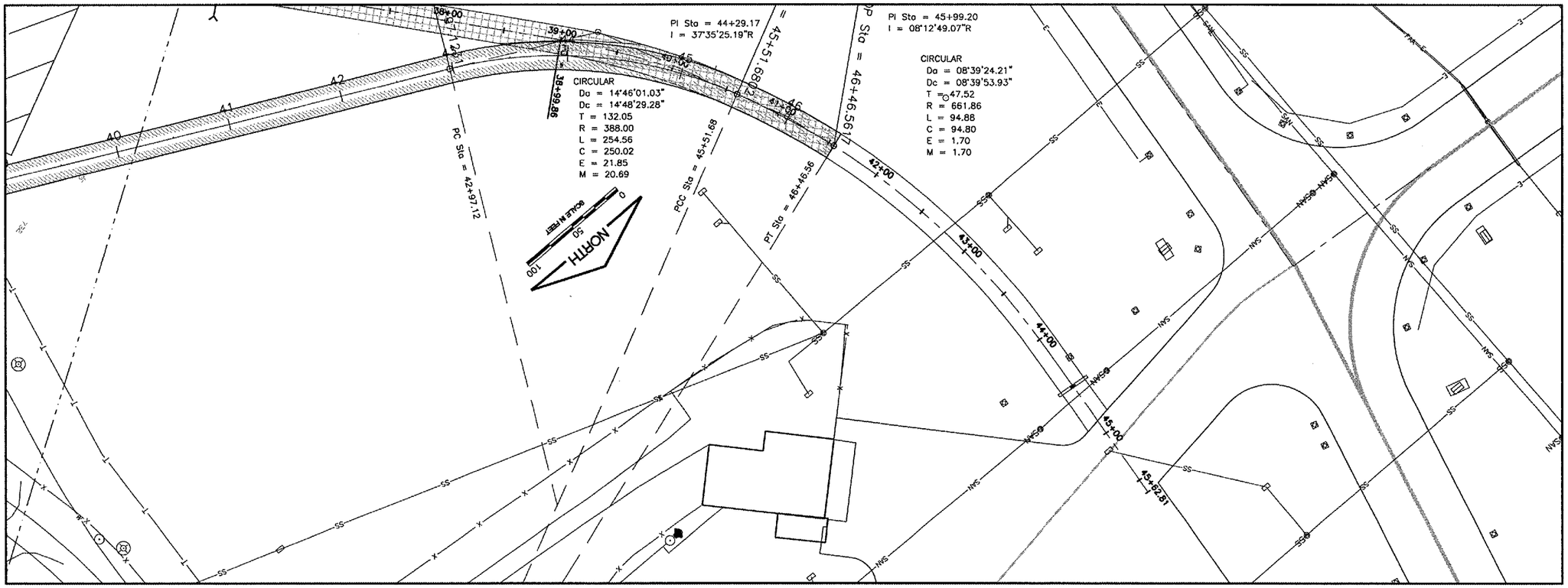
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

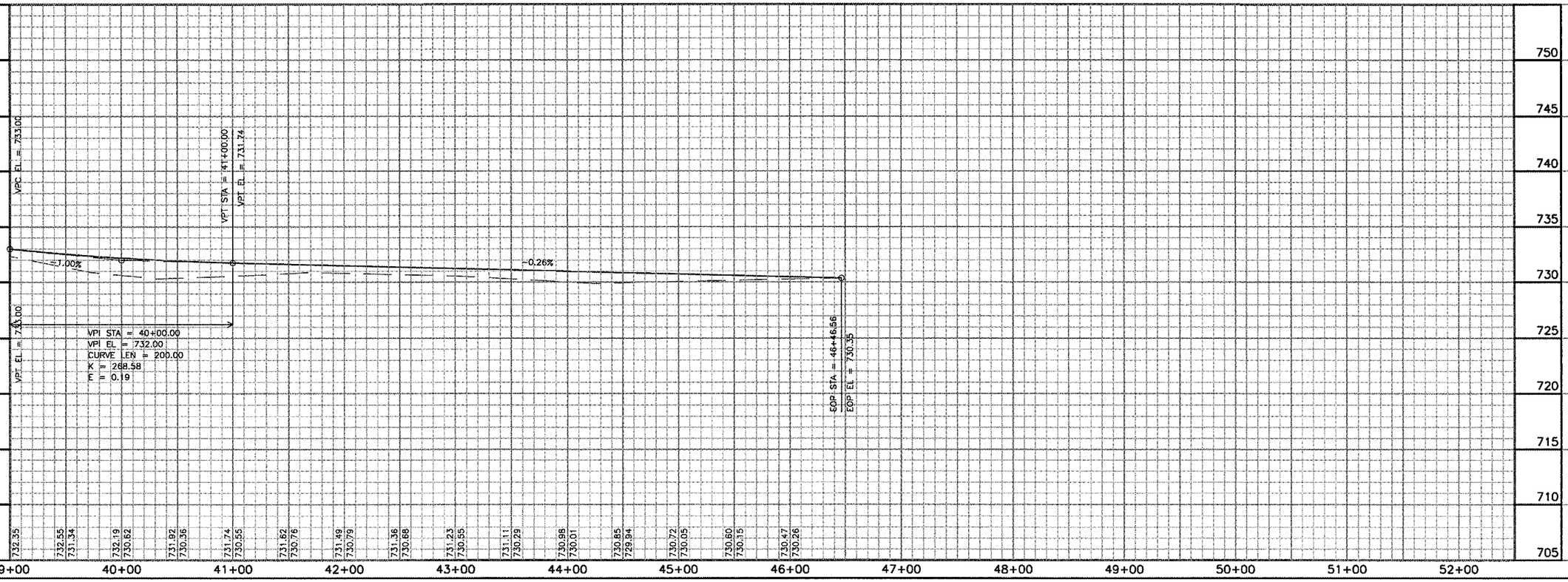
DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

