

DATE: Monday, May 11, 2009 3:57:03 PM
 FILE: K:\Rockford\0925804_Rehab_Twy B South_Plan\Draw\Sheets\08-09-PPN1-PPD1.dwg
 UPDATE BY: Jeremy Linke
 LAYOUT: 8-PPN1
 DWG: 0925804_Rehab_Twy B South_Plan
 REF: 0925804_Rehab_Twy B South_Plan

PHASING PLAN PROJECT NOTES:

1. APPROVED PROGRESS SCHEDULE:

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

2. NOTAM (NOTICE TO AIRMEN) COORDINATION:

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

3. CONSTRUCTION SITE ACCESS AND STAGING AREA:

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

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

4. CONSTRUCTION EQUIPMENT FLAGGING / BEACON REQUIREMENTS:

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

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.

PHASE	WORK AREA	ALLOWABLE WORK PERIODS	AIRPORT OPERATIONAL RESTRICTIONS	APPROXIMATE SCHEDULE
1	ON TAXIWAY B - AREAS OUTSIDE OF RUNWAY 1/19 A.O.A., NORTH OF TAXIWAY B1, SOUTH OF TAXIWAY G / ON TAXIWAY G SOUTH OF TAXIWAY C	7:00 A.M. - 7:00 P.M.	NO RESTRICTIONS	JULY 27, 2009 - SEPTEMBER 14, 2009 (49 CALENDAR DAYS)
1 (EXPEDITED)	ON TAXIWAY G. - AREAS INSIDE OF TAXIWAY C A.O.A.	DAILY CLOSURES OF TAXIWAY C WILL BE PERMITTED 7:00 A.M. - 7:00 P.M.	WORK WITHIN THE TAXIWAY C A.O.A. WILL REQUIRE THE TEMPORARY CLOSURE OF TAXIWAY C AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME.	SEPTEMBER 15, 2009 - SEPTEMBER 21, 2009 (7 CALENDAR DAYS)
2	ON TAXIWAY B, NORTH OF TAXIWAY B1 OUTSIDE OF RUNWAY 1/19 A.O.A. ON TAXIWAY A. OUTSIDE OF RUNWAY 7/25 A.O.A. (PHASE 1 & 3 AREA). BEGIN PHASE 2 WHEN PHASE 1 PCC AND BIT. PAVING IS COMPLETE. END PHASE 2 AND OPEN PHASE 1 PAVEMENTS WHEN PHASE 1 SHOULDER GRADING IS COMPLETE.	7:00 A.M. - 7:00 P.M.	NO RESTRICTIONS	SEPTEMBER 22, 2009 - OCTOBER 12, 2009 (21 CALENDAR DAYS)
3	ON TAXIWAY B, NORTH OF TAXIWAY G AREAS OUTSIDE OF RUNWAY 1/19 A.O.A. - ON TAXIWAY A OUTSIDE OF RUNWAY 7/25 A.O.A. TO INCLUDE AA1.	7:00 A.M. - 7:00 P.M.	FLAGGER REQUIRED FOR TAXIWAY G CROSSING	OCTOBER 13, 2009 - NOVEMBER 21, 2009 (40 CALENDAR DAYS)
3A (EXPEDITED)	ON RUNWAY 1/19	DAILY CLOSURES OF RUNWAY 1/19 WILL BE PERMITTED 7:00 A.M. - 7:00 P.M.	WORK WITHIN THE A.O.A. OF RUNWAY 1/19 CL WILL REQUIRE THE TEMPORARY CLOSURE OF RUNWAY 1/19 AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME. FLAGGER REQUIRED FOR TAXIWAY G CROSSING. RUNWAY 1/19 AND RUNWAY 7/25 MAY NOT BE CLOSED AT THE SAME TIME.	WORK TO BE COMPLETED DURING PHASE 2. MAXIMUM OF TEN (10) DAILY CLOSURES ALLOWED.
3B (EXPEDITED)	ON TAXIWAY A AREAS WITHIN RUNWAY 7/25 A.O.A.	DAILY CLOSURES OF RUNWAY 7/25 WILL BE PERMITTED 7:00 A.M. - 7:00 P.M.	WORK WITHIN THE A.O.A. OF RUNWAY 7/25 CL WILL REQUIRE THE TEMPORARY CLOSURE OF RUNWAY 7/25 AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME. FLAGGER REQUIRED FOR TAXIWAY G CROSSING. RUNWAY 1/19 AND RUNWAY 7/25 MAY NOT BE CLOSED AT THE SAME TIME.	NOVEMBER 22, 2009 - DECEMBER 12, 2009 (21 CALENDAR DAYS)
				*138 CALENDAR DAYS TOTAL

* CALENDAR DAYS SHALL BE REVISED IF ADD. ALT. 1 NOT AWARDED.

PHASING PLAN GENERAL NOTES:

1. SUGGESTED SEQUENCE OF CONSTRUCTION:

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

2. STAGING AREA RESTORATION:

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

3. HAUL ROUTE / HAUL ROUTE RESTORATION:

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

4. AIRPORT APPROVAL OF PHASING:

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

5. AIRFIELD PAVEMENT / SITE DEBRIS REMOVAL:

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

(NOTES CONTINUED ON PHASING PLAN DETAILS - PPD1)

PHASING PLAN NOTES (PPN1)

RO017
5A



Chicago Rockford International Airport



ROCKFORD, ILLINOIS
GREATER ROCKFORD AIRPORT AUTHORITY
3-17-0088-XX
RFD-3909

REHAB. TWY B SOUTH
PHASE 2

Revisions

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: CMT-RFD
DATE: 5/8/2009
JOB No: 09258-04-00

PHASING PLAN NOTES (PPN1)

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