

INDEX TO SHEETS	
BASE BID - REHAB TWY B SOUTH - PH 2	
1	COVER SHEET - INDEX TO SHEETS (CVR1)
2	SUMMARY OF QUANTITIES (QTY1)
3	SITE PLAN - CONTROL (SPL1)
4	TYPICAL SECTIONS - 1 (TYP1)
5	TYPICAL SECTIONS - 2 (TYP2)
6	TYPICAL SECTIONS - 3 (TYP3)
7	PHASING PLAN SUMMARY (PPM1)
8	PHASING PLAN NOTES (PPN1)
9	PHASING PLAN DETAILS (PPD1)
10	STORMWATER POLLUTION PLAN (SWP1)
11	STORMWATER POLLUTION NOTES (SWN1)
12	STORMWATER POLLUTION DETAILS (SWD1)
13	EXIST. COND. - RMVLS. - 1 (EXC1)
14	EXIST. COND. - RMVLS. - 2 (EXC2)
15	TAXIWAY B PLAN - PROFILE - 1 (BPP1)
16	TAXIWAY B PLAN - PROFILE - 2 (BPP2)
17	TAXIWAY A PLAN - PROFILE (APP1)
18	TAXIWAY B2 PLAN - PROFILE (BBP1)
19	TAXIWAY G PLAN - PROFILE (GPP1)
20	GRADING PLAN - 1 (BGR1)
21	GRADING PLAN - 2 (BGR2)
22	JOINTING PLAN - 1 (JTP1)
23	JOINTING PLAN - 2 (JTP2)
24	JOINTING DETAILS (JTD1)
25	ELECTR. - MRKG. LANDSC. PLAN - 1 (EML1)
26	ELECTR. - MRKG. LANDSC. PLAN - 2 (EML2)
27	HOMERUN PLAN (HRP1)
28	ELECTRICAL DETAILS - 1 (ELD1)
29	ELECTRICAL DETAILS - 2 (ELD2)
30	ELECTRICAL DETAILS - 3 (ELD3)
31	ELECTRICAL DETAILS - 4 (ELD4)
32	MARKING DETAILS - 1 (MRD1)
33	MARKING DETAILS - 2 (MRD2)
34	MISCELLANEOUS DETAILS (MSD1)
35	INDEX TO X-SEC. - EARTH. SUM. (INX1)
36	CROSS SECTIONS - 1 (XSC1)
37	CROSS SECTIONS - 2 (XSC2)
38	CROSS SECTIONS - 3 (XSC3)
39	CROSS SECTIONS - 4 (XSC4)
40	CROSS SECTIONS - 5 (XSC5)
41	CROSS SECTIONS - 6 (XSC6)
42	CROSS SECTIONS - 7 (XSC7)
43	ENGINEERING INFORMATION (ENG1)
ADD. ALT. 1 - REHAB TWY A	
44	SITE PLAN - CONTROL (1SP1)
45	TYPICAL SECTIONS (1TY1)
46	PHASING PLAN SUMMARY (1PH1)
47	EXIST. COND. - RMVLS. (1EX1)
48	TAXIWAY A PLAN - PROFILE (1AP1)
49	TAXIWAY A GRADING PLAN (1AG1)
50	TAXIWAY A JOINTING PLAN (1AJ1)
51	ELECTR. - MRKG. - LANDSC. PLAN (1EM1)
52	CROSS SECTIONS - 1 (1XS1)
53	CROSS SECTIONS - 2 (1XS2)
ADD. ALT. 2 - MISC. PVT. REHAB RWY 1-19	
54	SITE PLAN - CONTROL (2SP1)
55	TYPICAL SECTIONS AND DTLS. (2TY1)
56	PHASING PLAN SUMMARY (2PH1)
57	EXIST. COND. - RMVLS. - 1 (2EX1)
58	EXIST. COND. - RMVLS. - 2 (2EX2)
59	EXIST. COND. - RMVLS. - 3 (2EX3)

# GREATER ROCKFORD AIRPORT AUTHORITY ROCKFORD, ILLINOIS

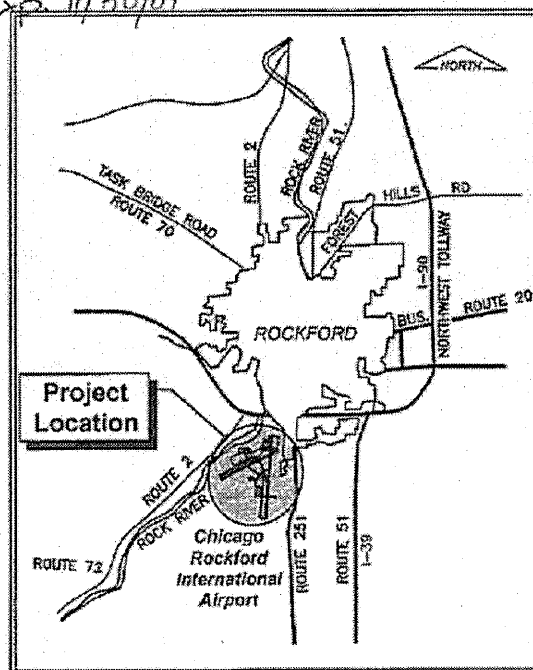
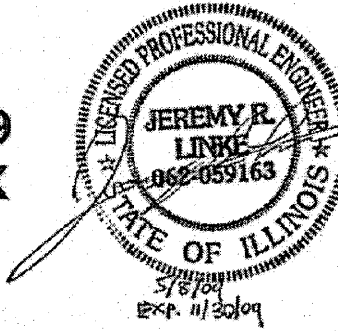
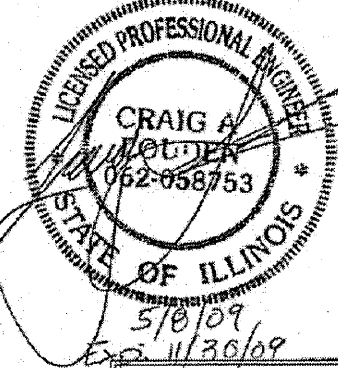
## CONSTRUCTION PLANS FOR CHICAGO ROCKFORD INTERNATIONAL AIRPORT

### REHABILITATE TAXIWAY B (SOUTH) PHASE 2

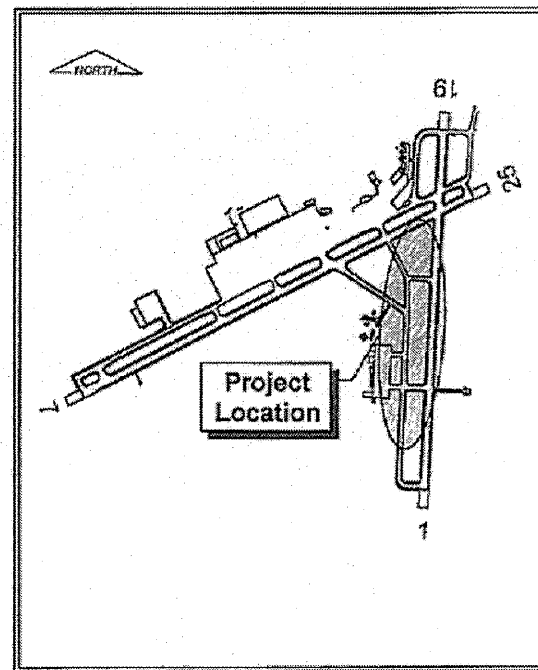
**FINAL SUBMITTAL**

**ILLINOIS PROJECT: RFD-3909  
A.I.P. PROJECT: 3-17-0088-XX**

**MAY 8, 2009  
(JUNE 12, 2009 LETTING)**



LOCATION MAP



SITE PLAN



Greater Rockford Airport Authority

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

DATE MAY 8, 2009

#### DESIGN INFORMATION

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

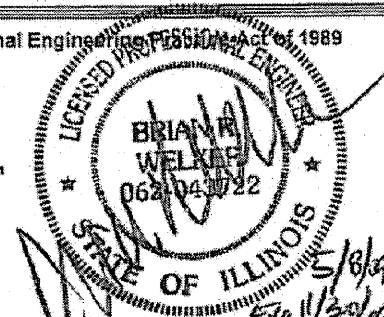


**CALL J.U.L.I.E BEFORE  
EXCAVATING  
1-800-892-0123**

Illinois Professional Engineering Practice Act of 1989



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



SUBMITTED BY Brian Welker, P.E.  
BRIAN WELKER, P.E.

DATE MAY 8, 2009  
license expires 11-30-2009

# SUMMARY OF QUANTITIES

SEQ NO	ITEM NO	DESCRIPTION	UNIT	BASE BID			ADDITIVE ALTERNATE NO 1			ADDITIVE ALTERNATE NO. 2		
				ITEM NO	ESTIMATED QUANTITY	RECORD QUANTITY	ITEM NO	ESTIMATED QUANTITY	RECORD QUANTITY	RUNWAY 1/19 REHABILITATION (AT)		
										QUANTITY (LO)	QUANTITY (LO)	TOTAL COST
1	AR108108	1/C #8 5 KV UG CABLE	LF	AR108108	5,630.00		AS108108	1,110.00				
2	AR108158	1/C #8 5 KV UG CABLE IN UD	LF	AR108158	16,000.00		AS108158	1,330.00				
3	AR109210	VAULT MODIFICATIONS	LS	AR109210	1.00							
4	AR110212	2" STEEL DUCT, DIRECT BURY	LF	AR110212	5,725.00		AS110212	1,180.00				
5	AR110504	4-WAY CONCRETE ENCASED DUCT	LF	AR110504	310.00							
6	AR110550	SPLIT DUCT	LF				AS110550	280.00				
7	AR110552	EXTEND 2-WAY DUCT	LF	AR110552	110.00							
8	AR110900	REMOVE DUCT	LF	AR110900	415.00							
9	AR110906	REMOVE ELECTRICAL HANDHOLE	EACH	AR110906	1.00							
10	AR125415	MITL-BASE MOUNTED	EACH	AR125415	97.00		AS125415	8.00				
11	AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	AR125442	2.00		AS125442	2.00				
12	AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	AR125443	2.00							
13	AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	AR125444	2.00							
14	AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	AR125445	3.00		AS125445	1.00				
15	AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	AR125446	1.00							
16	AR125461	TAXI GUIDANCE SIGN, SPECIAL	EACH	AR125461	1.00							
17	AR125565	SPLICE CAN	EACH	AR125565	1.00							
18	AR125902	REMOVE BASE MOUNTED LIGHT	EACH	AR125902	88.00		AS125902	10.00				
19	AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	AR125904	12.00		AS125904	3.00				
20	AR125906	REMOVE SPLICE CAN	EACH	AR125906	1.00							
21	AR125922	REPLACE BASE MOUNTED LIGHT	EACH				AS125922	4.00				
22	AR125942	ADJUST BASE MOUNTED LIGHT	EACH	AR125942	5.00							
23	AR150510	ENGINEER'S FIELD OFFICE	LS	AR150510	1.00							
24	AR150515	FIELD LABORATORY	LS	AR150515	1.00							
25	AR150520	MOBILIZATION	LS	AR150520	1.00							
26	AR150540	HAUL ROUTE	LS	AR150540	1.00							
27	AR152410	UNCLASSIFIED EXCAVATION	CY	AR152410	11,970.00		AS152410	1,950.00				
28	AR152540	SOIL STABILIZATION FABRIC	SY	AR152540	23,160.00		AS152540	3,950.00				
29	AR156510	SILT FENCE	LF	AR156510	520.00							
30	AR156512	BALES	EACH	AR156512	104.00							
31	AR208515	POROUS GRANULAR EMBANKMENT	CY	AR208515	500.00		AS208515	200.00				
32	AR209608	CRUSHED AGG. BASE COURSE - 8"	SY	AR209608	18,510.00		AS209608	5,600.00				
33	AR209611	CRUSHED AGG. BASE COURSE - 11"	SY	AR209611	15,130.00							
34	AR401610	BITUMINOUS SURFACE COURSE	TON	AR401610	8,650.00		AS401610	1,000.00	AT401610	2,780.00		
35	AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	AR401630	1.00							
36	AR401640	BITUMINOUS PAVEMENT GROOVING	SY						AT401640	12,140.00		
37	AR401650	BITUMINOUS PAVEMENT MILLING	SY	AR401650	41,170.00		AS401650	5,005.00	AT401650	12,140.00		
38	AR401655	BUTT JOINT CONSTRUCTION	SY	AR401655	950.00							
39	AR401910	REMOVE & REPLACE BIT. PAVEMENT	SY	AR401910	125.00							
40	AR501515	15" PCC PAVEMENT	SY	AR501515	17,500.00							
41	AR501518	18" PCC PAVEMENT	SY	AR501518	9,130.00		AS501518	2,000.00				
42	AR501530	PCC TEST BATCH	EACH	AR501530	1.00							
43	AR602510	BITUMINOUS PRIME COAT	GAL	AR602510	4,935.00		AS602510	1,000.00				
44	AR603510	BITUMINOUS TACK COAT	GAL	AR603510	3,230.00		AS603510	770.00	AT603510	3,680.00		
45	AR620520	PAVEMENT MARKING - WATERBORNE	SF	AR620520	18,800.00		AS620520	4,100.00				
46	AR620525	PAVEMENT MARKING - BLACK BORDER	SF	AR620525	18,225.00		AS620525	3,900.00				
47	AR701004	4" PVC STORM SEWER	LF	AR701004	440.00							
48	AR701512	12" RCP, CLASS IV	LF	AR701512	185.00							
49	AR705524	4" PERFORATED UNDERDRAIN W/ SOCK	LF	AR705524	2,275.00		AS705524	320.00				
50	AR751412	INLET - TYPE B	EACH	AR751412	1.00							
51	AR800816	L-804 RGL ELEVATED, BASE MOUNTED	EACH				AS800816	2.00				
52	AR800818	REFLECTIVE CRACK CONTROL - ISAC	LF						AT800818	7,280.00		
53	AR800860	ADJUST PAVEMENT SENSOR	EACH	AR800860	1.00							
54	AR800868	SOIL GUARD	SY	AR800868	38,720.00		AS800868	4,840.00				
55	AR901510	SEEDING	ACRE	AR901510	8.00		AS901510	1.00				
56	AR905520	TOPSOILING (FROM OFF SITE)	CY	AR905520	3,425.00							

**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

**SUMMARY OF QUANTITIES (QTY1)**

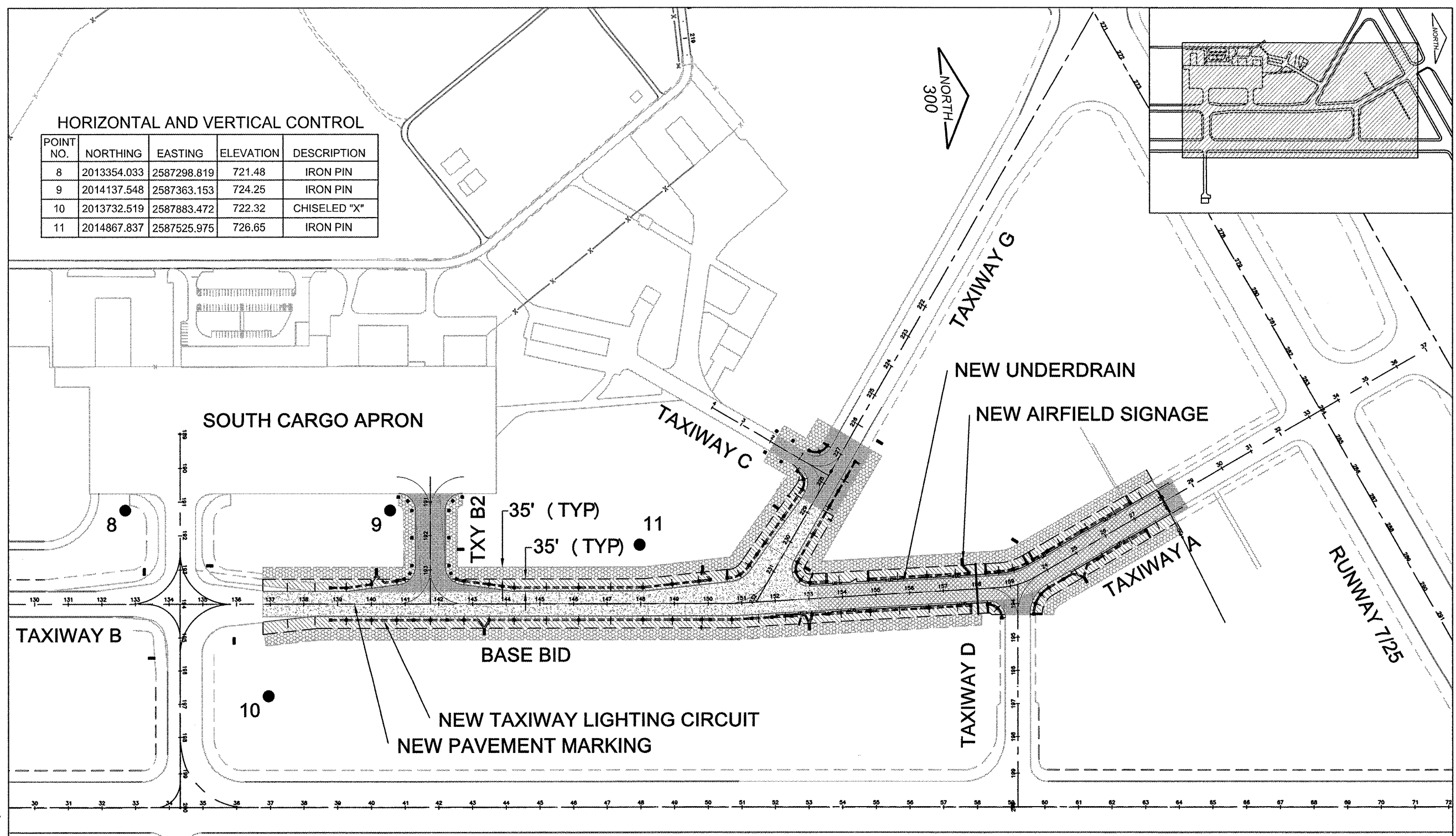
**SUMMARY OF QUANTITIES (QTY1)**

DATE: Thursday, May 21, 2009 2:35:10 PM  
FILE: V:\A\m\Rockford\0925804\_Rehab\_Twy B South\_PCC\Draw\_Sheets\02-QTY1.dwg  
UPDATE BY: Jeff Plapp  
LAYOUT: 2-QTY1  
IMAGE FILES: I:\-ITD\log\jpg  
DWP: DWG: thpnt.dwg


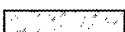
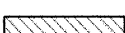


DATE: Monday, May 11, 2009 3:56:27 PM  
 FILE: K:\Rockford\10223804\_Rehab\_Twy\_B\_South\_Phase2\Draw\SheetA103\_SPL1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 3-SPL1  
 6dfc0d017d1-101\_SPL1.dwg  
 6mp1upc04  
 6w0c0002\_03.dwg

HORIZONTAL AND VERTICAL CONTROL

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
8	2013354.033	2587298.819	721.48	IRON PIN
9	2014137.548	2587363.153	724.25	IRON PIN
10	2013732.519	2587883.472	722.32	CHISELED "X"
11	2014867.837	2587525.975	726.65	IRON PIN



RUNWAY 1/19

- LEGEND**
-  NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE AND FULL DEPTH PAVEMENT MILLING REMOVAL
  -  NEW 15" PCC PAVEMENT INLAY AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL
  -  NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/8"-11" AGGREGATE BASE)
  -  NEW VARIABLE DEPTH BITUMINOUS TRANSITION
  -  NEW LANDSCAPING (SEEDING/SOILGUARD)

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

**RO017**  
5A

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

Chicago Rockford  
International  
Airport


**FLYRFD.COM**  
FLY INTO BUSINESS

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

REHAB. TWY B SOUTH  
PHASE 2

Revisions

Date	Description

  
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

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

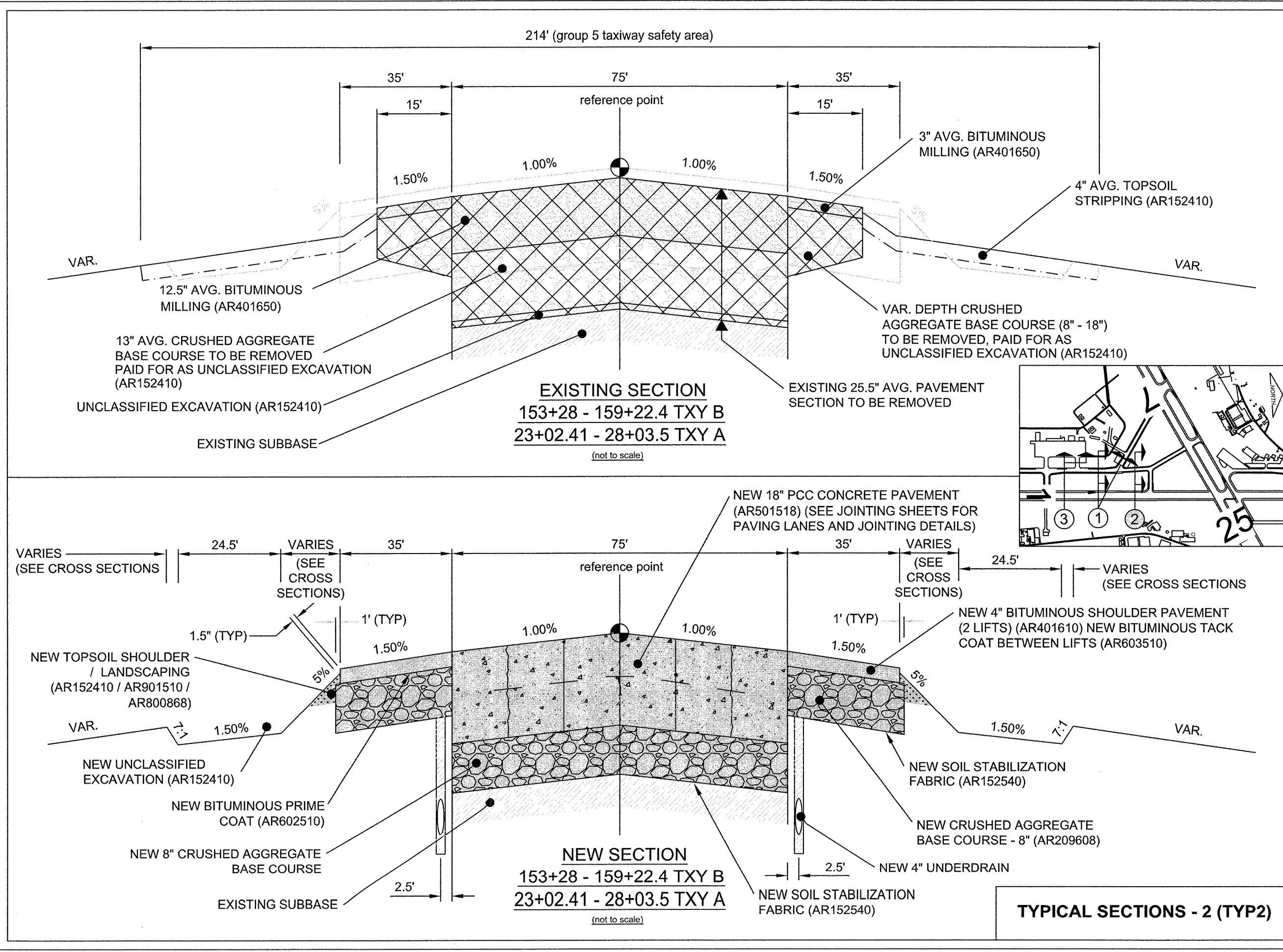
**3**







DATE: Monday, May 11, 2009 3:56:39 PM  
 FILE: K:\Rockford\092504\_Rehab\_Twy B South\_Ph2\Drawn\Sheet\04-06-TYP-2.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 5-TYP2  
 REF: DWG: bpoint.dwg  
 IMAGE FILES: I01.dwg