E. RIAT RD. PLAN AND PROFILE 1 (EPP1)

45

SHEET 45 OF 52 SHEETS





RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

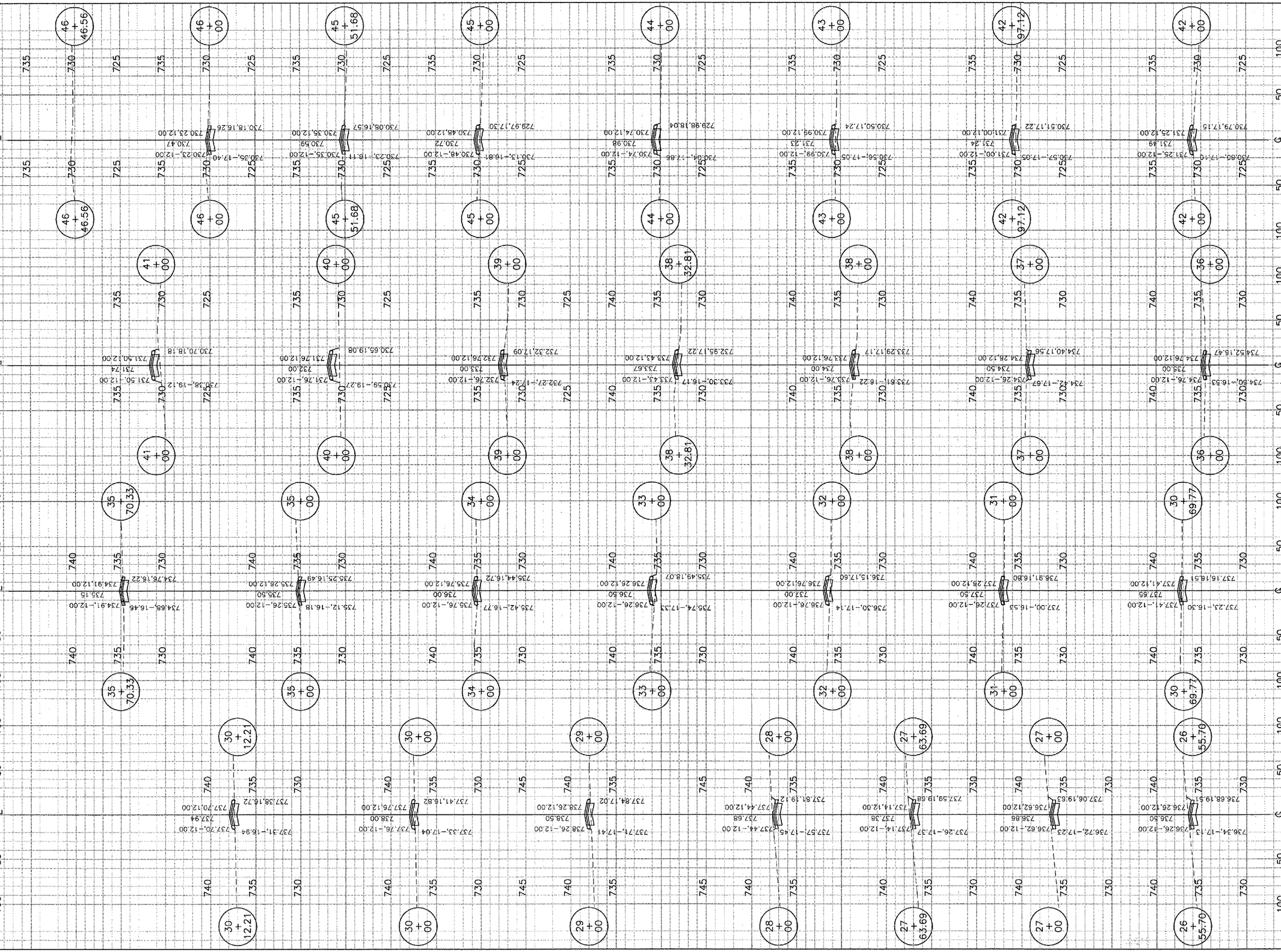
0 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	04258-05-00

E. RIAT RD. PLAN AND PROFILE 2 (EPP2)

46

SHEET 46 OF 52 SHEETS



RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

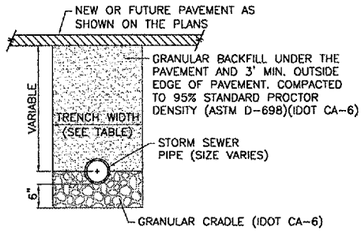
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