**RO017**  
5A

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

Chicago Rockford  
International  
Airport

**FLYRFD.COM**

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

REHAB. TWY B SOUTH  
PHASE 2

Revisions	
Date	Description

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

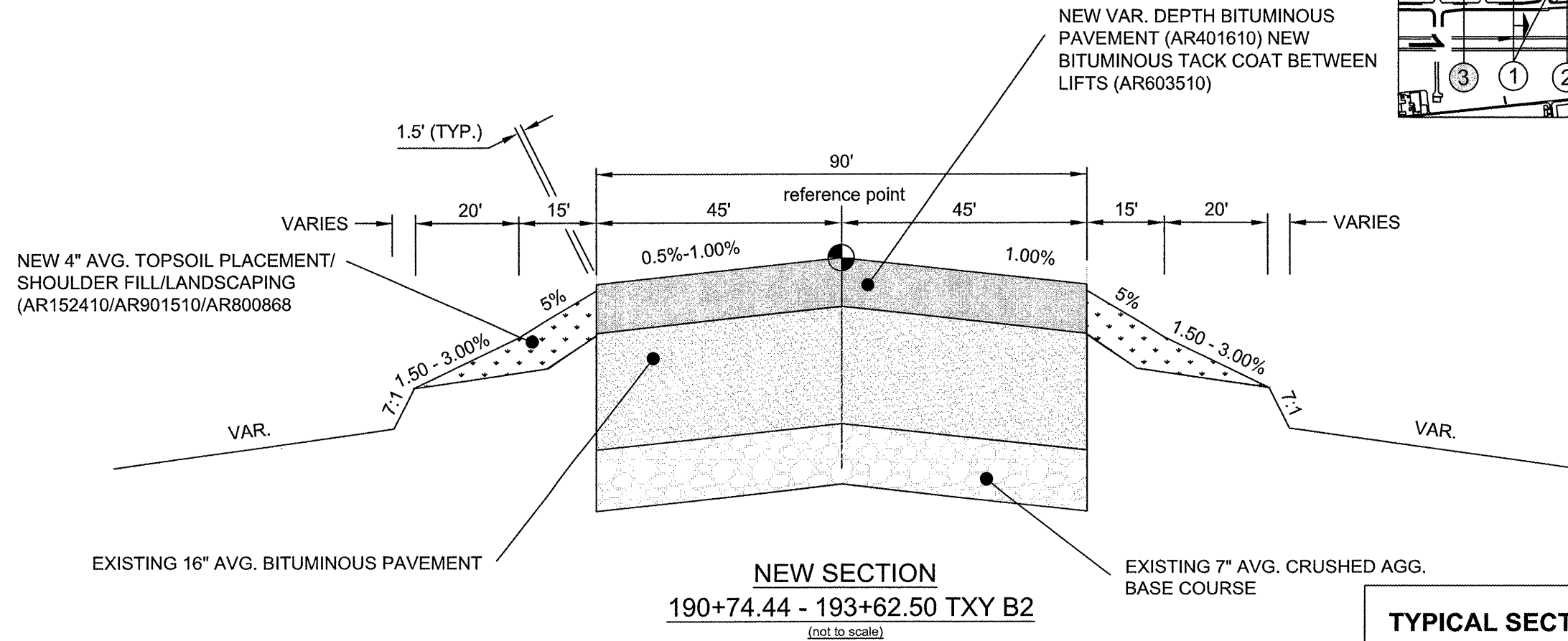
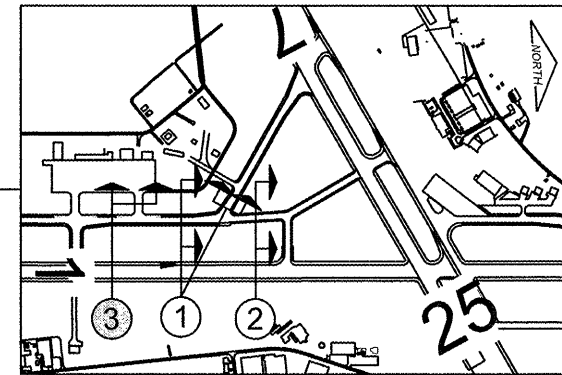
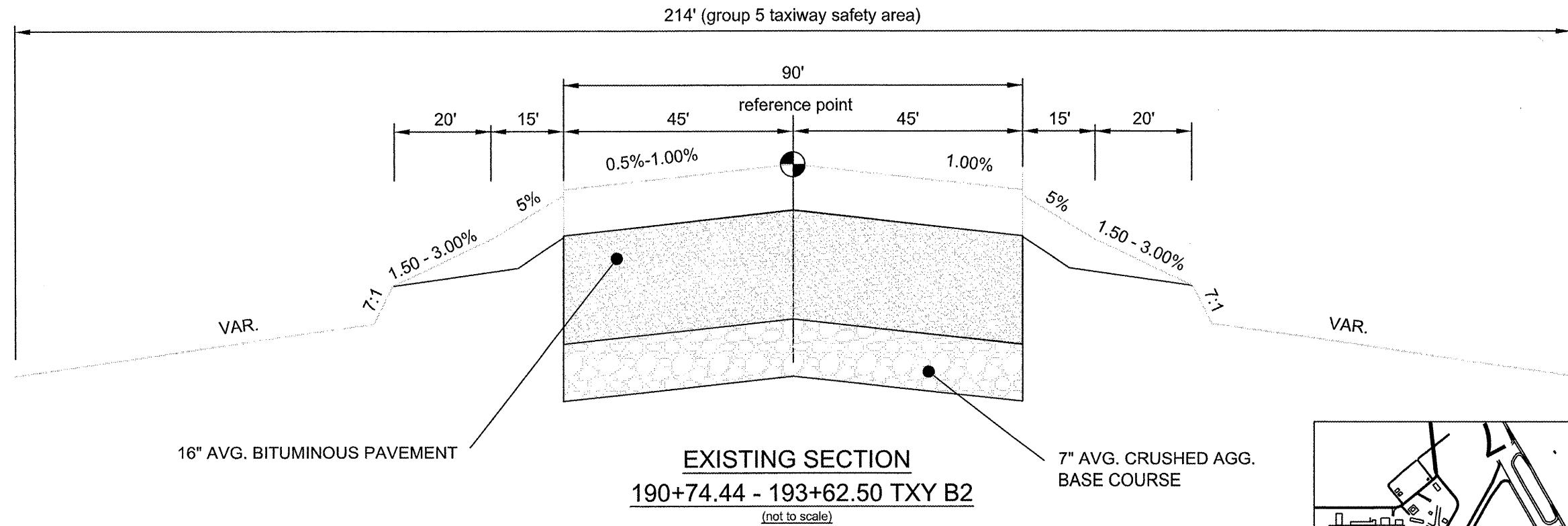
DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**TYPICAL SECTIONS - 2 (TYP2)**

**5**

SHEET 5 OF 59 SHEETS

DATE: Monday, May 11, 2009 3:56:44 PM  
 FILE: K:\Rockford\092504\_Rehab\_Twy B\_South\_Ph2\Draw\_Sheets\04-06-TYP3.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 6-TYP3  
 REF: DWG: 30MG  
 IMAGE FILES: 101-53



**TYPICAL SECTIONS - 3 (TYP3)**

**RO017**  
5A



Chicago Rockford  
International  
Airport



ROCKFORD, ILLINOIS  
GREATER ROCKFORD  
6

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

**TYPICAL SECTIONS - 3 (TYP3)**

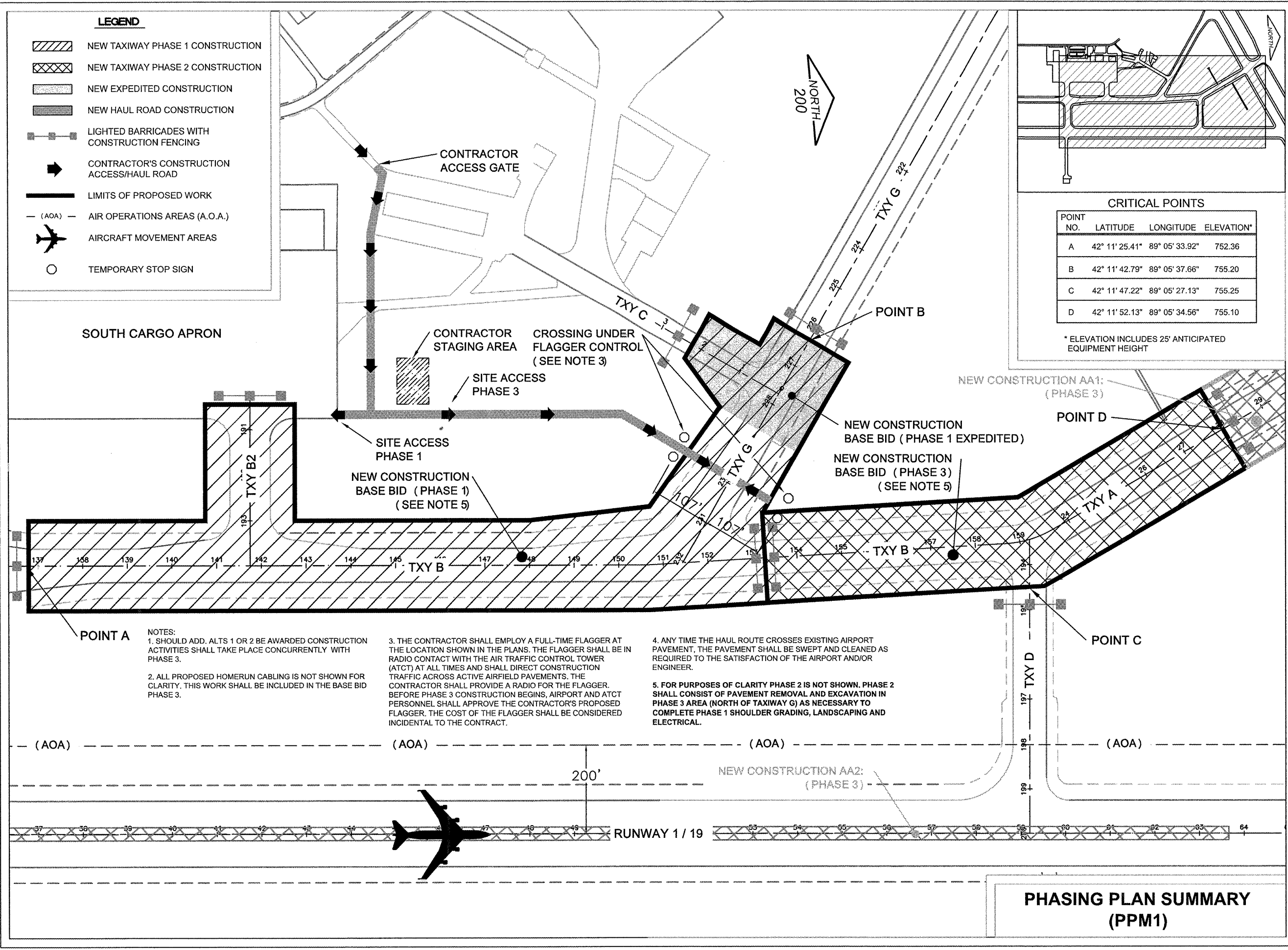
**6**

SHEET 6 OF 59 SHEETS

XREF DWG: h001.dwg  
K01\_Etopo.dwg  
IMAGE FILES: IOT-1fd\_logo.jpg

UPDATE BY: Jeremy Linke  
LAYOUT: 7-PPM1

DATE: Monday, May 11, 2009 3:56:55 PM  
FILE: K:\Rockford\092584\_Rehab\_Twy B South\Draw Sheets\07-PPM1.dwg



**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  
SUMMARY  
(PPM1)**

**7**

SHEET 7 OF 59 SHEETS

**PHASING PLAN SUMMARY  
(PPM1)**



DATE: Monday, May 11, 2009 3:57:03 PM  
 FILE: K:\Rockford\0925804\_Rehab\_Twy B South\_Plan\Draw\Sheet\08-09-PPN1-PPD1.dwg  
 UPDATE BY: Jeremy Linko  
 LAYOUT: 8-PPN1  
 REF: 0925804-10-EST-FILES  
 DWG: 0925804-10-EST-FILES

**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)**

**8**

DATE: Monday, May 11, 2009 3:57:09 PM  
 FILE: K:\Rockford\092584\_Rehab\_Twy B South\Plan\Draw Sheets\09-09-PP1-PP1.dwg  
 UPDATE BY: Jeremy Link  
 LAYOUT: 9-PP1  
 IMAGE FILES: 01--fd\_log.dwg  
 DWG DIMS: 01--fd\_log.dwg  
 XREF DIMS: 01--fd\_log.dwg

**PHASING PLAN GENERAL NOTES (CONTD):**

(NOTES CONTINUED ON PHASING PLAN NOTES - PPN1)

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

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

**7. EXISTING UTILITY COORDINATION:**

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

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

**8. TRAFFIC CONTROL PAYMENT:**

PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL BE 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. FOR AIRSIDE BARRICADE PLACEMENT, SEE SEQUENCE OF CONSTRUCTION SHEETS.

**9. DRIVERS TRAINING AND BADGING:**

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

**10. DUST CONTROL REQUIREMENTS:**

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

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

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

**12. STAGING AREA:**

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

**13. AIRFIELD LIGHTING COORDINATION:**

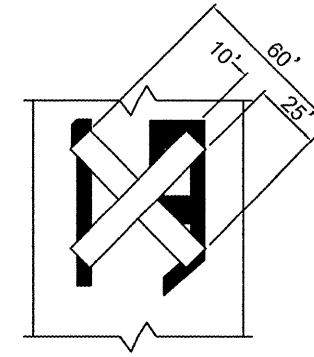
THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT DEPUTY DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY. THE CONTRACTOR SHALL BE RESPONSIBLE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

**14. WEEKLY COORDINATION MEETINGS:**

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

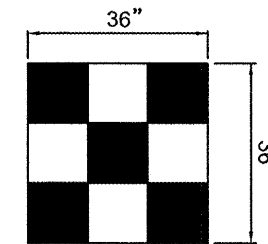
**15. TEMPORARY CABLES:**

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



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

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



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**  
NOT TO SCALE

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

- NEW N.W. AIR CARGO APRON PHASE 3
- NEW TAXIWAY B PHASE 1 CONSTRUCTION

**PHASING PLAN DETAILS (PPD1)**

**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 DETAILS (PPD1)**

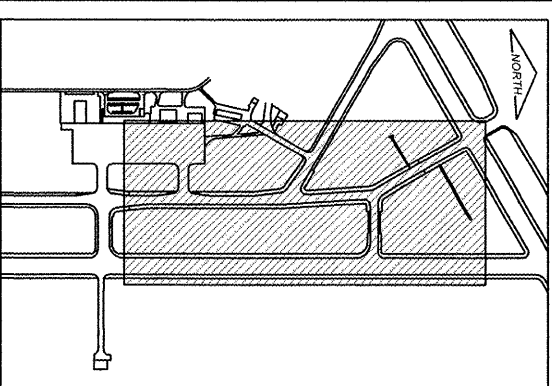
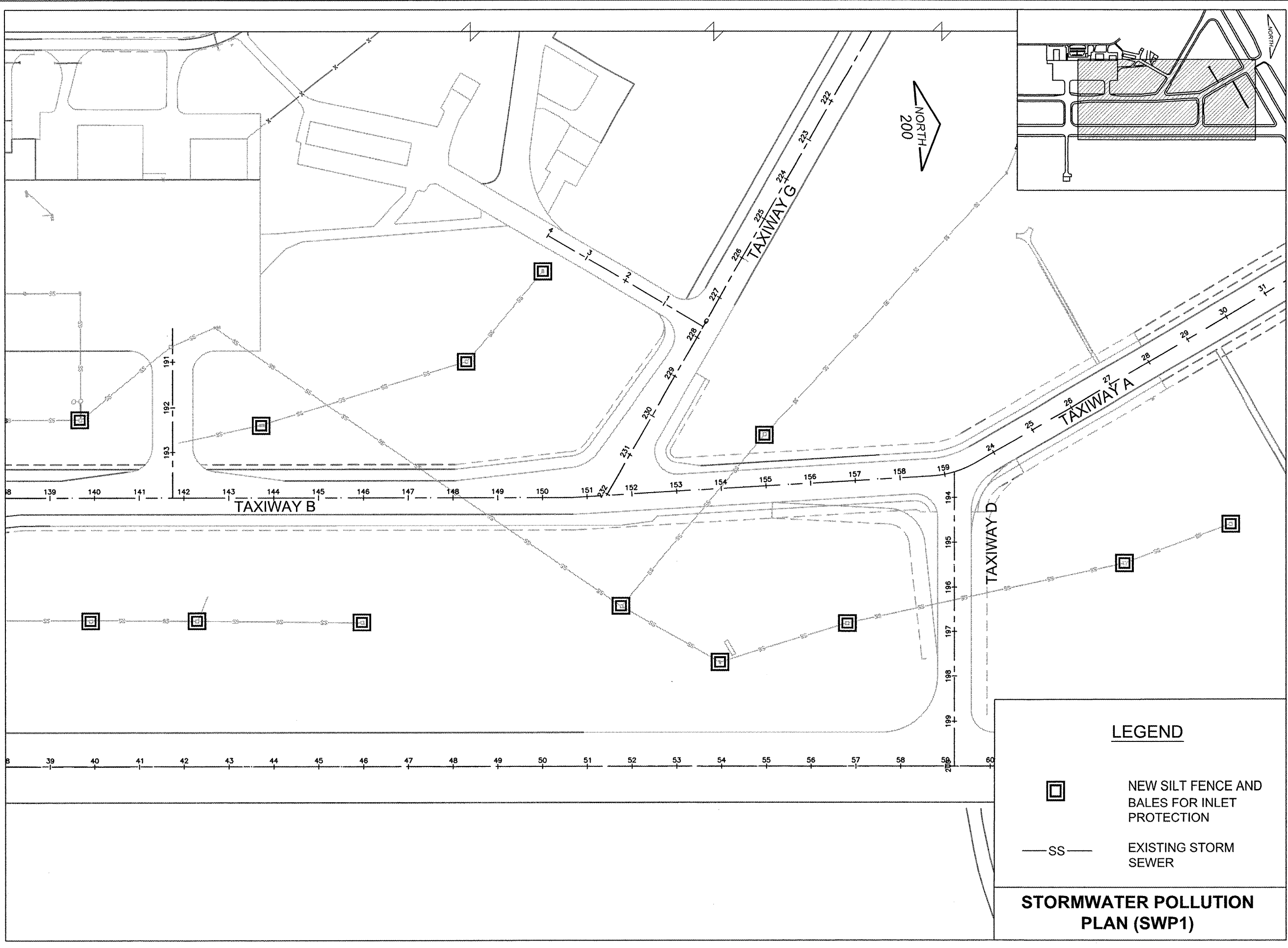
**9**

REF: DWG: 101.dwg  
X01\_Elope.DWG

IMAGE FILES: 101-rd\_log.dwg

UPDATE BY: Jeremy Linke  
LAYOUT: 10-SWP1

DATE: Monday, May 11, 2009 3:57:21 PM  
FILE: K:\Rockford\0925804\_Rehab\_Twy\_B\_South\_Ph2\Drawn\SWP1\10-SWP1.dwg



**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

**LEGEND**

-  NEW SILT FENCE AND BALES FOR INLET PROTECTION
-  EXISTING STORM SEWER

**STORMWATER POLLUTION PLAN (SWP1)**

**STORMWATER POLLUTION PLAN (SWP1)**

10

SHEET 10 OF 59 SHEETS



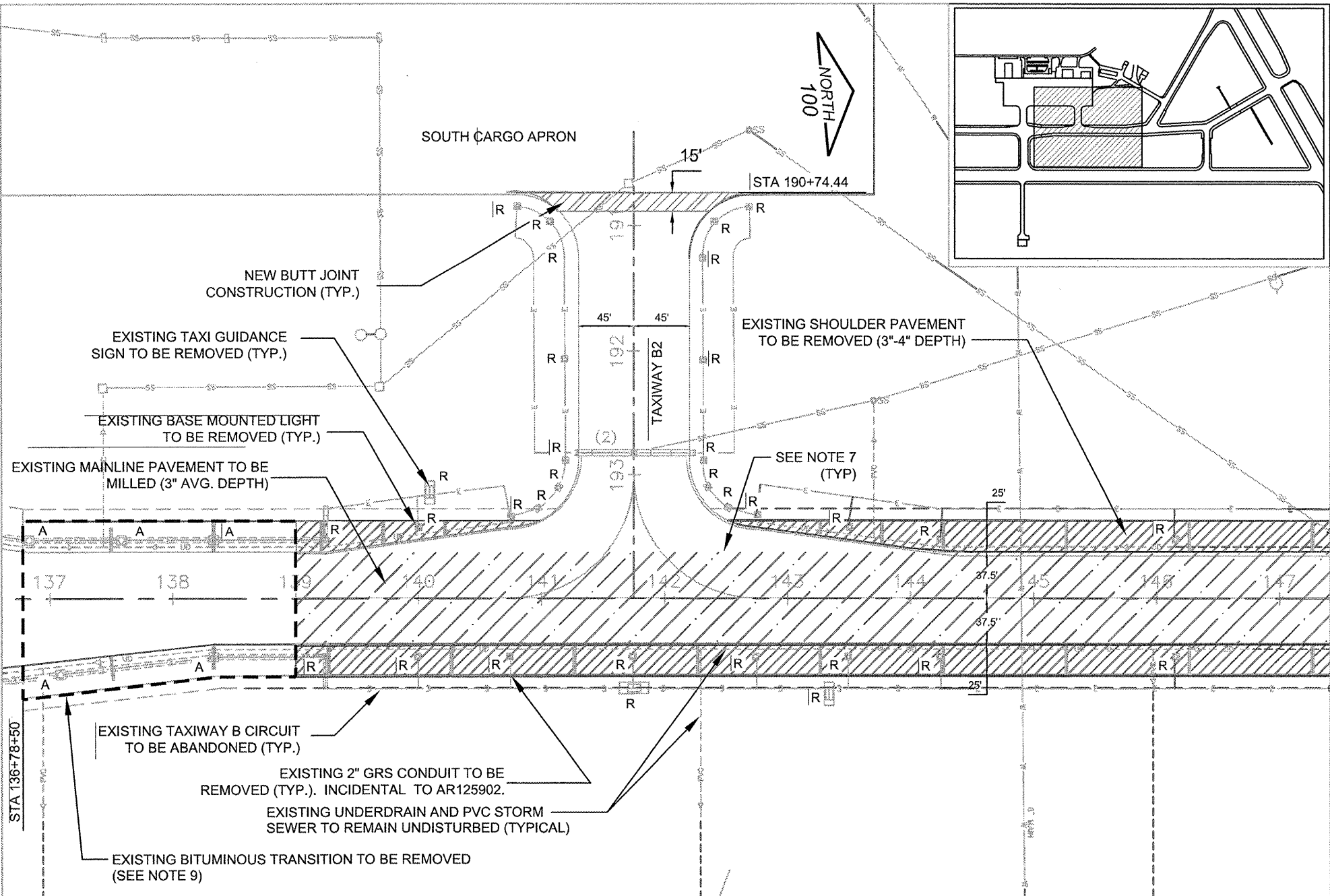




DATE: Monday, May 11, 2009 3:57:43 PM  
 FILE: K:\Rockford\092558\Rehab\_Twy\_B\_South\_Ph1\Draw\_Sheets\13-14-EXC1-2.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 13-EXC1  
 IMAGE FILES: 101-fd-103-103-jpg  
 DWG: 101-fd-103-103-jpg

LEGEND	
[---]	BITUMINOUS TRANSITION REMOVAL (SEE NOTE 9)
[//]	3" AVG. DEPTH PAVEMENT MILLING
[//]	BIT. SHOULDER REMOVAL (3"-4" DEPTH)
[//]	BUTT JOINT CONSTRUCTION
[X]	FULL DEPTH PAVEMENT REMOVAL (14" AVG.)
SAN	EXISTING SANITARY LINE
SS	EXISTING STORM SEWER
(2)	EXISTING DUCT (NUMBER OF WAYS)
RGL	EXISTING RUNWAY GUIDANCE LIGHT CIRCUIT
FAA	EXISTING FAA CABLE
E	EXISTING AIRFIELD CIRCUIT
SEN	EXISTING AIRFIELD PAVEMENT SENSOR CIRCUIT
UD	EXISTING 4" UNDERDRAIN
W	EXISTING WATERMAIN
PVC	EXISTING PVC STORM SEWER
☒	EXISTING MITL, BASE MOUNTED
○	EXISTING UNDERDRAIN COLLECTION STRUCTURE
☒ HH	EXISTING ELECTRICAL HANDHOLE
⊙	EXISTING RGL
▭	EXISTING TAXIWAY GUIDANCE SIGN
□	EXISTING DRAINAGE INLET
° S	EXISTING SPLICE CAN
●	EXISTING MANHOLE
R	EXISTING ITEM TO BE REMOVED
A	EXISTING ITEM TO BE ADJUSTED

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



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

7. ANY PAVEMENT REMOVED BY THE CONTRACTOR BEYOND THE LIMITS SHOWN IN THE PLANS TO FACILITATE PCC PAVEMENT CONSTRUCTION AND SUBSEQUENT PAVEMENT REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAVEMENT REMOVAL ITEM.
8. REMOVAL OF EXISTING CONCRETE PATCHES IN BITUMINOUS PAVEMENT TO BE MILLED/REMOVED SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE BITUMINOUS PAVEMENT REMOVAL ITEM.
9. EXISTING BITUMINOUS TRANSITION CONSISTS OF PAVEMENT CONSTRUCTED UNDER PHASE 1. THE TRANSITION PAVEMENT THICKNESS VARIES BETWEEN 12" AT THE EDGE OF THE PHASE 1 PCC PAVEMENT TO 0" AT STA. 139+00. THE EXISTING BITUMINOUS TRANSITION WAS CONSTRUCTED AS AN OVERLAY TO THE EXISTING TAXIWAY PAVEMENT. PROPOSED MILLING DEPTH IN THIS AREA IS 9" AVG. (6" AVG. BITUMINOUS TRANSITION PLUS 3" AVG. EXISTING TAXIWAY B).

**EXIST. COND. / REMOVALS - 1 (EXC1)**

**RO017**  
5A



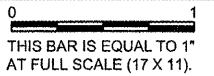
Chicago Rockford  
International  
Airport



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

**REHAB. TWY B SOUTH  
PHASE 2**

Revisions	
Date	Description



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

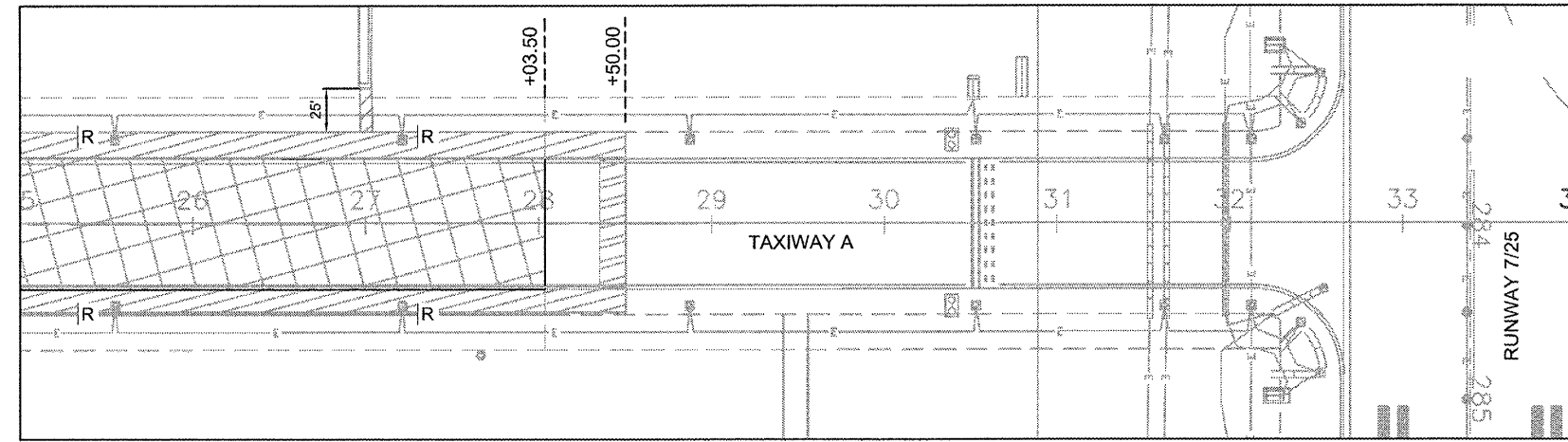
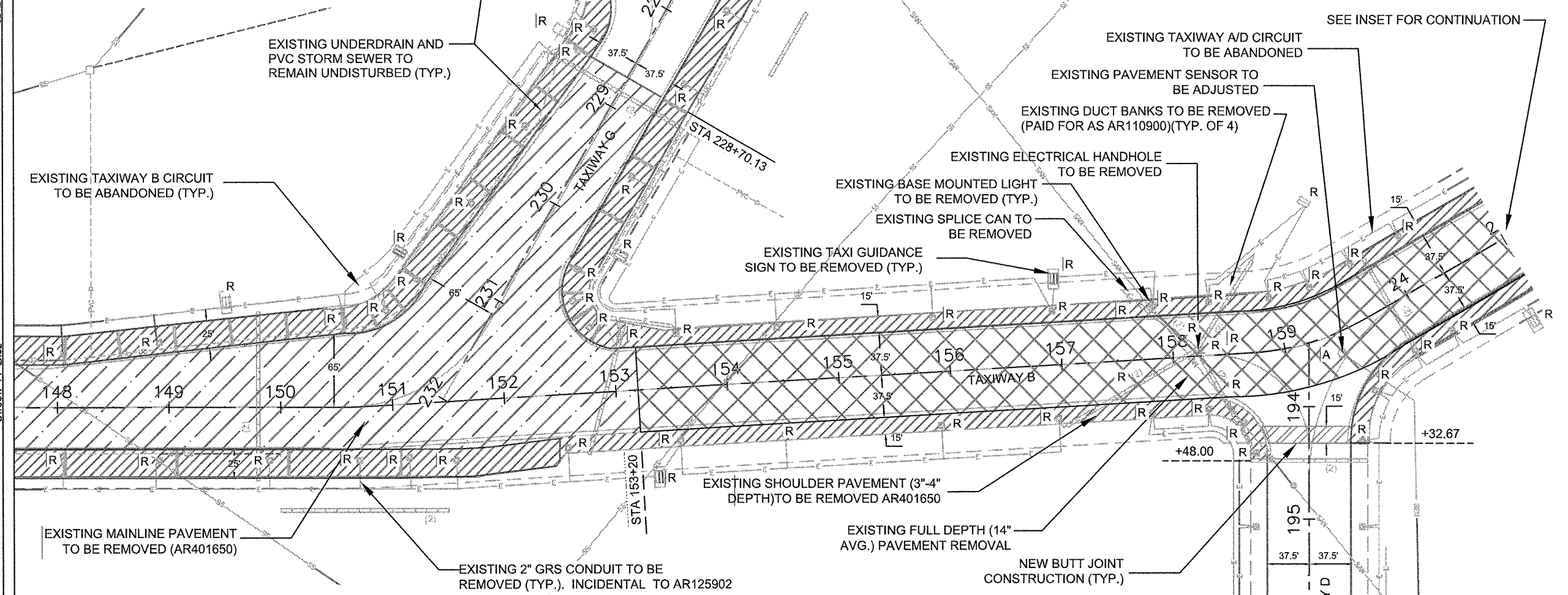
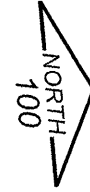
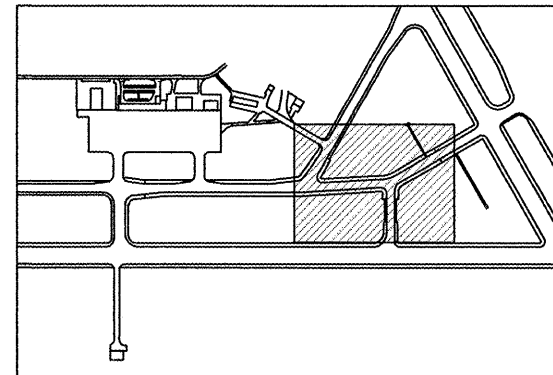
**EXISTING COND.  
AND REMOVALS -  
1 (EXC1)**

**13**



FOR LEGEND, NOTES AND NOMENCLATURE  
SEE EXISTING CONDITIONS AND REMOVALS  
SHEET EXC1

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.



**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

**EXISTING COND.  
AND REMOVALS - 2  
(EXC2)**

**EXIST. COND. / REMOVALS - 2  
(EXC2)**

REF: DWG: 1001-01-14-EXC2  
 IMAGE FILES: 101-14-EXC2  
 UPDATE BY: Jeremy Link  
 LAYOUT: 14-EXC2  
 DATE: Monday, May 11, 2009 3:57:53 PM  
 FILE: K:\Working\09258\Phase 2\South Fly\Drawn\Sheet\13-14-EXC2-2.dwg

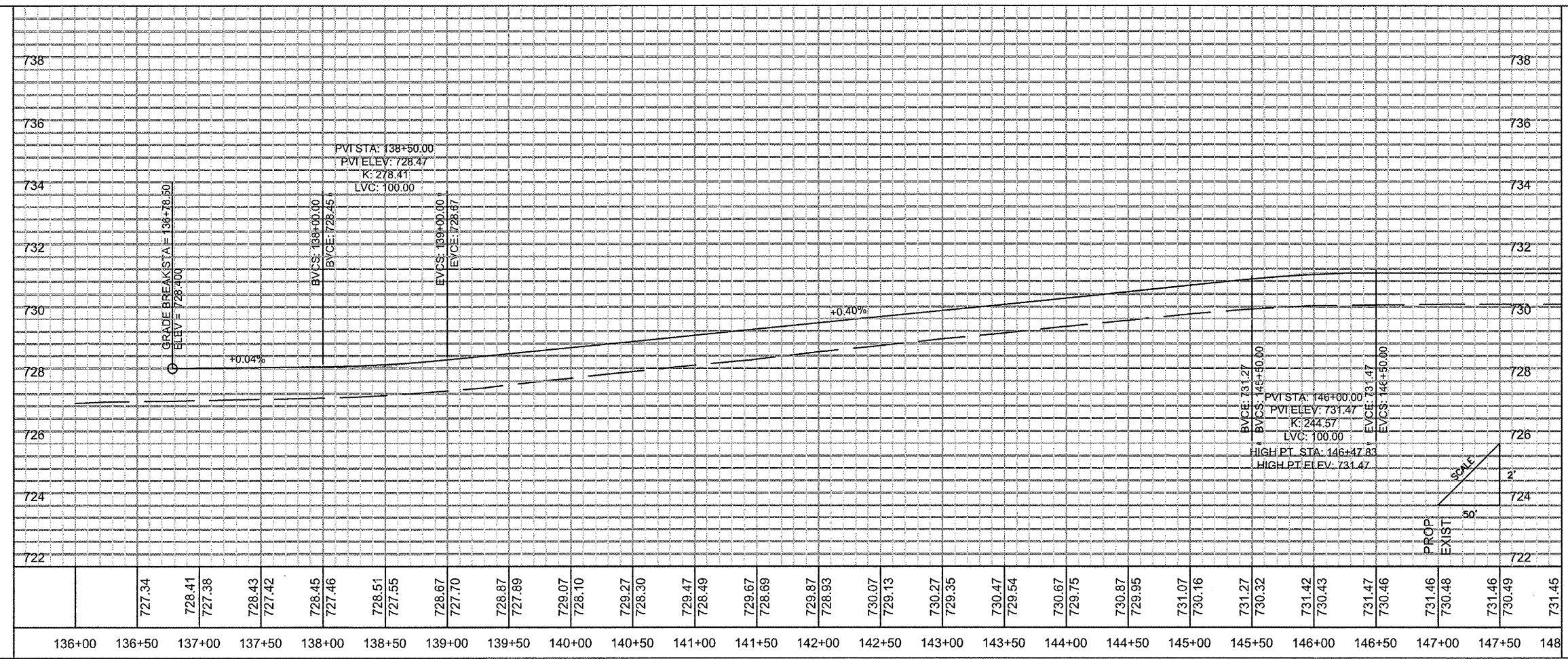
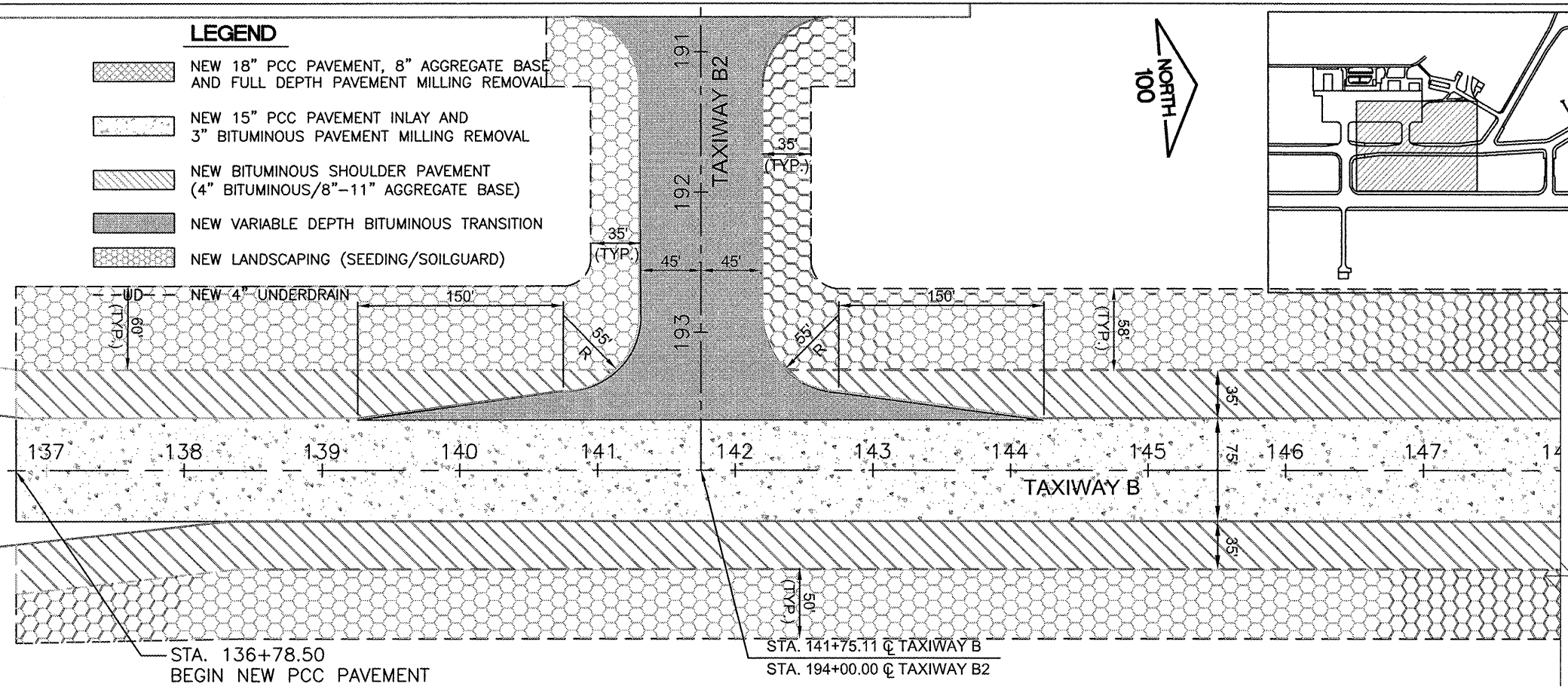
DATE: Monday, May 11, 2009 3:58:03 PM  
 FILE: K:\Rockford\0928804\_Rehab\_Twy B\_South\_Ph2\Draw\_Sheets\15-16-BPP1-2.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 15-BPP1  
 MAKE\_FILES: 101-rd-1600.jpg  
 XREF: DWG: 101-Elgpa.dwg  
 DWG: 101-Elgpa.dwg

**NOTES**

- CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED UNDERDRAIN CONNECTIONS.
- ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
- INSTALL PROPOSED ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
- REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES TO FACILITATE CONNECTIONS OF PROPOSED STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.