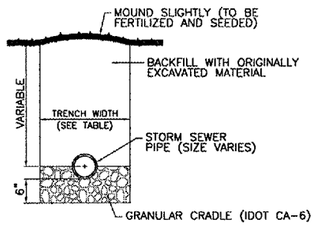
CROSS SECTIONS 1 E. RIAT RD. (CSE1)

47

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"
48	7'-8"
54	8'-3"



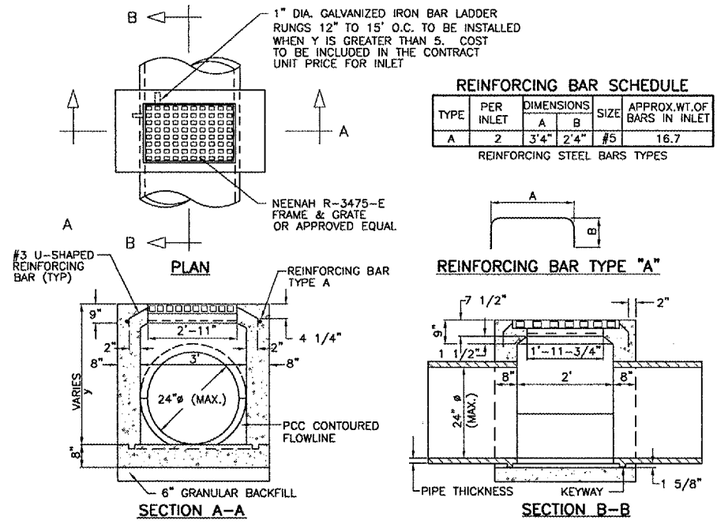
ALL PAVED AREAS



NON-PAVED AREAS

TRENCH DETAILS - STORM SEWER

N.T.S.



REINFORCING BAR SCHEDULE

TYPE	PER INLET	DIMENSIONS A	DIMENSIONS B	SIZE	APPROX.WT.OF BARS IN INLET
A	2	3'4"	2'4"	#5	16.7

REINFORCING STEEL BARS TYPES

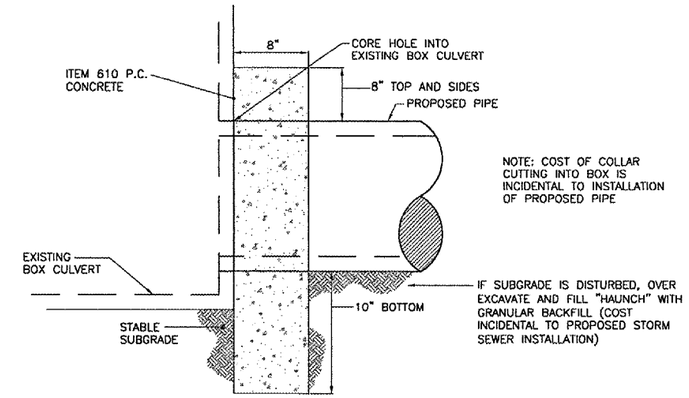
REINFORCING BAR TYPE "A"

TYPE 1 INLET

NOT TO SCALE

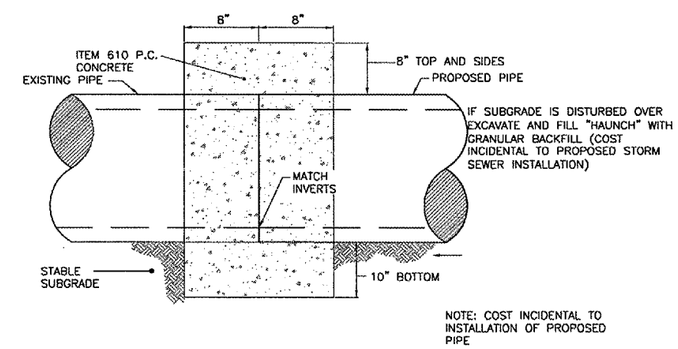
NOTES

1. 1/2" CHAMFER TO BE USED ON ALL EXPOSED CORNERS ON INLETS. BARS TO BE INSTALLED 2" FROM FACE OF WALL.
2. INLET TO BE CONSTRUCTED OF STRUCTURAL P.C. CONCRETE. THE CONTRACT UNIT PRICE FOR INLET SHALL INCLUDE THE GRATE AND FRAME AS SPECIFIED.