**LEGEND**

- NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE AND FULL DEPTH PAVEMENT MILLING REMOVAL
- NEW 15" PCC PAVEMENT INLAY AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL
- NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/8"-11" AGGREGATE BASE)
- NEW VARIABLE DEPTH BITUMINOUS TRANSITION
- NEW LANDSCAPING (SEEDING/SOILGUARD)



**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

**TAXIWAY B  
PLAN / PROFILE -  
1 (BPP1)**

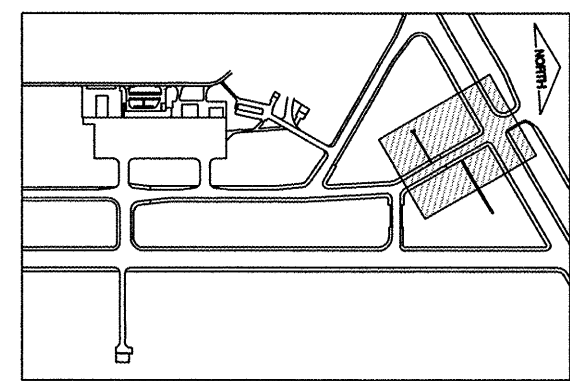
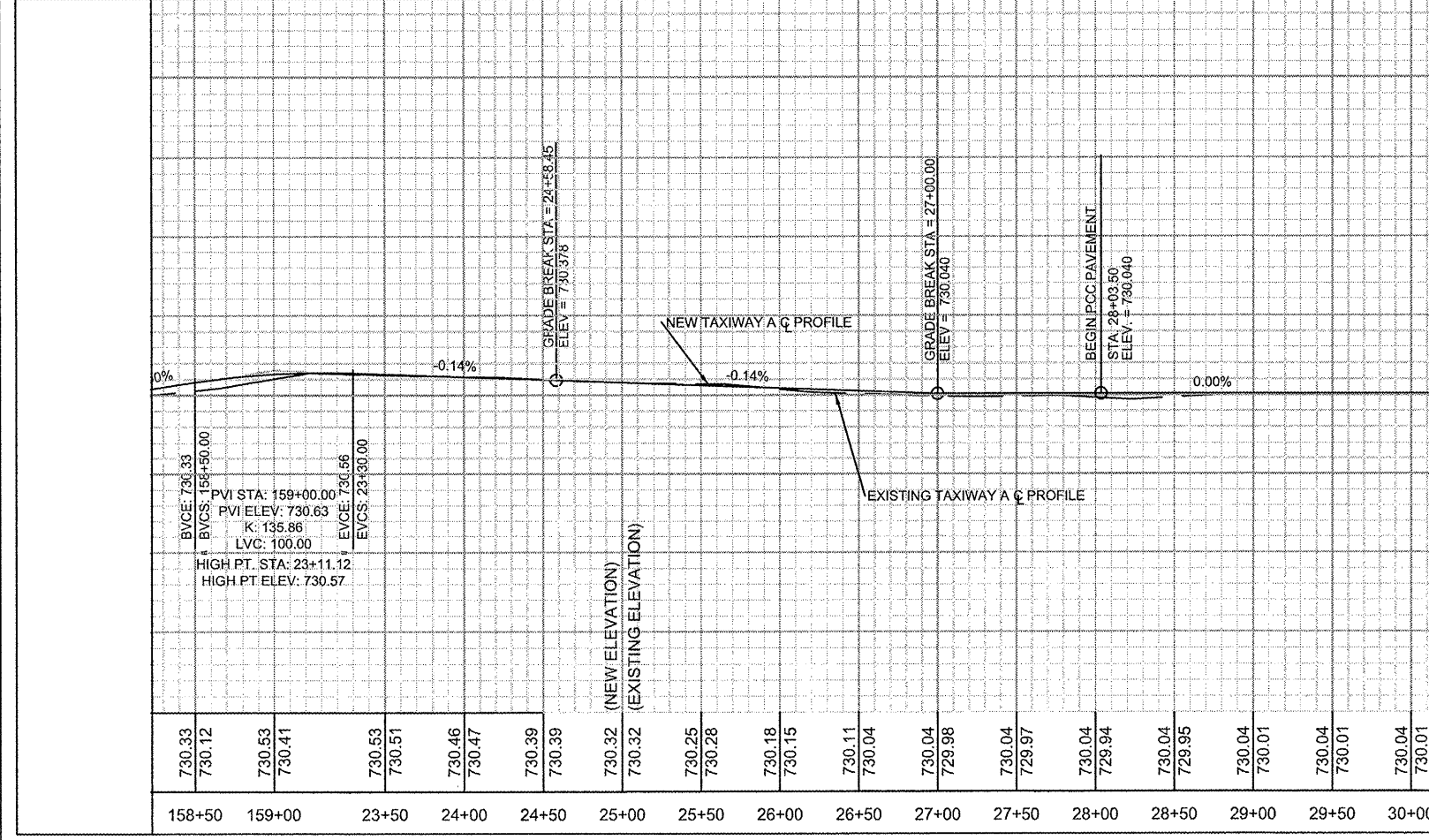
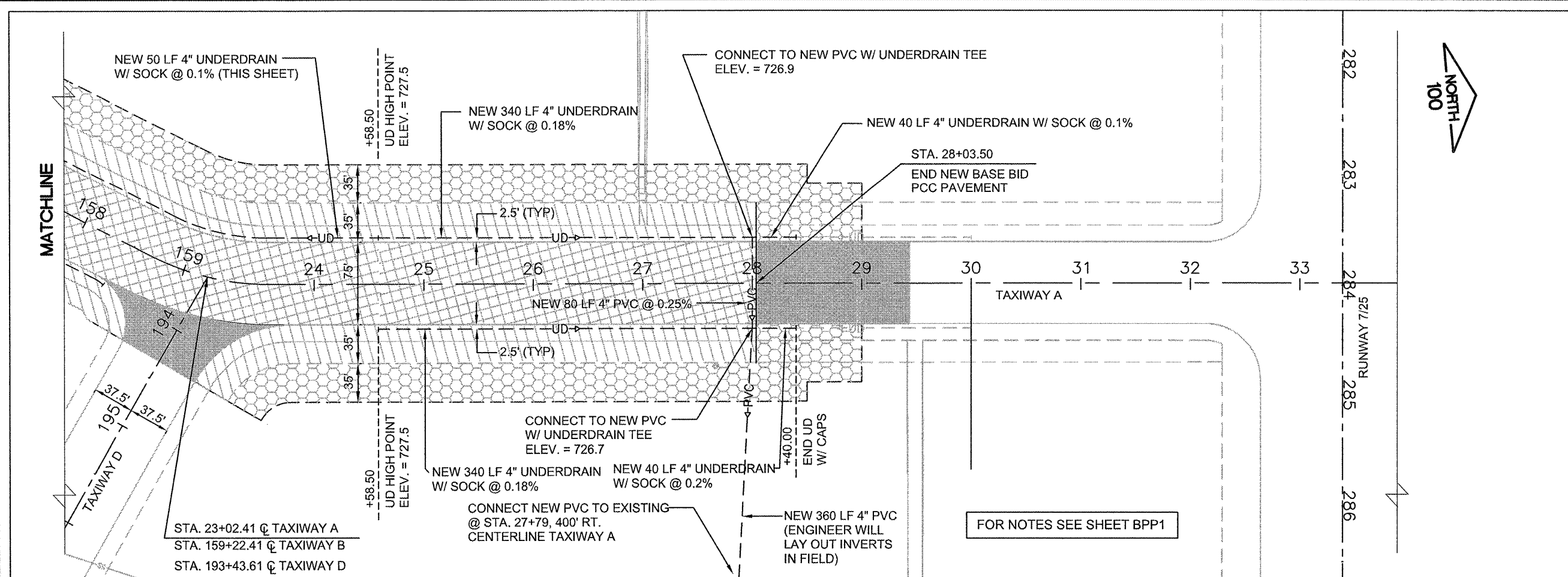
**15**







DATE: Monday, May 11, 2009 3:58:18 PM  
 FILE: K:\Rockford\09252604\_Rehab\_Twy\_B\_South\_Ph2\Drawn\Sheet17\_APP1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 17-APP1  
 IMAGE FILES: 01-17-Logo.jpg  
 DWG APPENDIX: 10X  
 BPP1



**LEGEND**

- NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE AND FULL DEPTH PAVEMENT MILLING REMOVAL
- NEW 15" PCC PAVEMENT INLAY AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL
- NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/8"-11" AGGREGATE BASE)
- NEW VARIABLE DEPTH BITUMINOUS TRANSITION
- NEW LANDSCAPING (SEEDING/SOILGUARD)
- UD -- NEW 4" UNDERDRAIN

**RO017**  
5A

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

Chicago Rockford  
International  
Airport

**FLYRFD.COM**

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).

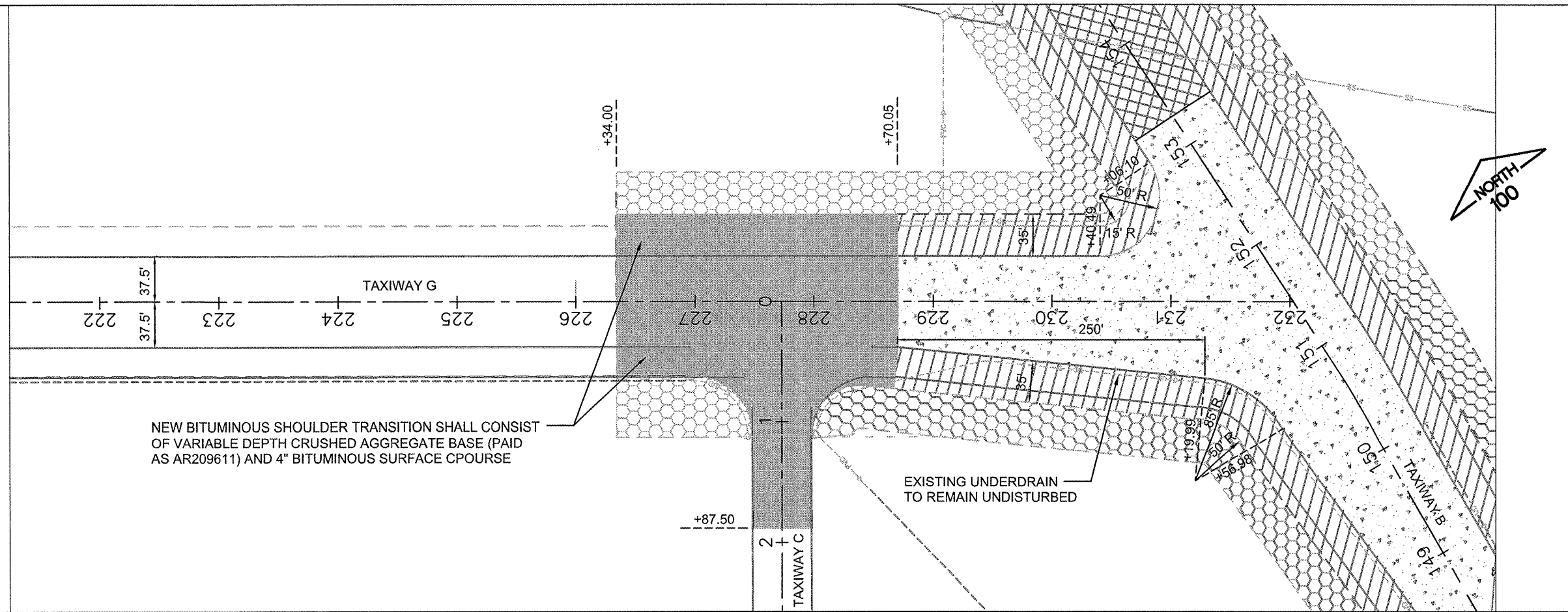
DESIGN BY: CMT-ARR  
DRAWN BY: CMT-ARR  
CHECKED BY: CMT-ARR  
APPROVED BY: CMT-RFD  
DATE: 5/8/2009  
JOB No: 09258-04-00

**TAXIWAY A  
PLAN - PROFILE  
(APP1)**

**17**

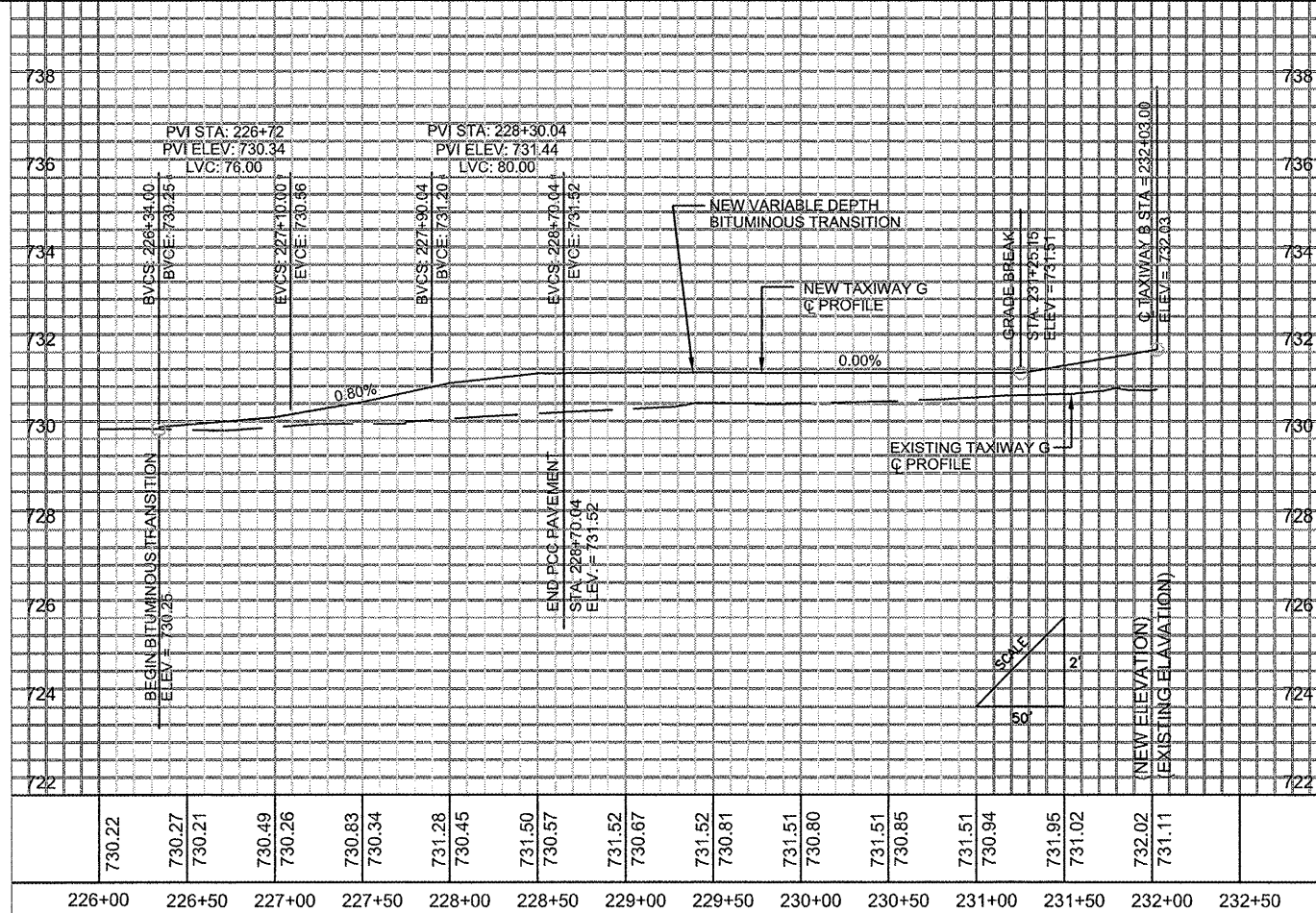
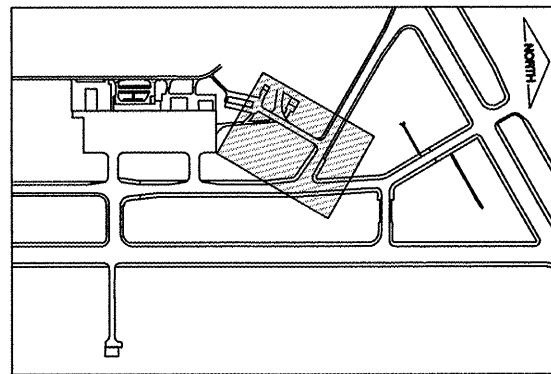
SHEET 17 OF 59 SHEETS





### LEGEND

- NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE AND FULL DEPTH PAVEMENT MILLING REMOVAL
- NEW 15" PCC PAVEMENT INLAY AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL
- NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/8"-11" AGGREGATE BASE)
- NEW VARIABLE DEPTH BITUMINOUS TRANSITION
- NEW LANDSCAPING (SEEDING/SOILGUARD)



RO017  
5A



Chicago Rockford International Airport

FLYRFD.COM

ROCKFORD, ILLINOIS  
GREATER ROCKFORD AIRPORT AUTHORITY

3-17-0088-XX  
RFD-3909

REHAB. TWY B SOUTH  
PHASE 2

Revisions

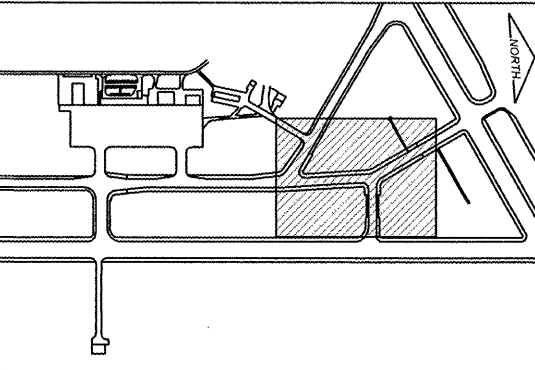
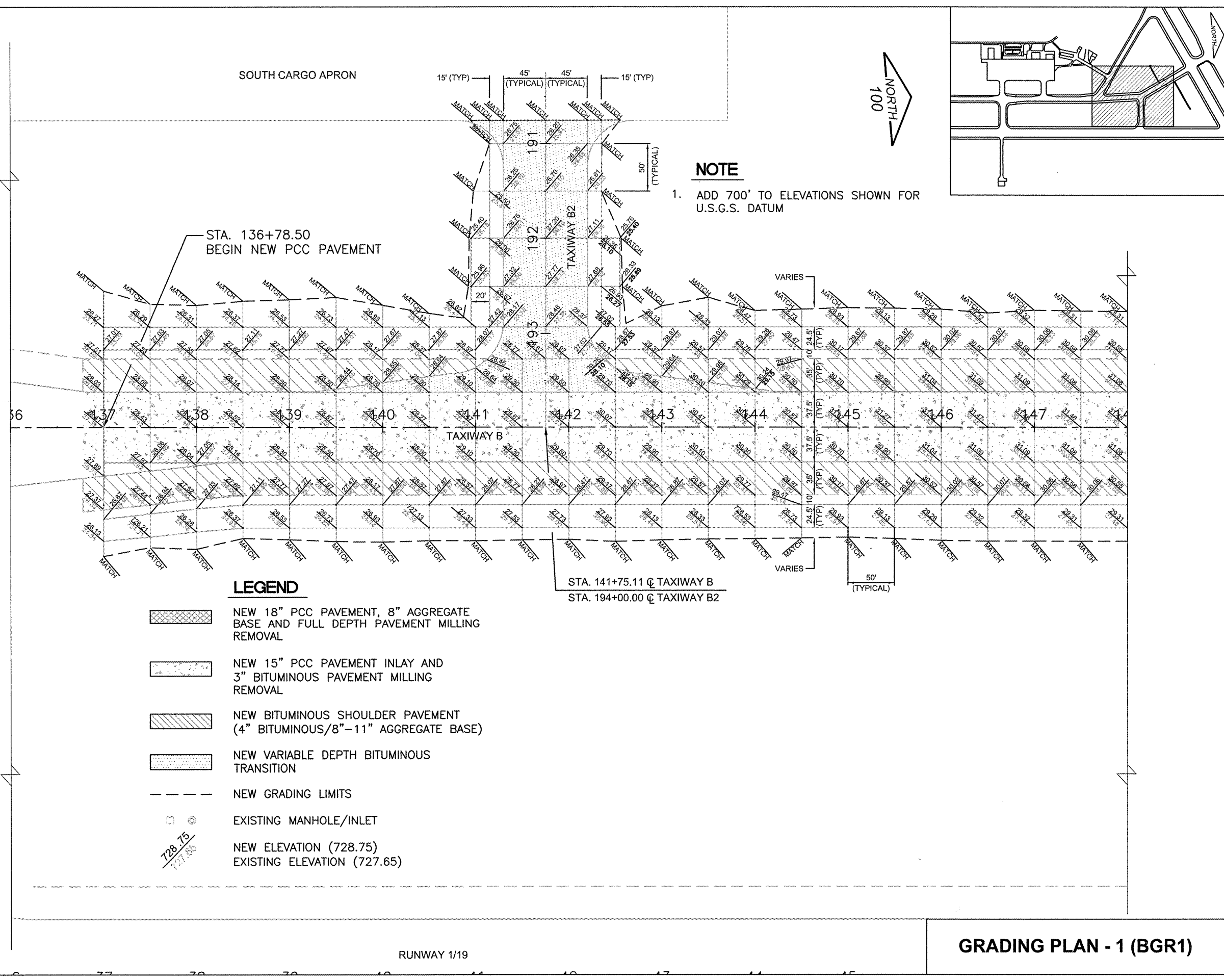
Date	Description

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

TAXIWAY G  
PLAN - PROFILE  
(GPP1)