CONCRETE COLLAR - STORM SEWER

NOT TO SCALE



CONCRETE COLLAR - STORM SEWER

NOT TO SCALE

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

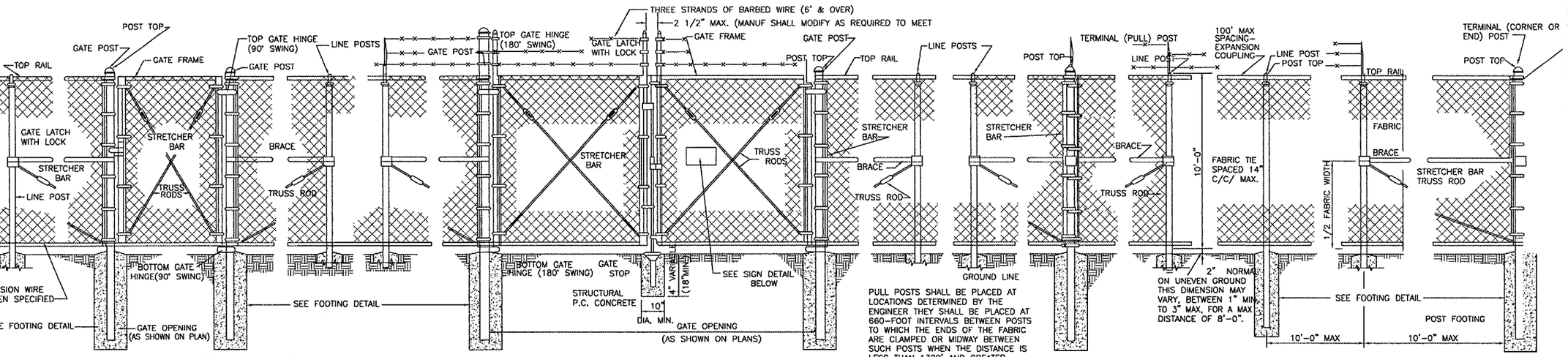
No.	Date	Description

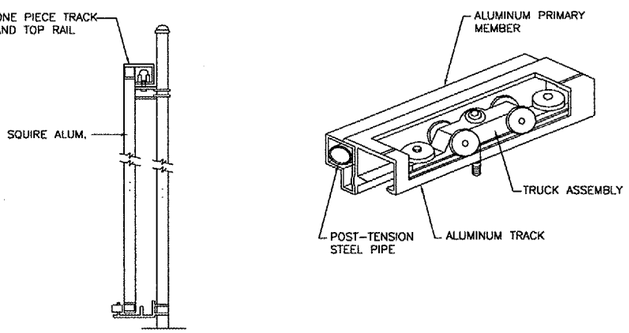
0 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

DRAINAGE DETAILS (DDT1)

48

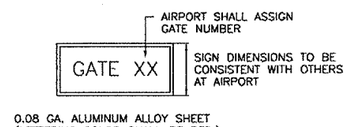


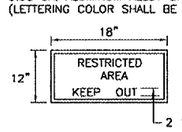


ROLLER ASSEMBLY FOR SLIDING DRIVEWAY GATE

NOTE: GATE AND ROLLERS SHALL BE MOUNTED INBOARD

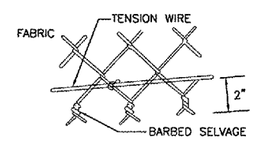
CONTRACTOR SHALL SUBMIT SHOP DRAWINGS ENCLOSED TRUCK ROLLER ASSEMBLY FOR SLIDING DRIVEWAY GATES. (PAGE-FORTRESS GATE OR EQUAL)



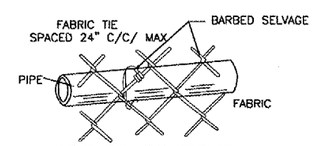


NOTE: EACH GATE SHALL REQUIRE ONE "RESTRICTED" SIGN AND ONE "NUMBER" SIGN. AIRPORT SHALL PROVIDE SIGN NUMBER. EVERY 100' OF FENCE SHALL REQUIRE ONE "RESTRICTED" SIGN. COST INCIDENTAL TO FENCE.

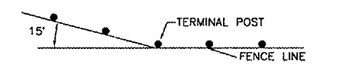
SIGN DETAIL



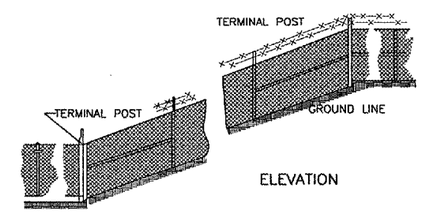
METHOD OF TYING FABRIC TO TENSION WIRE



METHOD OF TYING FABRIC TO PIPE



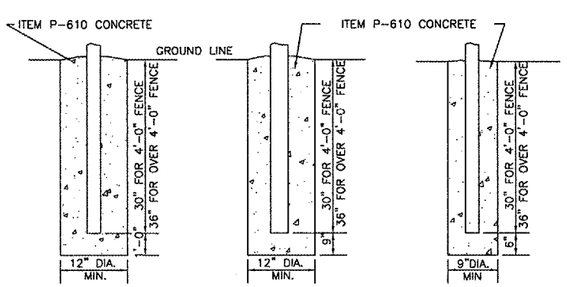
WHERE FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.
WHERE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



FENCE INSTALLATION ON SLOPES

NOTE:

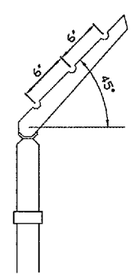
SEE MISCELLANEOUS DETAILS SHEET FOR DETAILS ON MANUAL SLIDING GATE.