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

**RO017**  
5A



Chicago Rockford International Airport

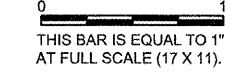


ROCKFORD, ILLINOIS  
GREATER ROCKFORD AIRPORT AUTHORITY  
3-17-0088-XX  
RFD-3909

**REHAB. TWY B SOUTH PHASE 2**

Revisions

Date	Description



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

**GRADING PLAN - 1 (BGR1)**

**GRADING PLAN - 1 (BGR1)**

RUNWAY 1/19









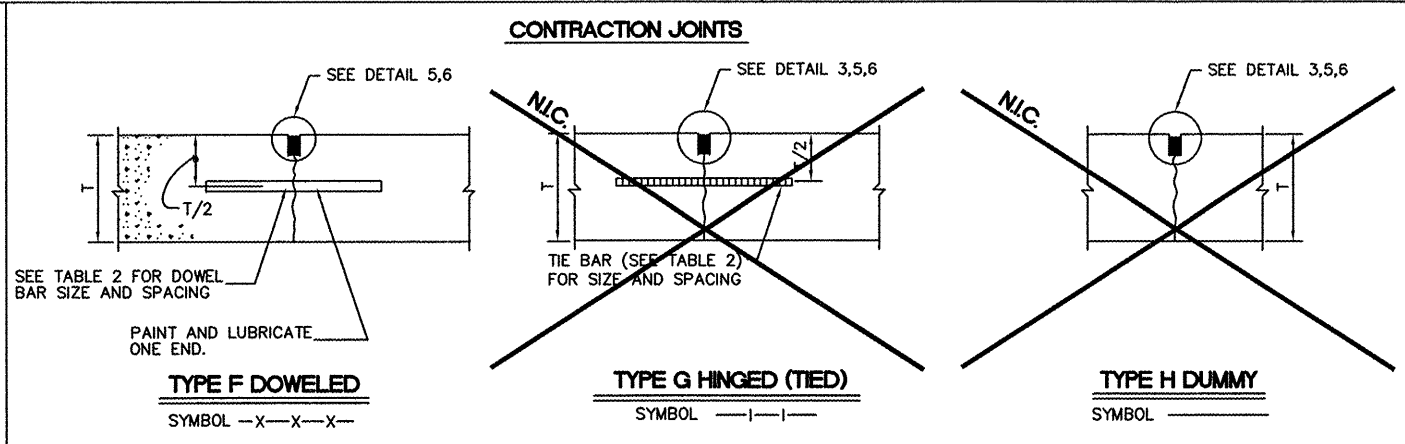
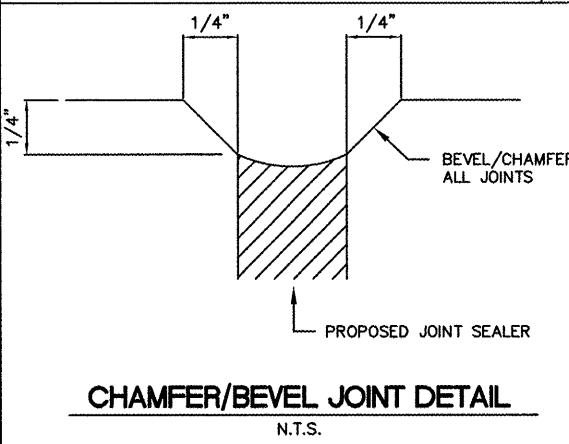
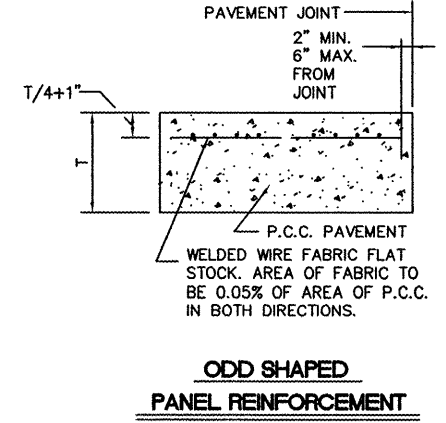
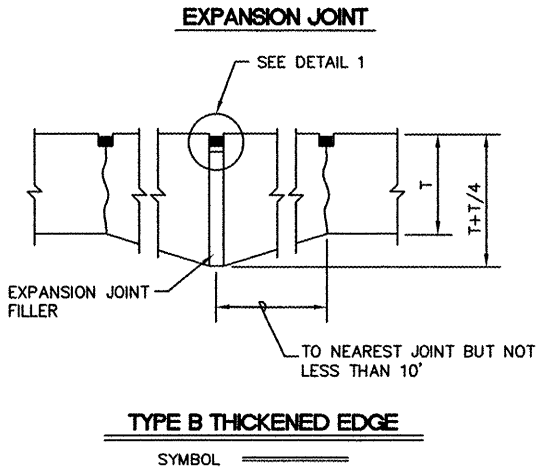
XREF DWG: 101\_Expns.DWG  
 IMAGE FILES: 101\_16\_logo.jpg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 28-JTD1  
 DATE: Monday, May 11, 2009 3:59:22 PM  
 FILE: K:\Rockford\0925804\_Rehab\_Twy B South\_Pkg\Drawings\28-JTD1.dwg

**TABLE 1**

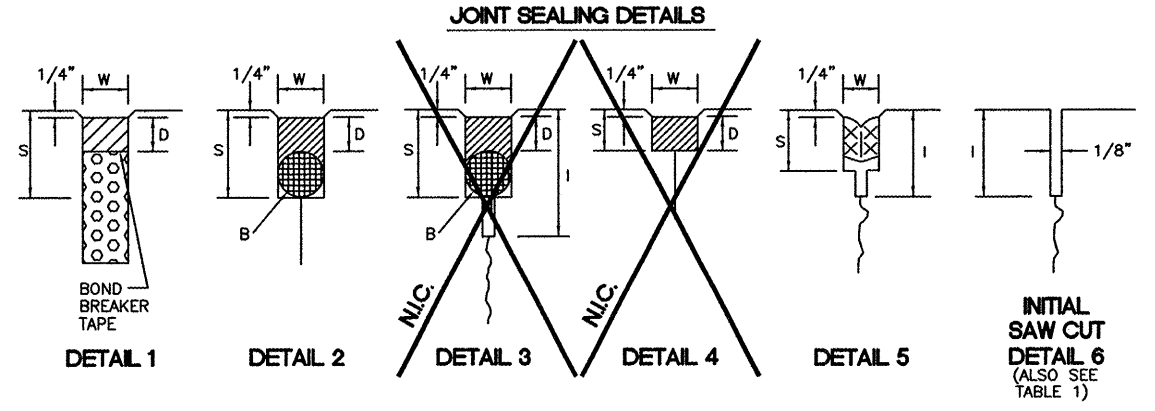
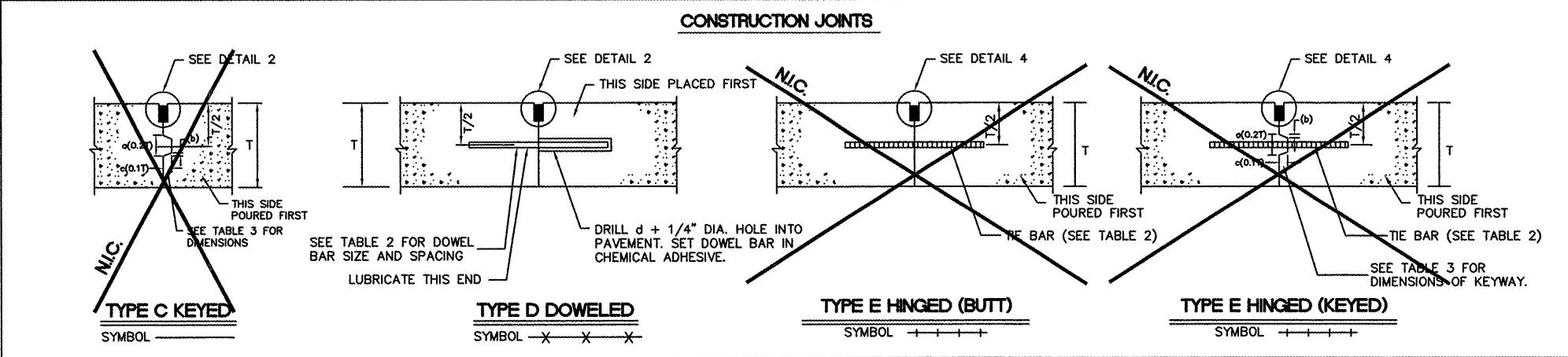
PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT L INCHES $L=(T/3) \pm 1/4"$
5	1.67"
6	2.00"
7	2.33"
8	2.67"
9	3.00"
10	3.33"
11	3.67"
12	4.00"
13	4.33"
14	4.67"
15	5.00"
16	5.33"
17	5.67"
18	6.00"

**TABLE 2**

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



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



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

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

**JOINTING DETAILS (JTD1)**

**RO017**  
5A



Chicago Rockford International Airport

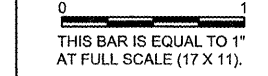
**FLYRFD.COM**

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

REHAB. TWY B SOUTH  
PHASE 2

Revisions

Date	Description



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

**JOINTING DETAILS (JTD1)**

**24**

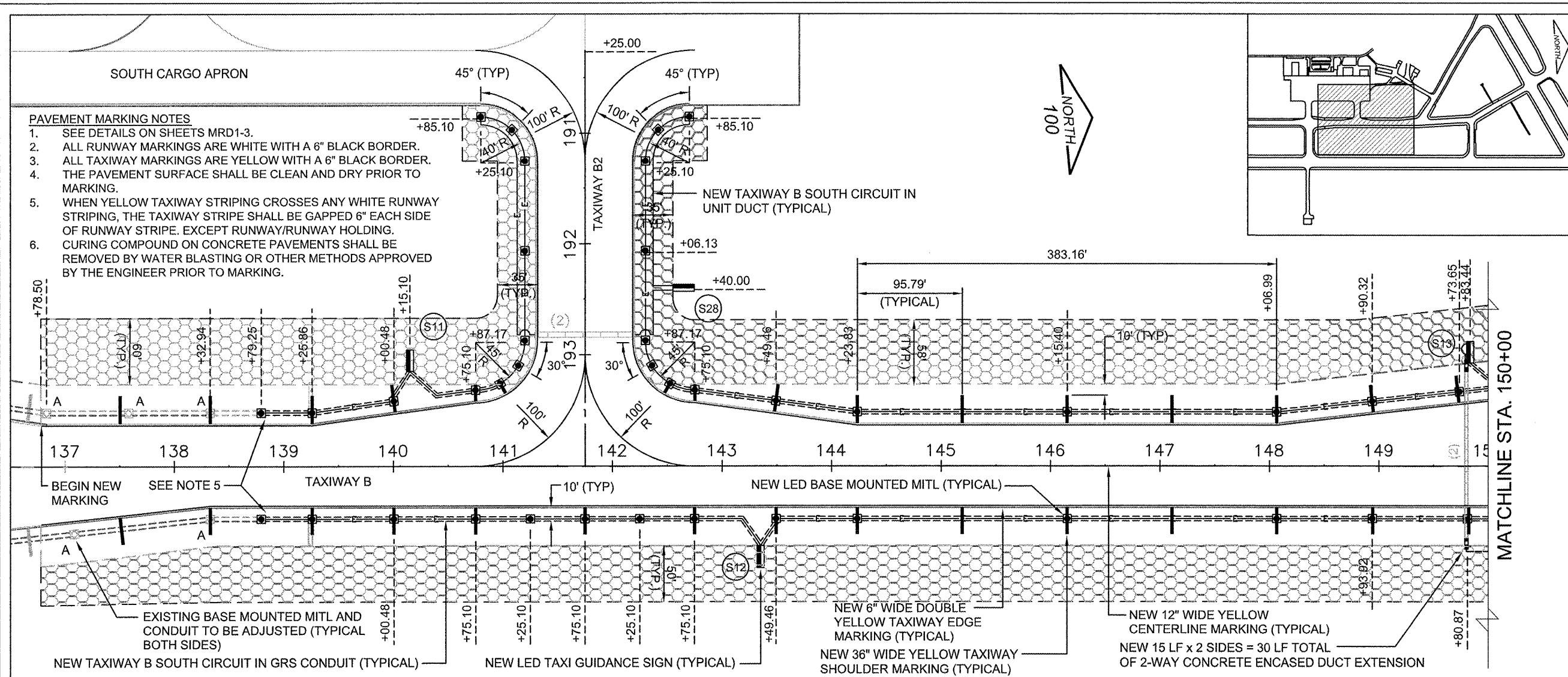


REF: DWG: 101...  
X01...  
K:\Rockford\0928804\_Rehab\_Twy\_B\_South\_Phase2\0928804\_Sheets\15-28-EML-2.dwg

IMAGE FILES: 101...  
Rfd\0928804

UPDATE BY: Jeremy Linke  
LAYOUT: 28-EML1

DATE: Monday, May 11, 2009 3:59:30 PM  
FILE: K:\Rockford\0928804\_Rehab\_Twy\_B\_South\_Phase2\0928804\_Sheets\15-28-EML-2.dwg



**ELECTRICAL NOTES:**

- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPlicing NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
- AT ANY LOCATION WHERE THE PROPOSED DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL OPEN THE ENTIRE TRENCH BETWEEN END POINTS BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.
- CONTRACTOR SHALL COORDINATE THE LOCATION OF THE EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF THE PROPOSED UNIT DUCTS, CONDUITS AND DUCT BANKS. ANY DAMAGES TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL CONNECT EXISTING CABLE TO PROPOSED CABLE IN SIGN/LIGHT/MANHOLE/HANDHOLE. COST OF CONNECTION INCIDENTAL TO CABLE.
- ALL NEW CABLE UNDER EXISTING PAVEMENT TO REMAIN SHALL BE INSTALLED WITHIN EXISTING CONDUITS. EXISTING CABLES SHALL BE REMOVED. COST OF REMOVAL SHALL BE INCIDENTAL TO NEW CABLE.
- CONNECT NEW TAXIWAY A/D CIRCUIT TO EXISTING HOMERUN CABLES.
- INSTALL NEW 3" CONCRETE ENCASED PVC CONDUIT 5' BEYOND EDGE OF PAVEMENT. PULL BACK EXISTING RGL CIRCUIT PRIOR TO REMOVAL OF EXISTING RGLS. RE-INSTALL EXISTING (2) 1/C #8, 5KV CABLE IN 3/4" UNIT DUCT IN NEW 3" CONDUIT. COST OF REMOVAL AND INSTALLATION OF BASE CANS AND CONDUITS SHALL BE INCIDENTAL TO RGL PAY ITEM.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF EXISTING UTILITIES. DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
- THE ROUTING OF THE PROPOSED DUCTS AND CONDUITS ARE SHOWN FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE ENGINEER.
- SEE DETAILS ON SHEETS ELD1-3.

**LEGEND**

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

**PAVEMENT MARKING NOTES**

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

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

**RO017**  
5A

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

Chicago Rockford International Airport

**FLYRFD.COM**  
Chicago Rockford

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

**ELECTR. - MRKG. - LANDSC. PLAN - 1 (EML1)**

**25**

SHEET 25 OF 59 SHEETS



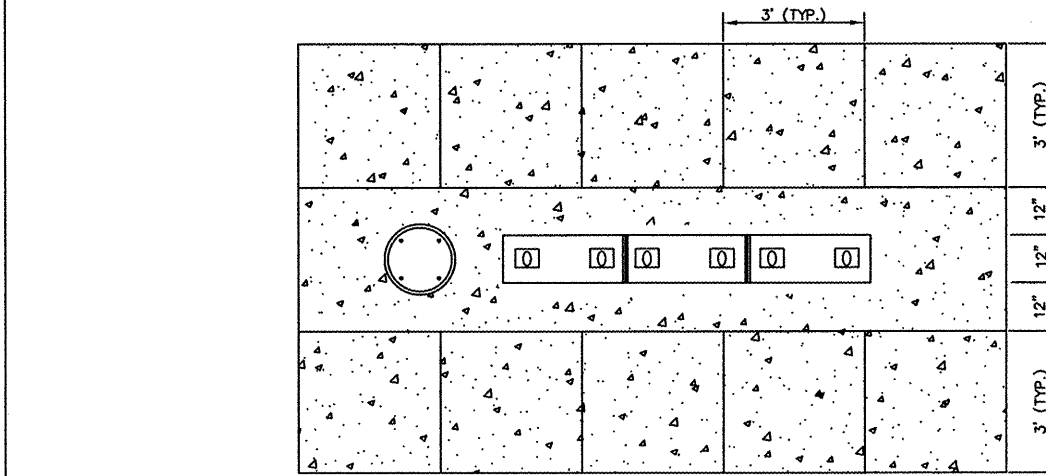
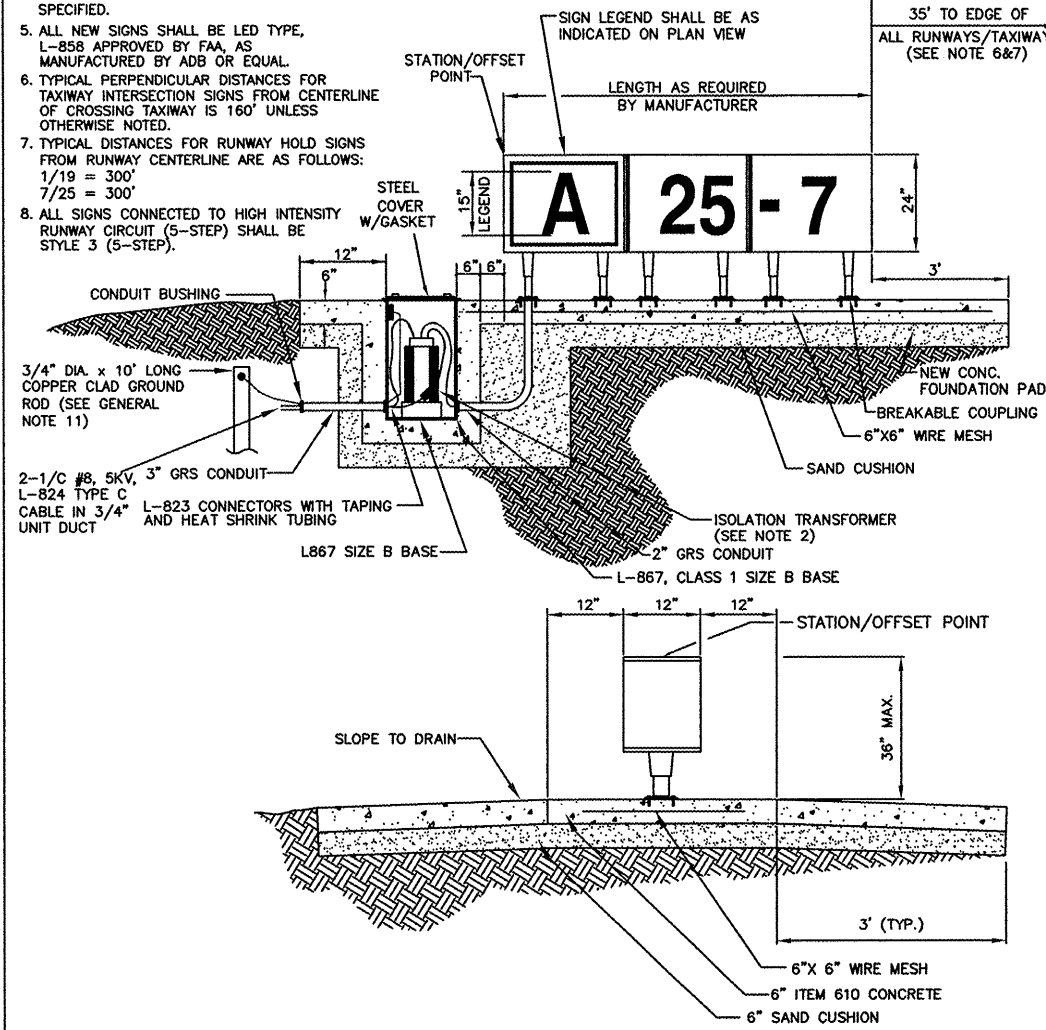




DATE: Monday, May 11, 2009 4:00:02 PM  
 FILE: K:\Rockford\0925504 Rehab Ty. B South Ph2\Draws\Sheets\28-31-ELD1-4.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 28-ELD1  
 REF: 0925504.dwg  
 IMAGE FILES: 101-11-11.dwg

**NOTES**

1. ALL SIGNS ARE 2 - SIDED SIGNS.
2. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR LED SIGNS.
3. LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
4. UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
5. ALL NEW SIGNS SHALL BE LED TYPE, L-858 APPROVED BY FAA, AS MANUFACTURED BY ADB OR EQUAL.
6. TYPICAL PERPENDICULAR DISTANCES FOR TAXIWAY INTERSECTION SIGNS FROM CENTERLINE OF CROSSING TAXIWAY IS 160' UNLESS OTHERWISE NOTED.
7. TYPICAL DISTANCES FOR RUNWAY HOLD SIGNS FROM RUNWAY CENTERLINE ARE AS FOLLOWS:  
 1/19 = 300'  
 7/25 = 300'
8. ALL SIGNS CONNECTED TO HIGH INTENSITY RUNWAY CIRCUIT (5-STEP) SHALL BE STYLE 3 (5-STEP).

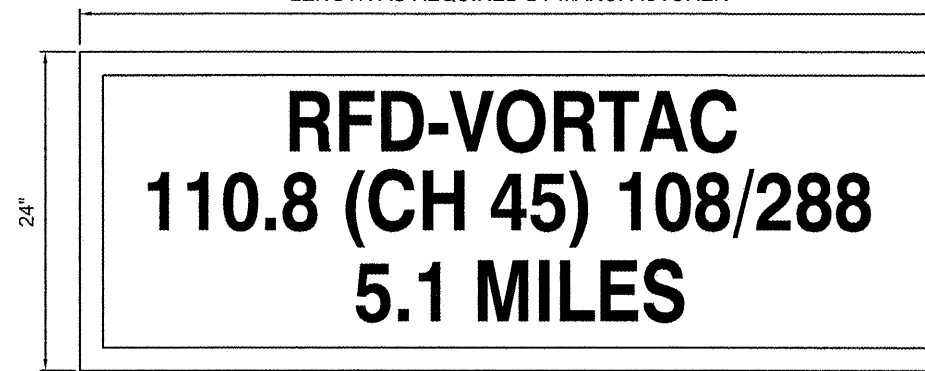


**AR1254XX - NEW TAXI GUIDANCE SIGN, X CHARACTER  
 HOLD LINE/TAXIWAY GUIDANCE SIGN LED L-858, SIZE 2, STYLE 2/3, CLASS 2**

NO SCALE (TYPICAL)

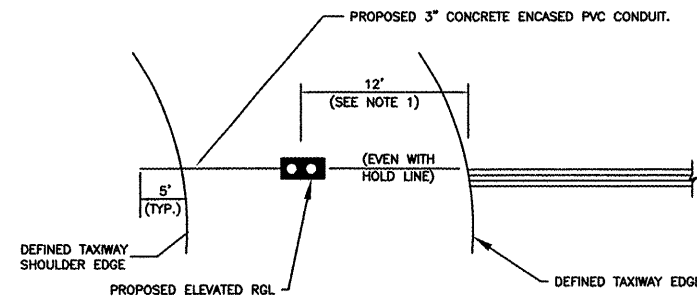
CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE, PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE NEW SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY NEW SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION. SIGN SHALL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

LENGTH AS REQUIRED BY MANUFACTURER



**AR125461 - TAXI GUIDANCE SIGN, SPECIAL - SIGN PANEL DETAIL**

NO SCALE



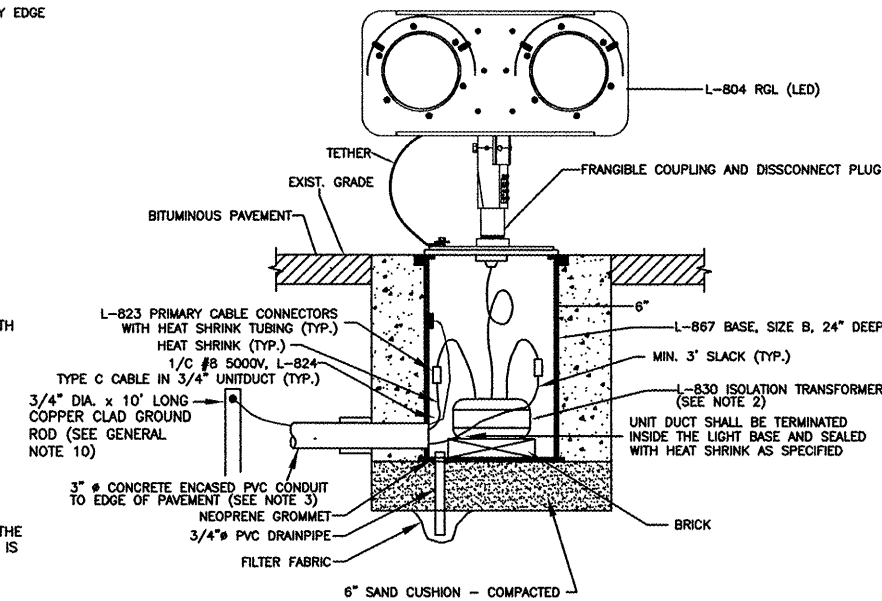
**ELEVATED LED RGL LAYOUT DETAIL (TYP)**

NTS

- NOTES:**
1. DISTANCE FROM TXY. EDGE MAY BE INCREASED UP TO MAX. 17'

**GENERAL NOTES:**

1. THE CONCRETE BASE FOR BASE MTD. LIGHTS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
3. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
4. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
5. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
6. ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE AT NO ADDITIONAL COST.
7. TAXIWAY LIGHTS SHALL HAVE A BLUE LENS, RUNWAY LIGHTS SHALL HAVE A CLEAR OR 160° AMBER/CLEAR LENS AS DESIGNATED ON PLANS.
8. DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
9. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
10. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS, IF REQUIRED.



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

**NOTES FOR ELEVATED RGL**

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

**ELECTRICAL DETAILS - 1  
 (ELD1)**

**RO017  
 5A**



**Chicago Rockford  
 International  
 Airport**

**FLYRFD.COM**

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

**REHAB. TWY B SOUTH  
 PHASE 2**

**Revisions**

Date	Description

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

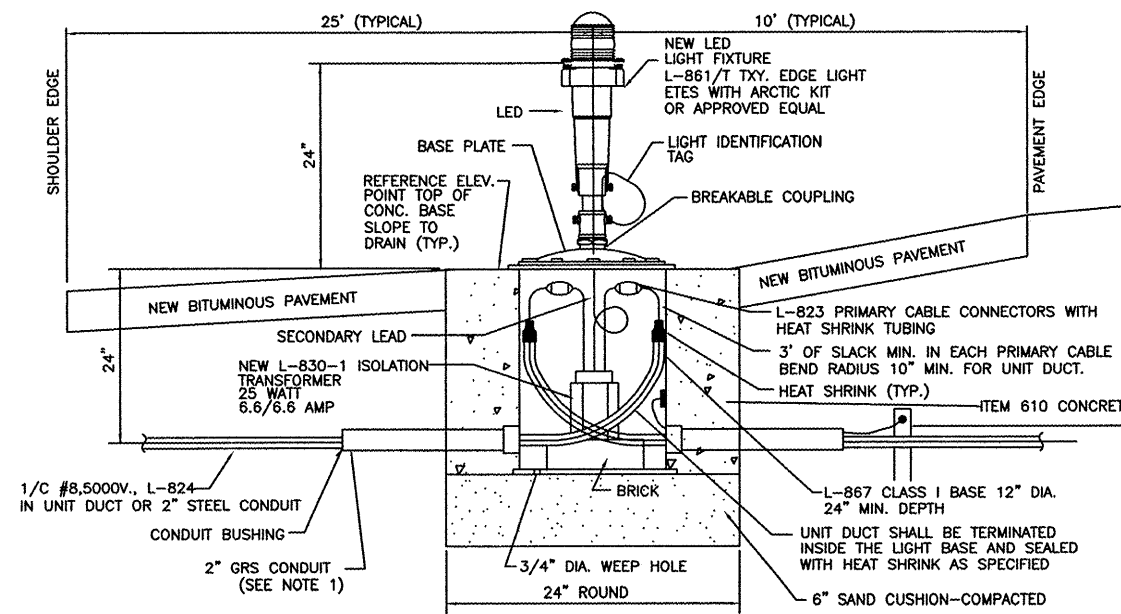
**ELECTRICAL  
 DETAILS - 1  
 (ELD1)**

**28**

SHEET 28 OF 59 SHEETS

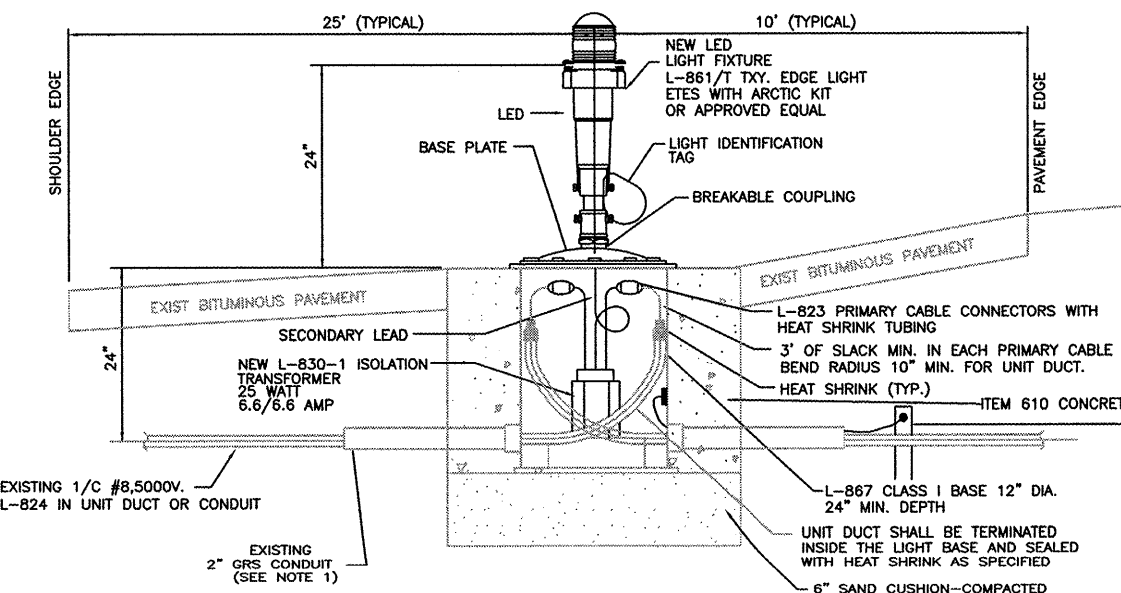


DATE: Monday, May 11, 2009 4:00:04 PM  
 FILE: K:\Rockford\0925804 Rehab. Twy B South PAV\Draw Sheet\08-31-ELD1.dwg  
 UPDATE BY: Jeremy Link  
 LAYOUT: 29-ELD2  
 IMAGE FILES: 01-trd\_logo.jpg  
 XREF DWG: 0925804.dwg  
 XREF DWG: 01-ELD05.dwg



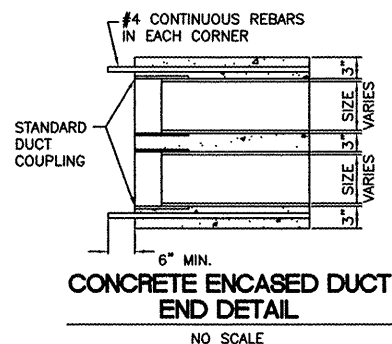
**NEW BASE MOUNTED MEDIUM INTENSITY LED TAXIWAY LIGHT**

- NOT TO SCALE
- INSTALL 2" PVC TO GRS ADAPTER WHERE PVC CONCRETE WILL BE INSTALLED UNDER PAVED SHOULDER.
  - INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELD TO TO GROUND ROD. INSTALL GROUND LUG INSIDE EXISTING CAN.
  - NEW/REPLACE TAXIWAY EDGE LIGHT SHALL BE FAA APPROVED L-861 T LED, MODEL ETES WITH ARCTIC KIT (HEATER) AS MANUFACTURED BY ADB OR APPROVED EQUAL. LED LIGHT FIXTURES SHALL BE APPROVED AND SUITABLE FOR COLD CLIMATE.



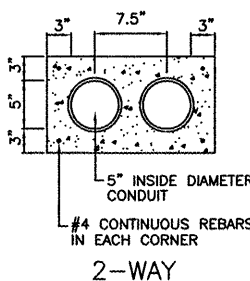
**REPLACE EXISTING MEDIUM INTENSITY TAXIWAY LIGHT W/ LED**

- NOT TO SCALE
- INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELD TO TO GROUND ROD. INSTALL GROUND LUG INSIDE EXISTING CAN.
  - NEW/REPLACE TAXIWAY EDGE LIGHT SHALL BE FAA APPROVED L-861 T LED, MODEL ETES WITH ARCTIC KIT (HEATER) AS MANUFACTURED BY ADB OR APPROVED EQUAL. LED LIGHT FIXTURES SHALL BE APPROVED AND SUITABLE FOR COLD CLIMATE.
  - CONTRACTOR SHALL REMOVE EXISTING LIGHT FIXTURE AND ISOLATION TRANSFORMER, AND DELIVER TO A LOCATION DESIGNATED BY THE AIRPORT.

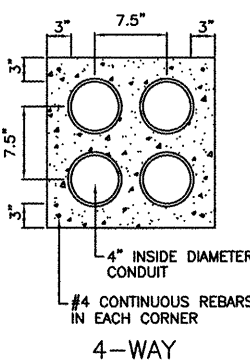


**CONCRETE ENCASED DUCT END DETAIL**

NO SCALE



**2-WAY**



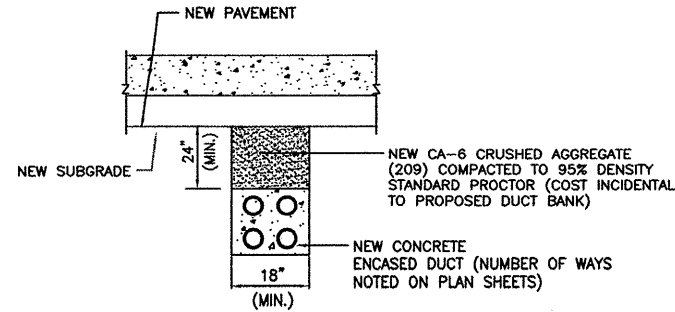
**4-WAY**

**CONCRETE ENCASED DUCT BANKS**

NOT TO SCALE

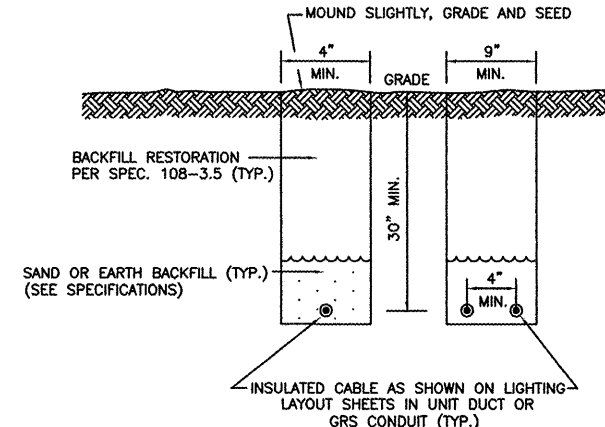
NOTES:

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



**CONCRETE ENCASED DUCT BACKFILL**

NOT TO SCALE



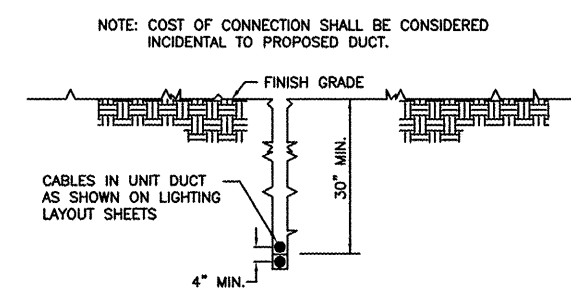
**TRENCH DETAIL**

NOT TO SCALE

NOTES

- 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.
- DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.

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



**CABLE IN UNIT DUCT - PLOWED**

NOT TO SCALE

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

**ELECTRICAL DETAILS - 2  
(ELD2)**

**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).

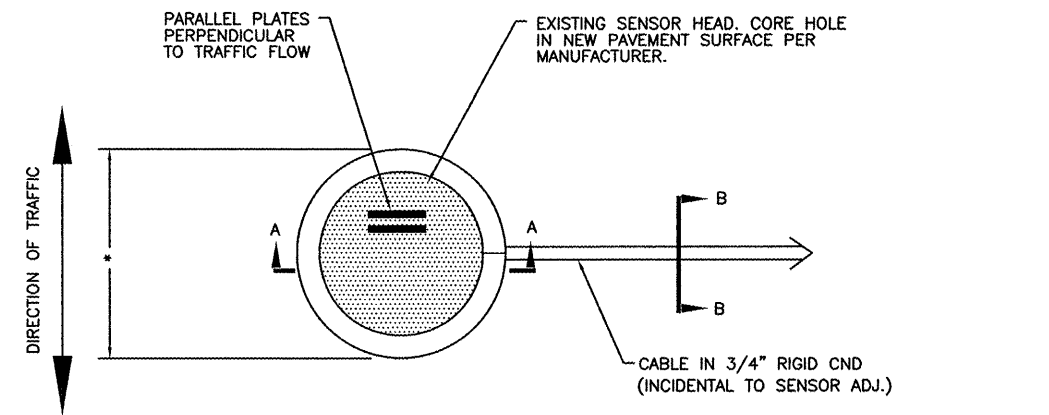
DESIGN BY: CMT-ARR  
DRAWN BY: CMT-ARR  
CHECKED BY: CMT-ARR  
APPROVED BY: CMT-RFD  
DATE: 5/8/2009  
JOB No: 09258-04-00

**ELECTRICAL  
DETAILS - 2  
(ELD2)**

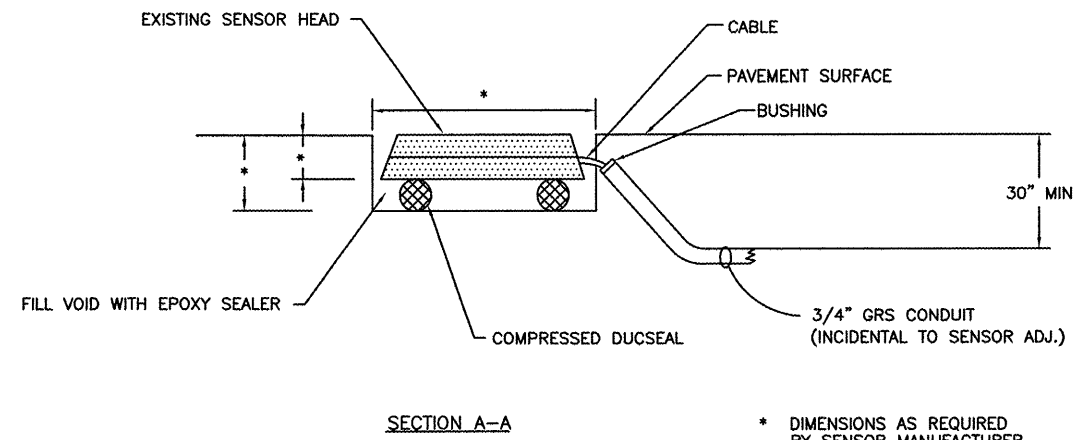
**29**



DATE: Monday, May 11, 2009 4:00:14 PM  
 FILE: K:\Rockford\092584 Rehab For B South P1\Draw Sheet\28-31-ELD1-4.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 31-ELD4  
 DWG: 28-31-ELD4  
 PLOT: 28-31-ELD4  
 SHEET: 31 OF 59 SHEETS



PLAN

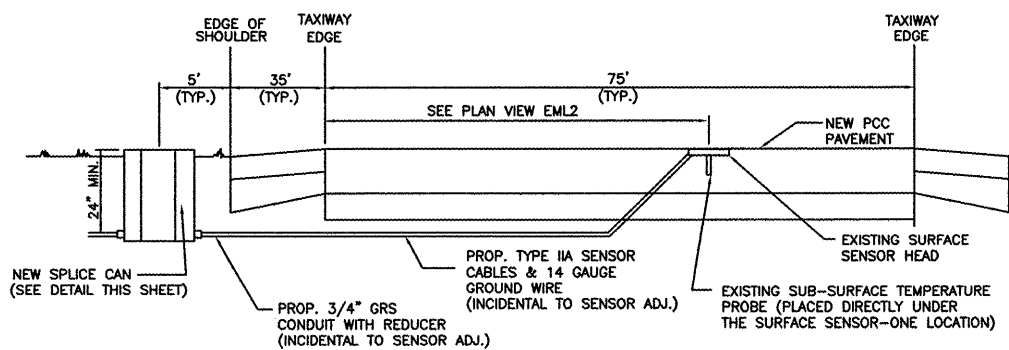


SECTION A-A

**SURFACE SENSOR HEAD DETAIL**

N.T.S.

\* DIMENSIONS AS REQUIRED BY SENSOR MANUFACTURER.

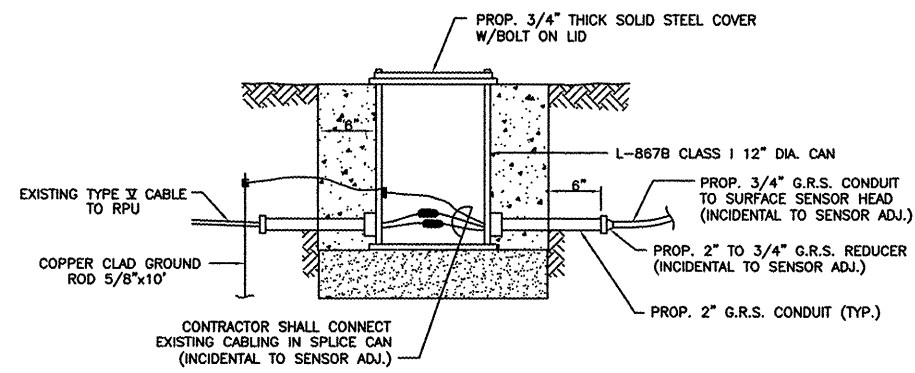


**SURFACE SENSOR INSTALLATION OVERVIEW**

N.T.S.

**NOTES FOR UPGRADING SURFACE SENSOR SYSTEM**

1. EXISTING SURFACE SENSOR SYSTEM IS SCAN, MANUFACTURED BY SURFACE SYSTEMS, INC. (QUIXOTE).
2. REMOVE AND RE-INSTALL EXISTING (FP2000 TYPE) SURFACE SENSOR IN PAVEMENT AT PROXIMITY OF EXISTING SENSOR LOCATION AS SHOWN IN THE PLANS. INSTALL PROPOSED SPLICE CAN AT EDGE OF THE PAVEMENT TO INTERCEPT SENSOR CABLE. INSTALL EXISTING SENSOR CABLE IN PROPOSED CONDUIT TO SPLICE CAN. SPLICE EXISTING SENSOR CABLE IN SPLICE CAN.
3. SPLICE CAN PAID FOR SEPARATELY.



**PROPOSED PAVEMENT SENSOR SPLICE CAN DETAIL**

N.T.S.

**RO017**  
5A



Chicago Rockford  
International  
Airport

**FLYRFD.COM**

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).