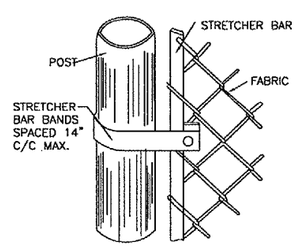
FOOTING FOR TERMINAL POST

FOOTING FOR GATE POST

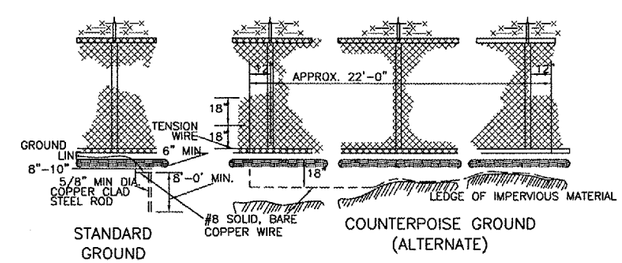
FOOTING FOR LINE POST



DETAIL – BARBED WIRE ARM ON LINE POST



METHOD OF FASTENING STRETCHER BAR TO POST



PROTECTIVE ELECTRICAL GROUND

NOTE
- CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
- FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
- THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF AN IMPERVIOUS EARTH STRUCTURES.
- THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

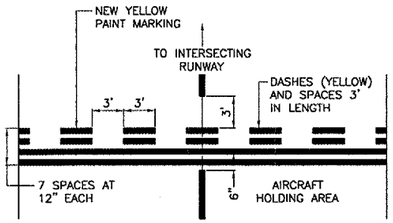
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

FENCING DETAILS (FDT1)

PAVEMENT MARKING NOTES

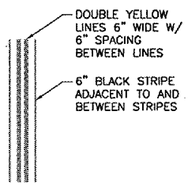
1. ALL TAXIWAY MARKINGS ON CONCRETE PAVEMENTS ARE YELLOW WITH A 6" BLACK BORDER.
2. CURING COMPOUND ON CONCRETE PAVEMENTS SHALL BE REMOVED BY WATER BLASTING OR OTHER METHODS APPROVED BY THE ENGINEER PRIOR TO MARKING.
3. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.



RUNWAY HOLDING POSITION MARKER

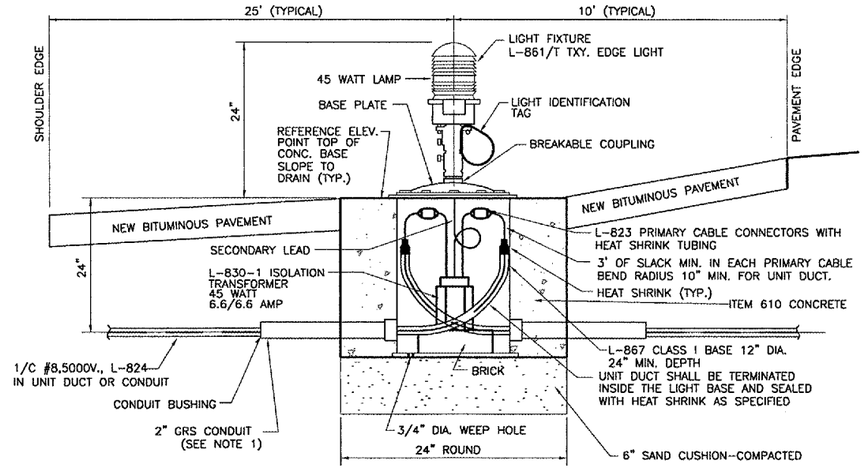
NO SCALE

NOTE: ALL HOLDING POSITION MARKINGS SHALL HAVE 6" WIDE BLACK BORDER



TAXIWAY EDGE MARKINGS CONTINUOUS

NO SCALE

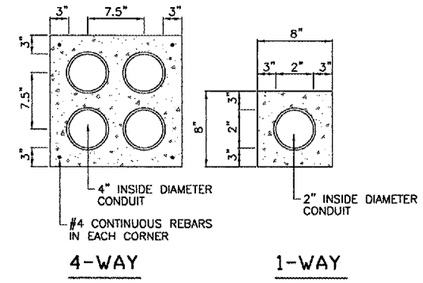


BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT

NOT TO SCALE

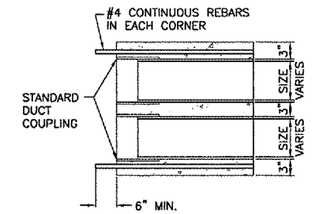
NOTES

1. INSTALL 2" PVC TO GRS ADAPTER WHERE PVC CONCRETE WILL BE INSTALLED UNDER PAVED SHOULDER.



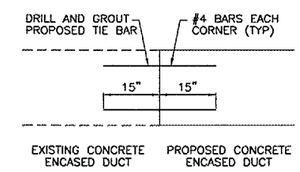
CONCRETE ENCASED DUCT BANKS

NOT TO SCALE



CONCRETE ENCASED DUCT END DETAIL

NO SCALE



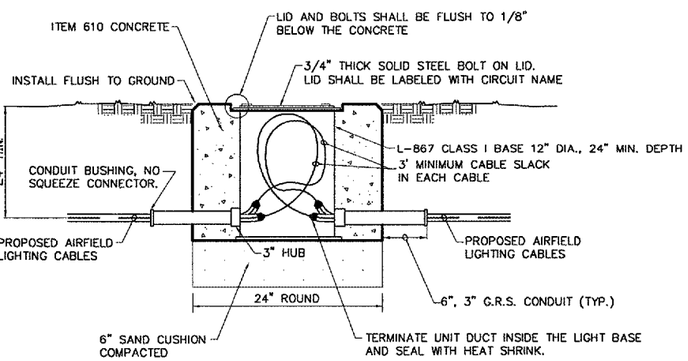
EXTENSION OF EXISTING DUCT

NO SCALE

NOTE: COST OF CONNECTION SHALL BE CONSIDERED INCIDENTAL TO PROPOSED DUCT.