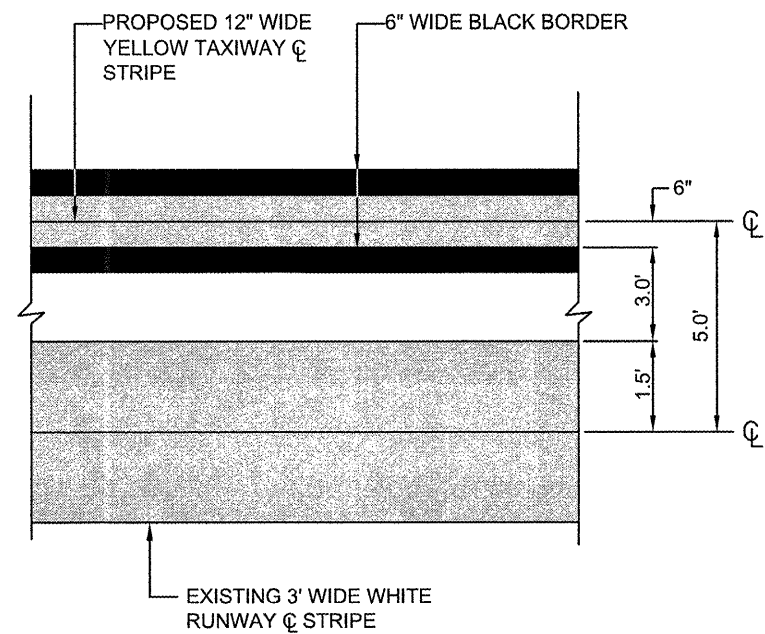
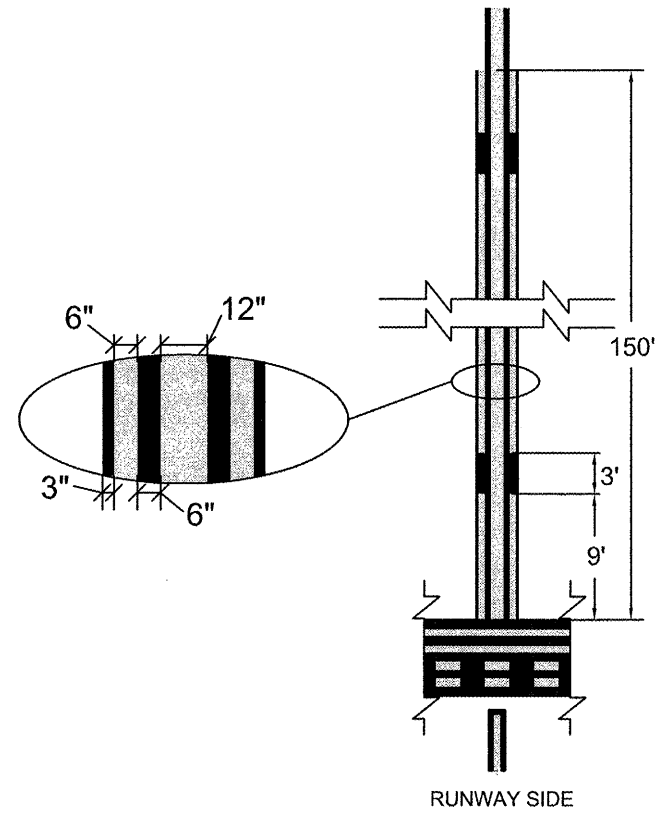
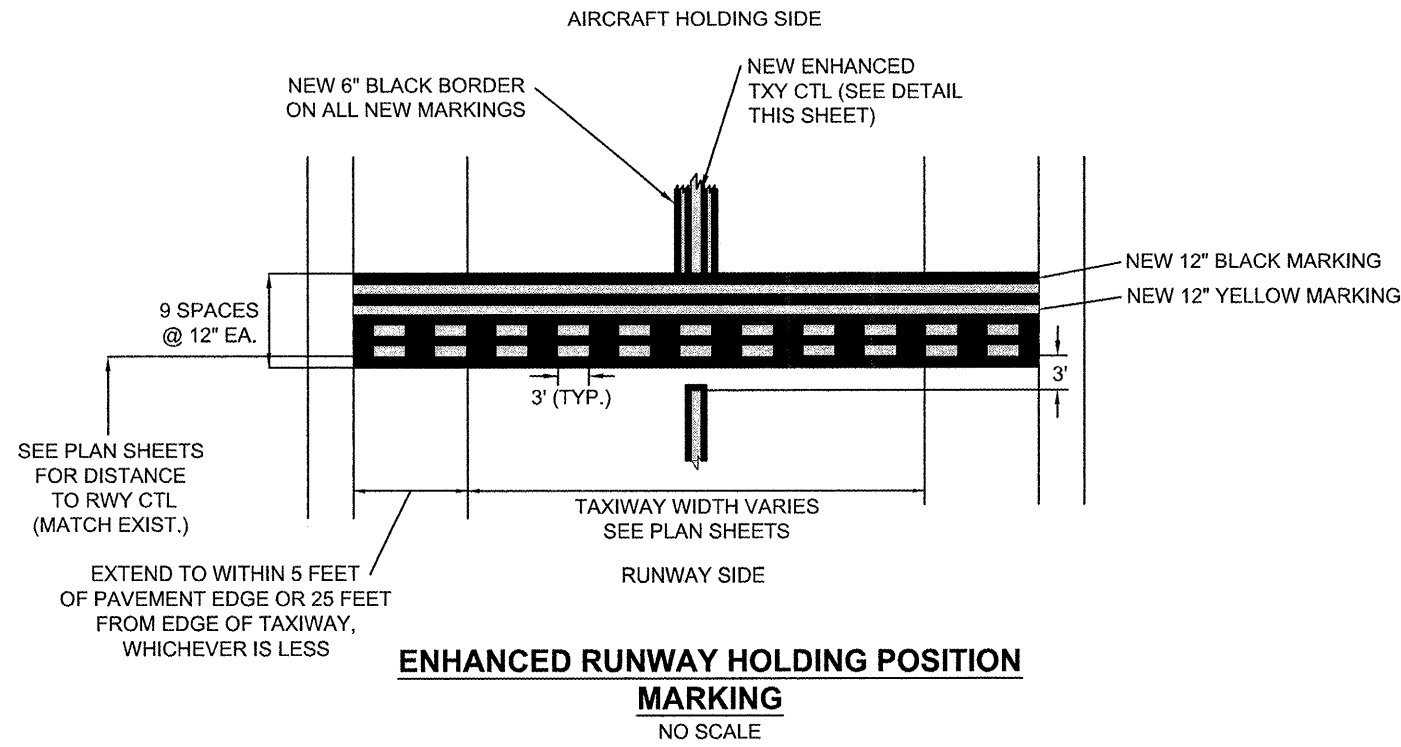
DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**ELECTRICAL  
DETAILS - 4  
(ELD4)**

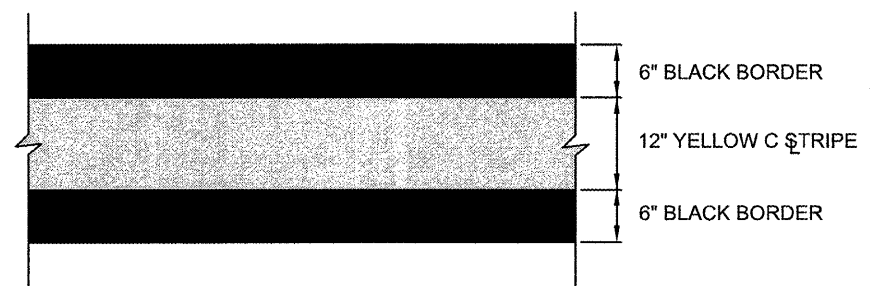
**31**

SHEET 31 OF 59 SHEETS

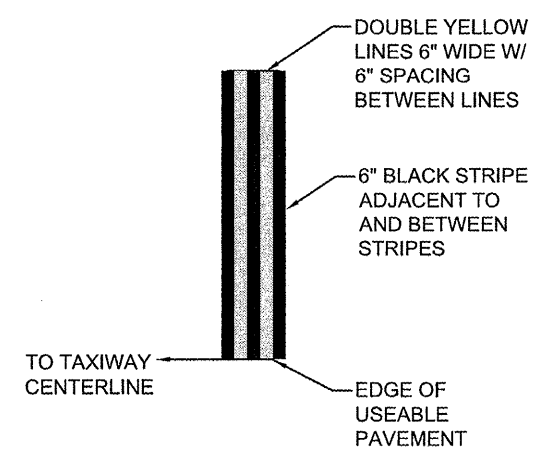
DATE: Monday, May 11, 2009 4:00:21 PM  
 FILE: K:\Recreation\092504\_Rehab\_Twy B South PK2\Draw\Sheet\32-33-MRD1-2.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 32-MRD1  
 D:\DWG\_FILES\101\101-11.dwg  
 XREF: DWG: 9W6: 101\_X01\_101.dwg



**TAXIWAY TANGENT DETAIL**  
NO SCALE



**TAXIWAY CENTERLINE ON PCC DETAIL**  
NO SCALE



**CONTINUOUS TAXIWAY EDGE LINE MARKING**  
NO SCALE

**MARKING DETAILS - 1 (MRD1)**

**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).

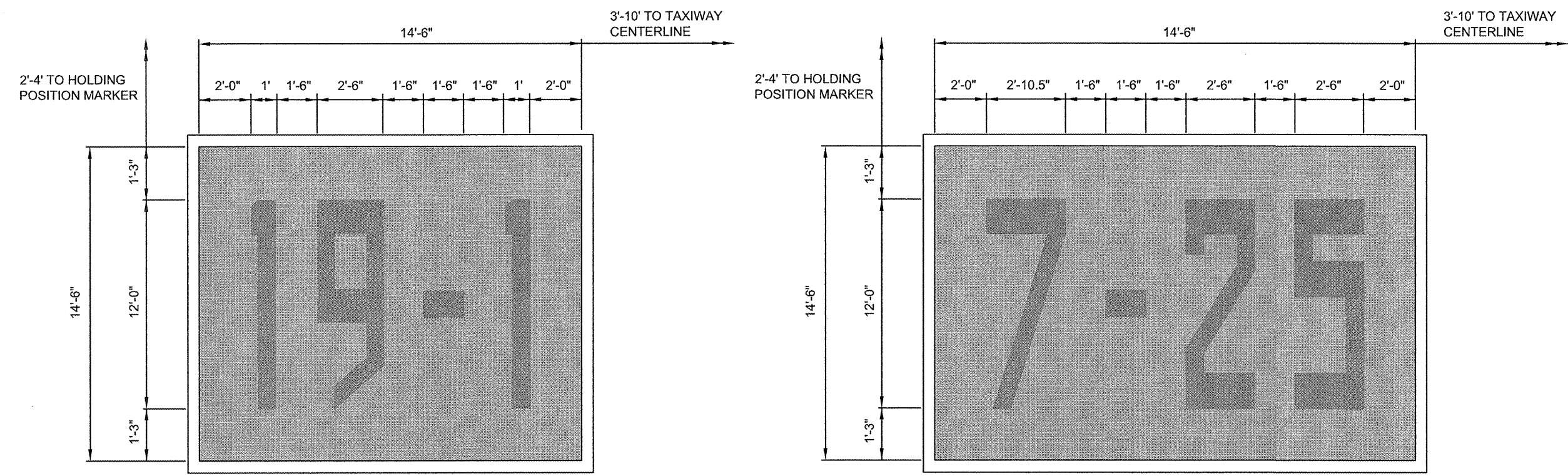
DESIGN BY: CMT-ARR  
DRAWN BY: CMT-ARR  
CHECKED BY: CMT-ARR  
APPROVED BY: CMT-RFD  
DATE: 5/8/2009  
JOB No: 09258-04-00

**MARKING DETAILS - 1 (MRD1)**

**32**

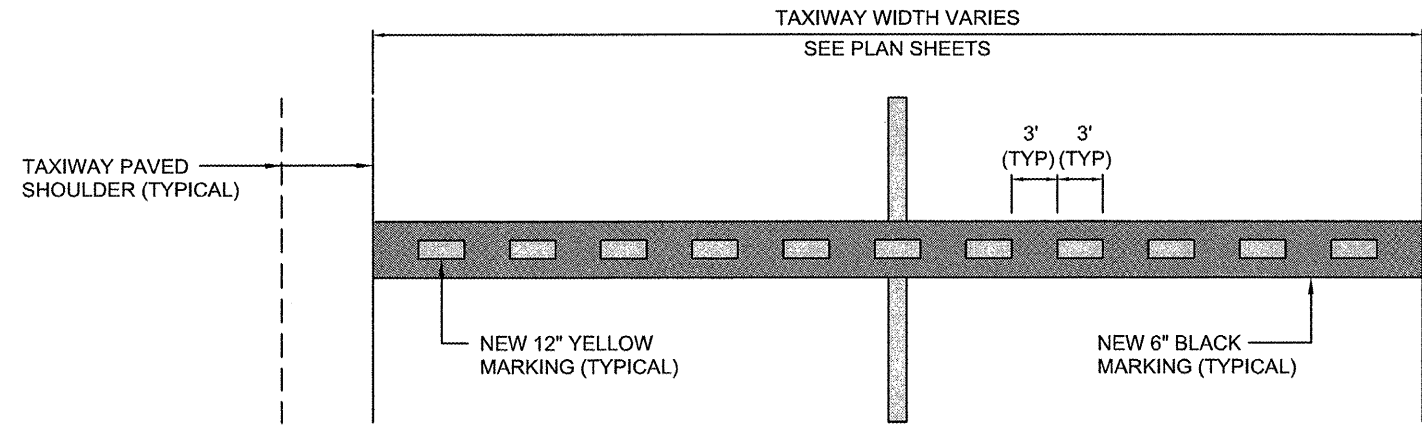


DATE: Monday, May 11, 2009 4:00:24 PM  
 FILE: K:\Rockford\092504\_Rehab\_Twy\_B\_South\_Phase2\Drawn\_Sheets\33-MRD2-2.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 33-MRD2  
 bdf:obor\_pj-101\_STL\_EGVM  
 DWG:obor\_ET\_X01\_0101\_0101\_0101\_0101



**SURFACE PAINTED HOLDING POSITION SIGNS**  
NO SCALE

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



**TAXIWAY/TAXIWAY HOLDING POSITION MARKING**  
NO SCALE

**MARKING DETAILS - 2 (MRD2)**

**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

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

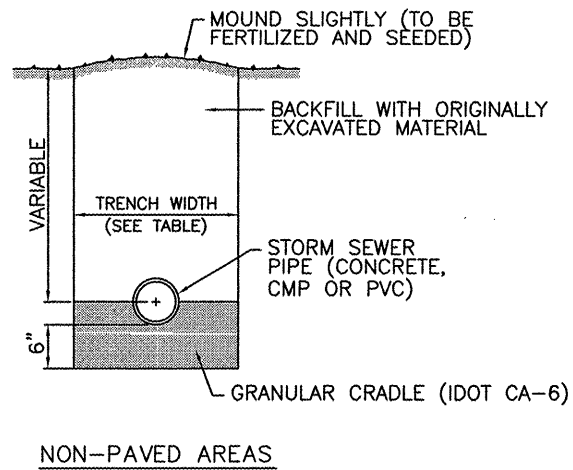
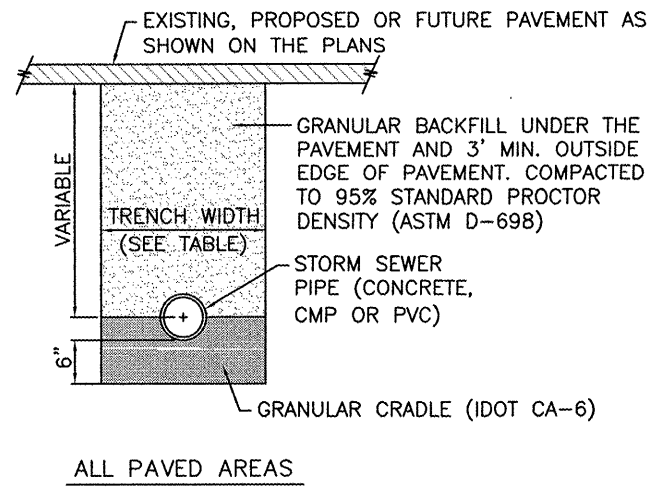
DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**MARKING  
DETAILS - 2  
(MRD2)**

**33**

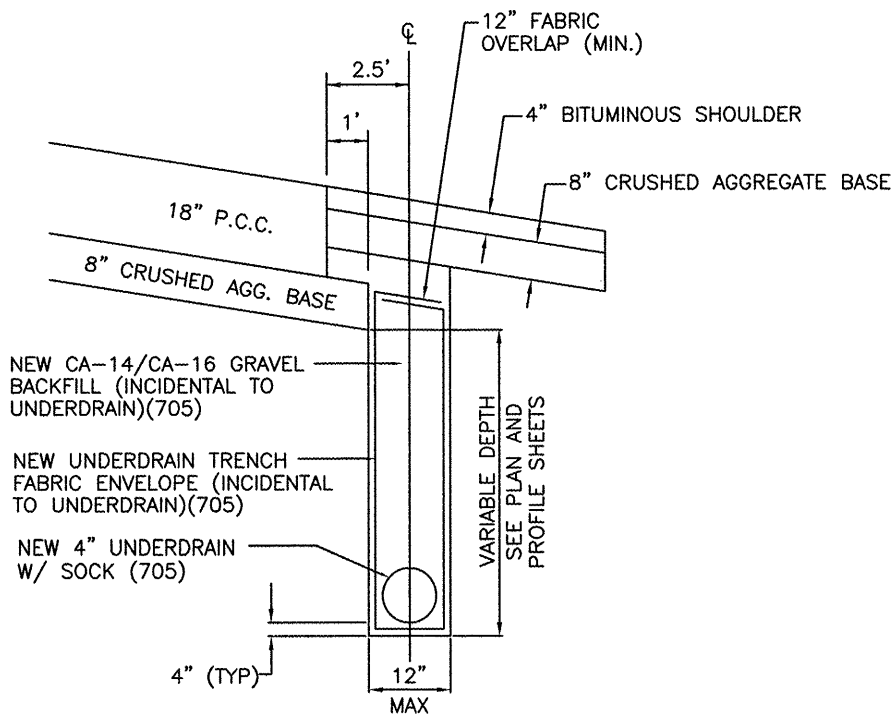
DATE: Monday, May 11, 2009 4:00:31 PM  
 FILE: K:\Rockford\0925804\_Rehab\_Twy B South\_Ph2\Drawn\Sheets\34-MSD1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 34-MSD1  
 Def: oboj\_pj--101\_ESTL\_IMAGE\_TREX\_BOX  
 DMC odobeg\_TOX

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



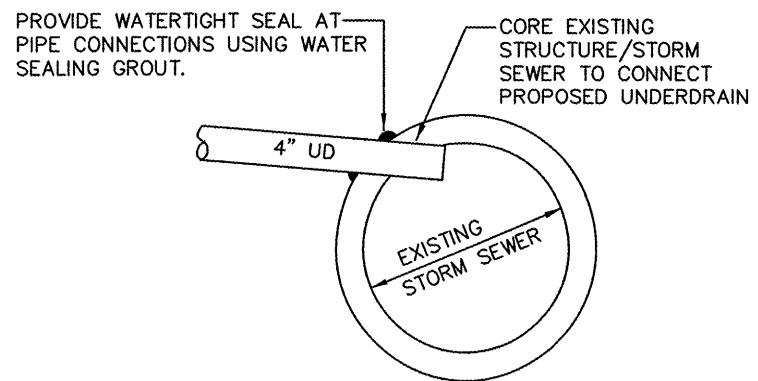
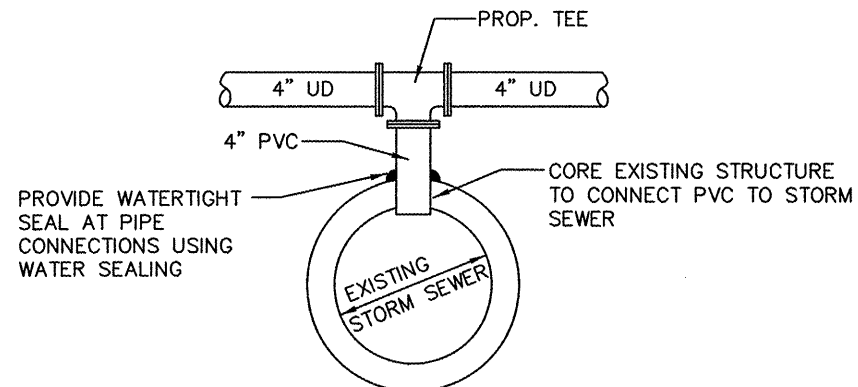
**TRENCH DETAILS - STORM SEWER**

NOT TO SCALE



**UNDERDRAIN DETAIL  
EDGE OF PAVEMENT AREAS  
FOR STOPWAY**

NOT TO SCALE



**UNDERDRAIN CONNECTION DETAILS**

NOT TO SCALE

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

**MISCELLANEOUS DETAILS (MSD1)**

**RO017**  
5A



Chicago Rockford  
International  
Airport

FLYRFD.COM

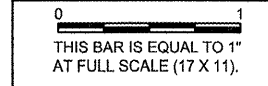
ROCKFORD, ILLINOIS  
GREATER ROCKFORD  
AIRPORT AUTHORITY

3-17-0088-XX  
RFD-3909

REHAB. TWY B SOUTH  
PHASE 2

Revisions

Date	Description



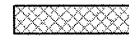
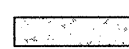
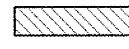

DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**MISCELLANEOUS  
DETAILS  
(MSD1)**

**34**

DATE: Monday, May 11, 2009 4:00:37 PM  
 FILE: K:\Rockford\092584\_Rehab\_Twy B South\_P1\Draw\Sheet\35-INX1.dwg  
 UPDATE BY: Jeremy Link  
 LAYOUT: 35-INX1  
 IMAGE FILES: 101-trd\_logo.jpg  
 DWG: 101-1.dwg  
 PLOT: 101-1.dwg