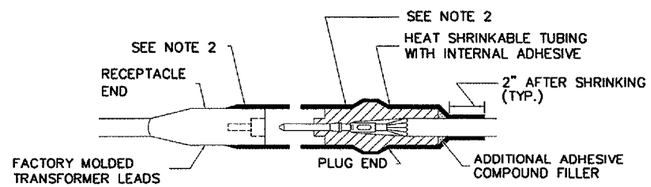
NOTES

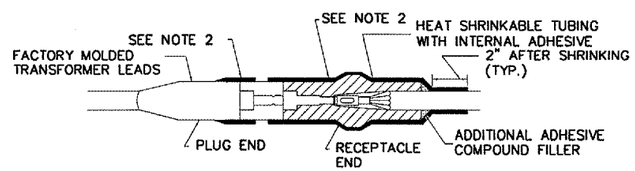
1. DIMENSIONS ARE MINIMUM.
2. CONCRETE SHALL CONFORM TO ITEM 610.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 24" BELOW FINISHED GRADE.
5. 4" SPLIT DUCT SHALL BE CONCRETE ENCASED WITH 3" MIN. CONCRETE SURROUNDING 4" CONDUIT.COST INCIDENTAL TO SPLIT DUCT.



PROPOSED AIRFIELD SPLICE CAN

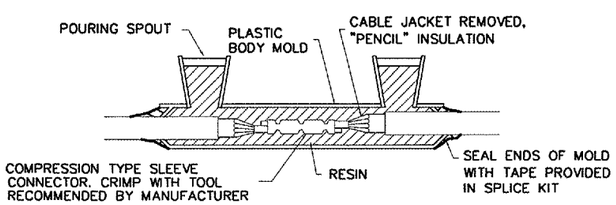
N.T.S.





TYPE C

FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHTS AND SIGNS



TYPE A

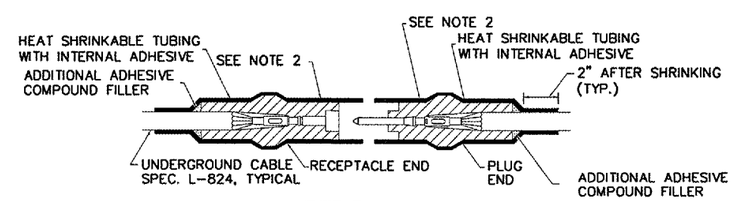
FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY

CABLE SPLICES

NOT TO SCALE

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.



TYPE B

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

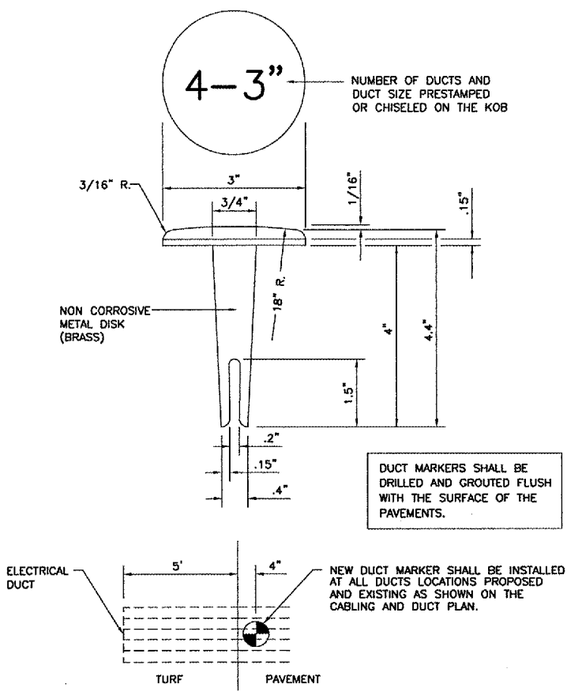
0 — 1
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

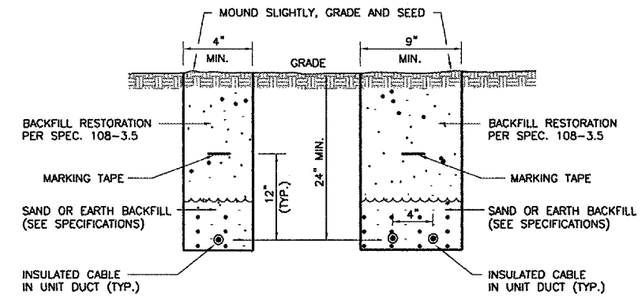
MARKING AND ELECTRICAL DETAILS (MED1)

50

SHEET 50 OF 52 SHEETS



DUCT MARKER DETAIL
NOT TO SCALE

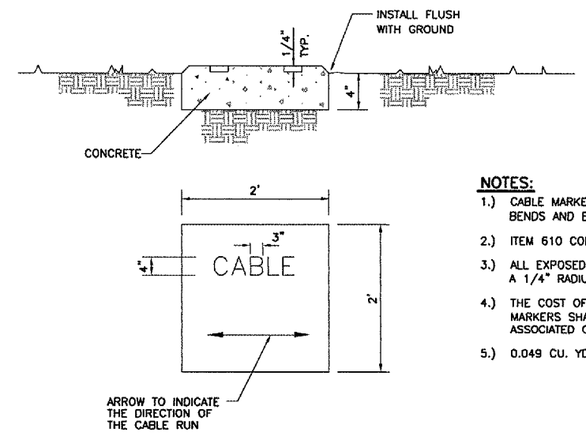


NOTES:

1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES FOR AIRFIELD LIGHTING SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS. DEPTH OF FAA CABLES SHALL BE 36" UNLESS OTHERWISE SHOWN.
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 TO TRENCH RETURFING MATERIALS.

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

TRENCH DETAIL FOR CABLE IN UNIT DUCT
NOT TO SCALE



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.

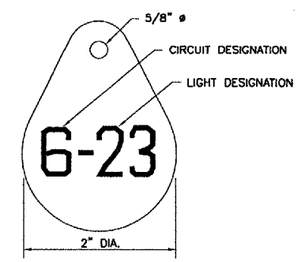
4.) THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.

5.) 0.049 CU. YD. CONCRETE PER MARKER.

TURF CABLE MARKER DETAIL
NOT TO SCALE

GENERAL NOTES:

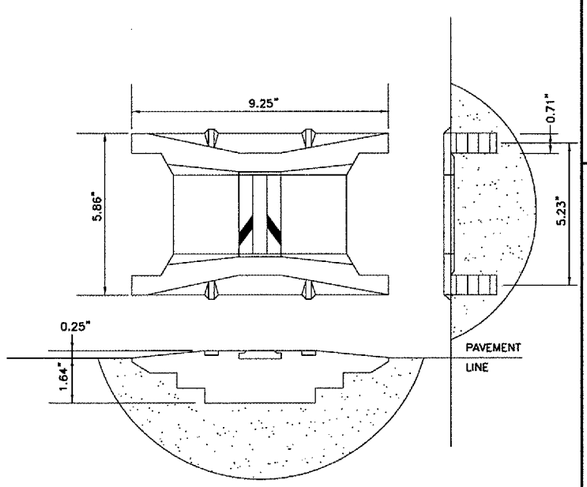
1. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALLY AVAILABLE BRICK.
2. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
3. 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.
4. DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
5. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



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 (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
3. COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

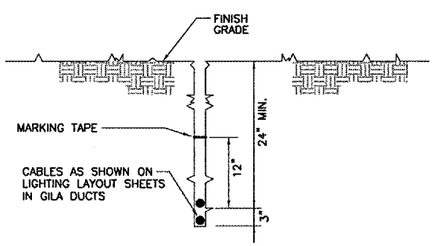
LIGHT IDENTIFICATION DETAIL
NOT TO SCALE



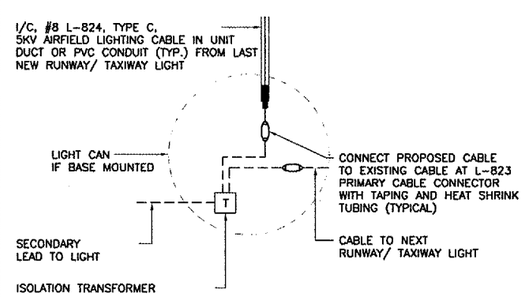
SEMIFLUSH RETROREFLECTIVE MARKER
NOT TO SCALE

NOTES:

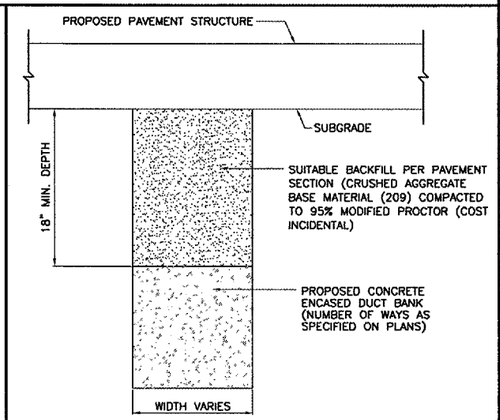
1.) MARKER SHALL BE STIMSONITE MODEL 96LP TWO-WAY GREEN OR APPROVED EQUAL.



PLOWED CABLE IN UNIT-DUCT
NOT TO SCALE



RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL
NOT TO SCALE



CONCRETE ENCASED DUCT BACKFILL
NOT TO SCALE

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B;
Rwy 1/19 RSA Impr.,
Falcon Rd. Reloc.
S. RIAT Rd. Constr.
E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

ELECTRICAL DETAILS - 2 (EDT2)

LIST OF UTILITIES

SBC 2404 8TH AVENUE ROCKFORD, IL 61108 CONTACT: MR. STEVEN JONES PHONE: (815) 394-7270	TELEPHONE
NICOR GAS 300 WEST TERRA COTTA AVE CRYSTAL LAKE, IL 60014 CONTACT: MR. SCOTT PUFFER PHONE: (815) 455-0271 EXT. 250	NATURAL GAS
COMMONWEALTH EDISON CO. 123 ENERGY AVENUE ROCKFORD, IL 61109 CONTACT: MR. LARRY MEYERS PHONE: (815) 490-2869	ELECTRIC
AT&T CABLE SERVICES 216 N MAIN STREET ROCKFORD, IL 61101 CONTACT: MR. STEVE BERGLAND PHONE: (630) 552-4590	CABLE
CITY OF ROCKFORD PUBLIC WORKS 425 E STATE STREET ROCKFORD, IL 61104 CONTACT: MR. JOHN MARTIN PHONE: (815) 987-5570	WATER
ROCK RIVER WATER RECLAMATION DISTRICT 333 KISHWAUKEE ROCKFORD, IL 61126 CONTACT: MR MIKE OLSON PHONE: (815) 387-7663	SANITARY SEWER

NOTES:

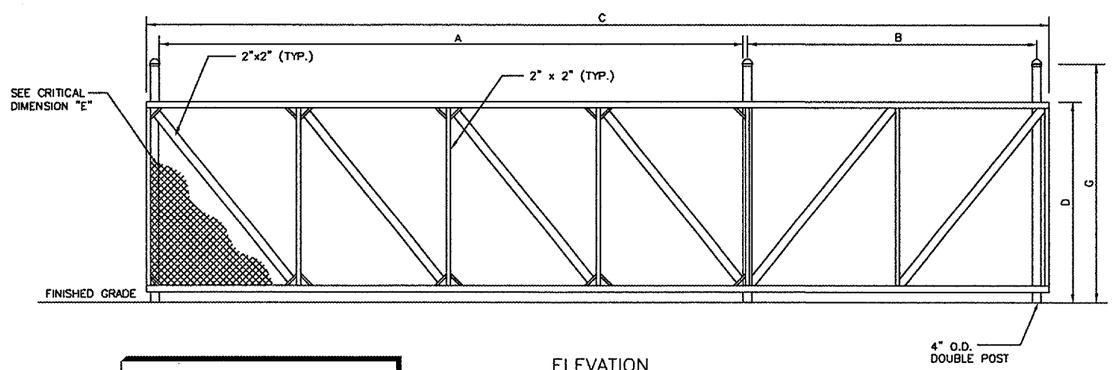
1. THE LOCATION OF THE NEW GATE DRIVER, DISCONNECT AND DETECTOR LOOPS ARE FOR INFORMATION ONLY AND SHALL BE FIELD ADJUSTED PER THE MANUFACTURER RECOMMENDATION.
2. THE MINIMUM BURIAL DEPTH FOR GRS CONDUIT IS 30" BELOW FINISHED GRADE.
3. NO DIRECT BURIED CABLE WILL BE ALLOWED IN THE INSTALLATION OF THE NEW GATE DRIVER.

	GATE TYPE	GATE
A	DISTANCE BETWEEN GATE POSTS (INSIDE FACE TO INSIDE FACE)	24'-0"
B	DISTANCE BETWEEN HANGER POSTS (CENTER TO CENTER)	10'-0" *
C	OVERALL GATE LENGTH	34'-6" *
D	OVERALL GATE HEIGHT	6'-0"
E	HEIGHT OF FABRIC IN GATE	5'-0"
F	COUNTER BALANCE LENGTH	10-6"
G	HEIGHT OF 4" POSTS ABOVE GRADE	6'-6" *

* OR AS RECOMMENDED BY MFG.

NOTES:

1. CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
2. LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
3. THE FABRIC TYPE AND FINISH OF THE GATE SHALL MATCH WITH THE NEW FENCE OR AS DIRECTED BY THE ENGINEER.
4. ALL NEW SLIDING VEHICULAR GATES SHALL HAVE ENCLOSED TRUCK ASSEMBLIES, SAFE-GLIDE BY EDKO OR EQUAL.



LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

ELEVATION

CANTILEVER SLIDE GATE

NOT TO SCALE

RO012

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
© Copyright CMT, Inc.

Northwest Chicagoland International Airport

Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-43
RFD-3487

Rehab. Txy B; Rwy 1/19 RSA Impr., Falcon Rd. Reloc. S. RIAT Rd. Constr. E. RIAT Rd. Reloc.

Revisions

No.	Date	Description

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

DESIGN BY:	CMT- ARR
DRAWN BY:	CMT- ARR
CHECKED BY:	CMT- ARR
APPROVED BY:	JGP
DATE:	7.29.2005
JOB No:	05258-04-00

MISCELLANEOUS DETAILS (MDT1)

52

SHEET 52 OF 52 SHEETS