**LEGEND**

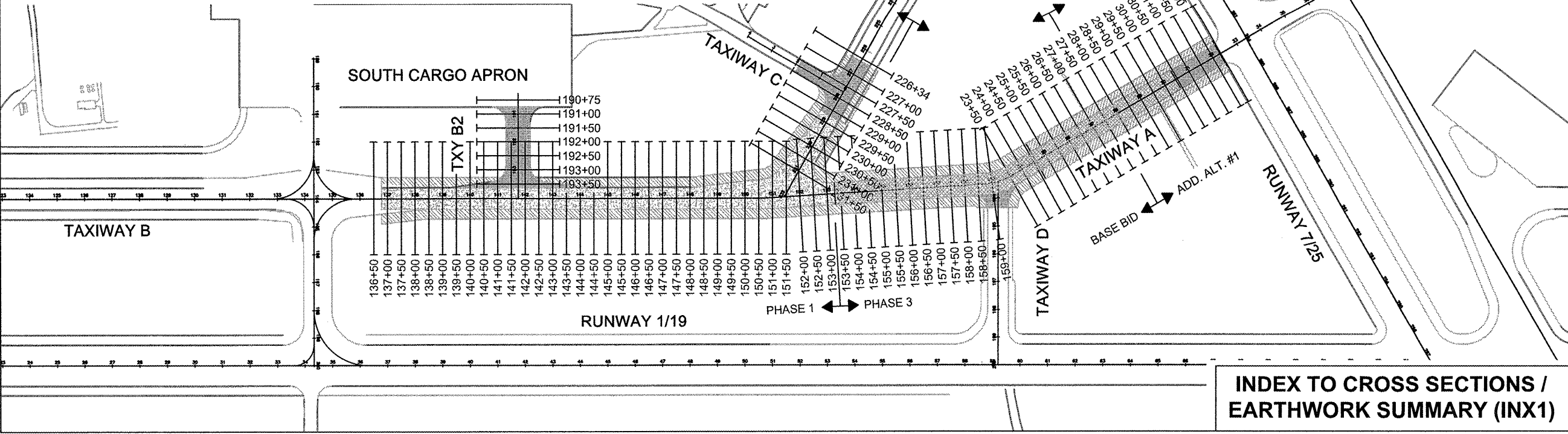
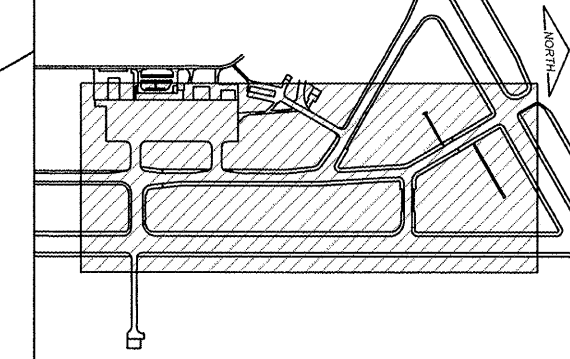
-  NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE AND FULL DEPTH PAVEMENT MILLING REMOVAL
-  NEW 15" PCC PAVEMENT INLAY AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL
-  NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/11" AGGREGATE BASE)
-  NEW VARIABLE DEPTH BITUMINOUS PAVEMENT AND TRANSITION PAVEMENTS

EARTHWORK SUMMARY TABLE					
LOCATION	CUT		FILL		TOPSOIL PLACEMENT (FINAL POSITION)
	TOPSOIL STRIPPING (INITIAL POSITION)	UNCLASSIFIED EXCAVATION (INITIAL POSITION)	EMBANKMENT FILL (FINAL POSITION) (BIT. MILLINGS)	SHOULDER FILL (FINAL POSITION)	
PHASE 1	3188 CY	1115 CY	1514 CY	8510 CY	2959 CY
PHASE 3	1525 CY	5639 CY	418 CY	827 CY	1024 CY
UNSUITABLE MATERIAL		500 CY			
TOTAL	4713 CY	7254 CY	1932 CY	9337 CY	3983 CY

ADDITIVE ALTERNATE #1 EARTHWORK SUMMARY TABLE					
LOCATION	CUT		FILL		TOPSOIL PLACEMENT (FINAL POSITION)
	TOPSOIL STRIPPING (INITIAL POSITION)	UNCLASSIFIED EXCAVATION (INITIAL POSITION)	EMBANKMENT FILL (FINAL POSITION) (BIT. MILLINGS)	SHOULDER FILL (FINAL POSITION)	
ADDITIVE ALTERNATE #1	461 CY	1289 CY	44 CY	191 CY	205 CY
UNSUITABLE MATERIAL		200 CY			
TOTAL	461 CY	1489 CY	44 CY	191 CY	205 CY

**EARTHWORK NOTES**

1. ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
2. AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL UNLESS AUTHORIZED BY THE ENGINEER.
3. PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AND IS TO BE PAID FOR UNDER ITEM NO. AR152410 IN ITS INITIAL POSITION.
4. A 15% SHRINKAGE FACTOR WAS USED TO DETERMINE THE MATERIAL AVAILABLE TO CONSTRUCT THE REQUIRED SHOULDER FILL. NO ADJUSTMENTS IN EARTHWORK QUANTITIES WILL BE ALLOWED FOR VARIATIONS IN ACTUAL SHRINKAGE ENCOUNTERED DURING CONSTRUCTION. NO EXTRA PAY FOR AN ENCOUNTERED SHRINKAGE OF GREATER THAN OR LESS THAN 15%.
5. TOPSOIL PLACEMENT AND SHOULDER FILL ARE INCIDENTAL TO UNCLASSIFIED EXCAVATION (ITEM AR152410). NO SEPERATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT AND SHOULDER FILL.
6. ALL EMBANKMENT FILL SHALL BE CONSTRUCTED USING BITUMINOUS MILLINGS. EMBANKMENT FILL IS INCIDENTAL TO BITUMINOUS PAVEMENT MILLING (AR401650).
7. TOPSOIL CAN BE USED AS SHOULDER FILL.
8. PAYMENT FOR OFFSITE TOPSOIL IS FOR THE SHOULDER FILL NECESSARY TO COMPLETE THE PROJECT AND IS TO BE PAID FOR UNDER ITEM NO AR905520 IN ITS FINAL POSITION.
9. EXISTING AGGREGATE BASE REMOVAL SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION AND SHALL BE USED AS SHOULDER FILL.
10. BITUMINOUS MILLINGS CANNOT BE USED AS SHOULDER FILL.
11. EXCESS CUT MATERIAL FROM PHASE 3 AND OFFSITE TOPSOIL SHALL BE USED FOR PHASE 1 SHOULDER FILL.
12. ANY STOCKPILING AND RE-HANDLING OF EARTH MATERIALS REQUIRED BETWEEN PHASES SHALL BE INCIDENTAL TO THE CONTRACT.



**INDEX TO CROSS SECTIONS / EARTHWORK SUMMARY (INX1)**

**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

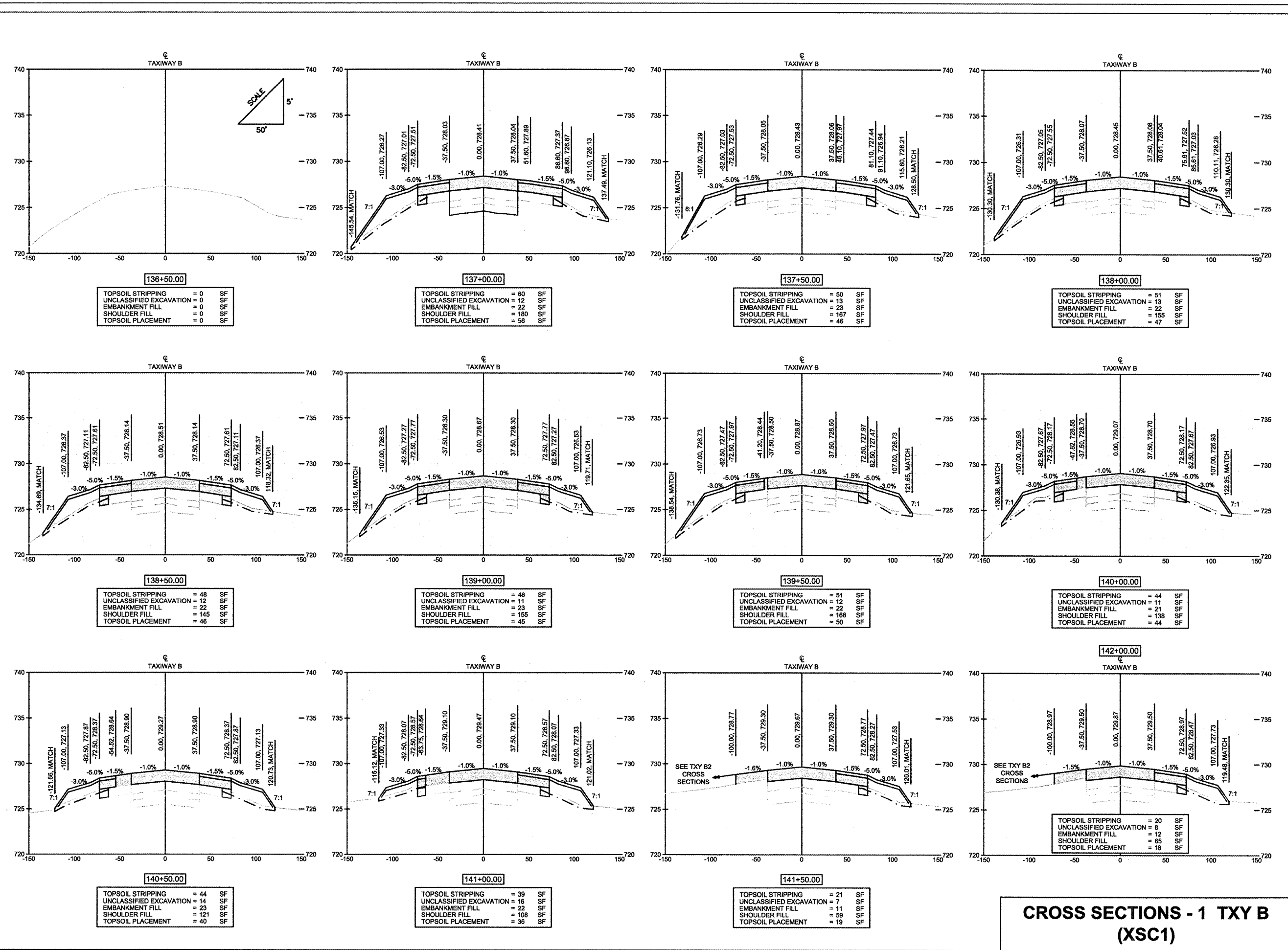
0 1  
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

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

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

**35**

DATE: Monday, May 11, 2009 4:01:00 PM  
FILE: K:\Work\06\062009\Rehab Tax B South\Draw\Sheet 36-1 (XSC1).dwg  
UPDATE BY: Jeremy Link  
LAYOUT: 36-XSC1



**CROSS SECTIONS - 1 TXY B (XSC1)**

**RO017**  
5A

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

Chicago Rockford  
International  
Airport

**FLYRFD.COM**

ROCKFORD, ILLINOIS  
GREATER ROCKFORD  
AIRPORT AUTHORITY

3-17-0088-XX  
RFD-3909

**REHAB. TWY B SOUTH  
PHASE 2**

Revisions	
Date	Description

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

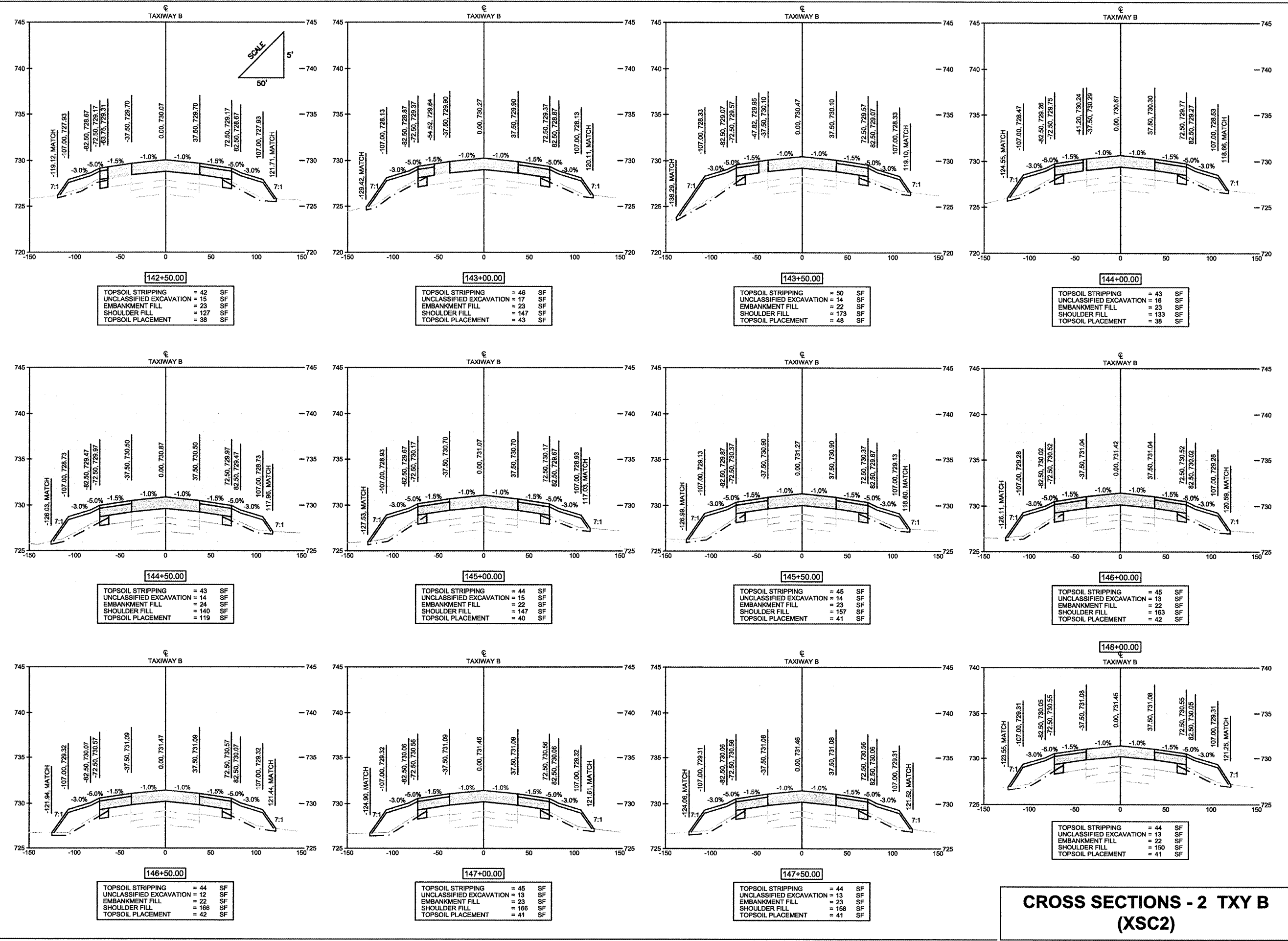
**CROSS  
SECTIONS - 1  
(XSC1)**

**36**

SHEET 36 OF 59 SHEETS



DATE: Monday, May 11, 2009 4:01:18 PM  
 FILE: K:\Bids\101741\Drawn\Sheet\37-2 (XSC2).dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 37-XSC2  
 MAPFILES: 101741.dwg



**CROSS SECTIONS - 2 TXY B  
(XSC2)**

**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

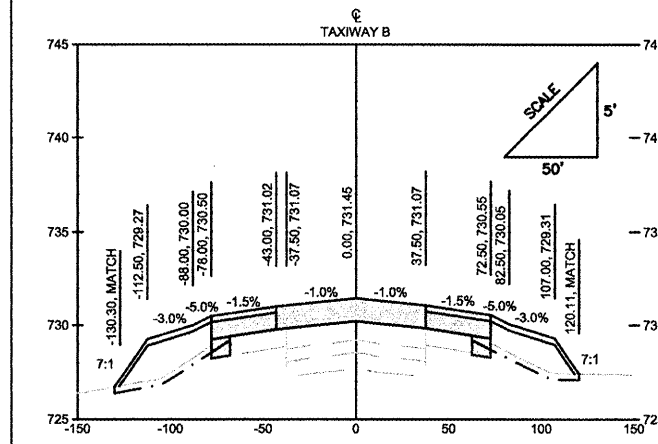
Date	Description

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

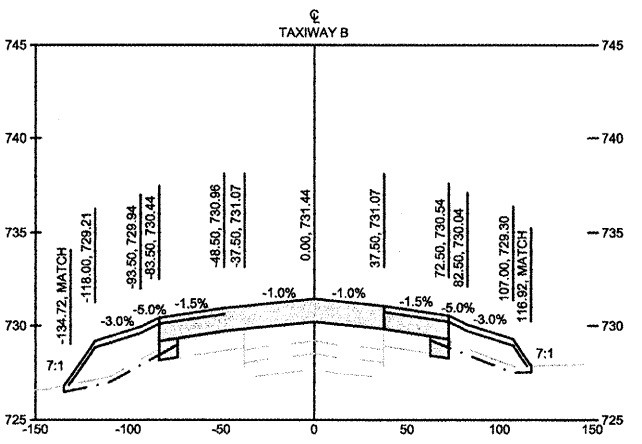
DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**CROSS SECTIONS - 2  
(XSC2)**

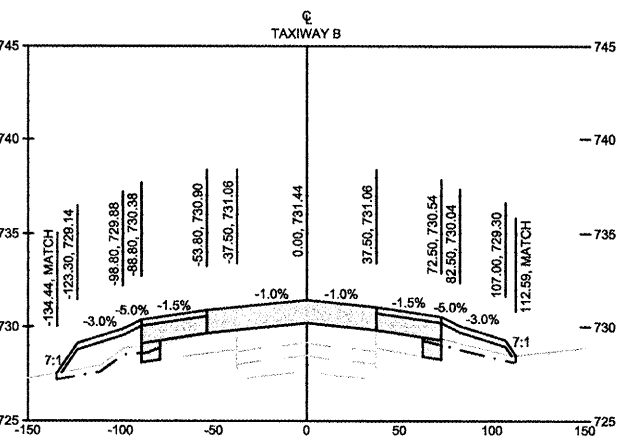
DATE: Monday, May 11, 2009 4:01:34 PM  
FILE: K:\Rockford\09258\04\Rehab\_Twy\_B\_South\_Plan\Drawn\Sheet\38-42-RFD-7.dwg  
UPDATE BY: Jeremy Linke  
LAYOUT: 38-XSC3



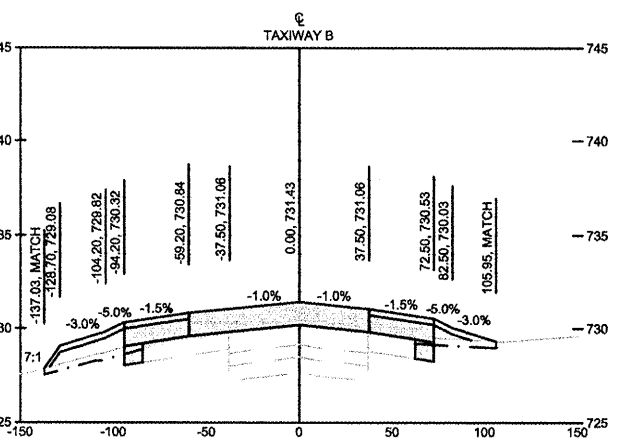
TOPSOIL STRIPPING	= 45	SF
UNCLASSIFIED EXCAVATION	= 16	SF
EMBANKMENT FILL	= 21	SF
SHOULDER FILL	= 158	SF
TOPSOIL PLACEMENT	= 40	SF



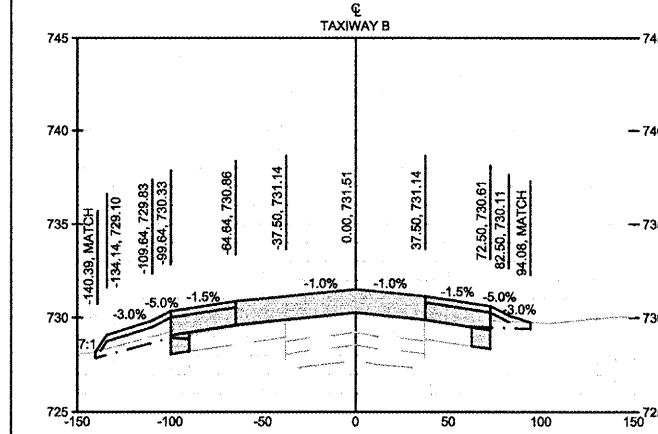
TOPSOIL STRIPPING	= 41	SF
UNCLASSIFIED EXCAVATION	= 14	SF
EMBANKMENT FILL	= 22	SF
SHOULDER FILL	= 133	SF
TOPSOIL PLACEMENT	= 37	SF



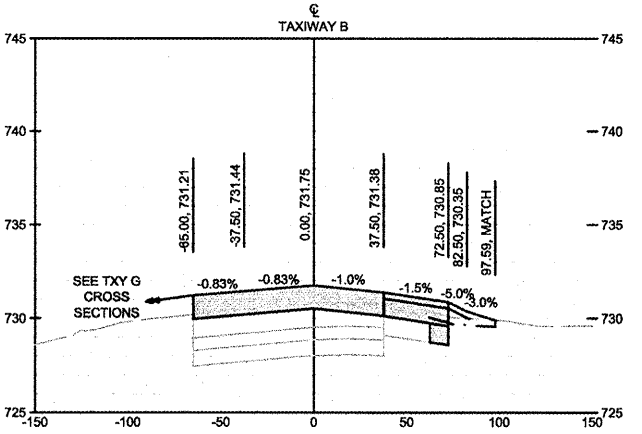
TOPSOIL STRIPPING	= 37	SF
UNCLASSIFIED EXCAVATION	= 23	SF
EMBANKMENT FILL	= 87	SF
TOPSOIL PLACEMENT	= 33	SF



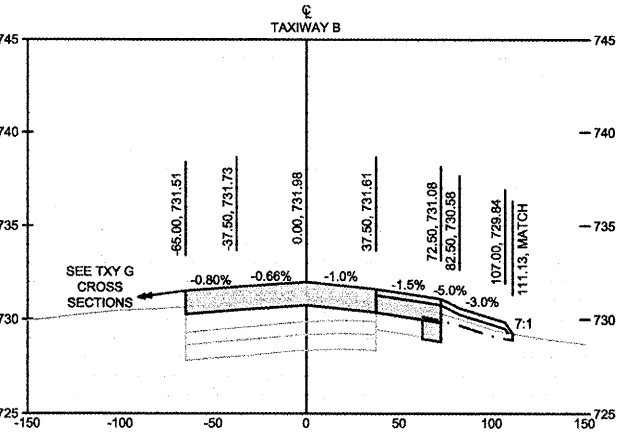
TOPSOIL STRIPPING	= 33	SF
UNCLASSIFIED EXCAVATION	= 17	SF
EMBANKMENT FILL	= 23	SF
SHOULDER FILL	= 57	SF
TOPSOIL PLACEMENT	= 28	SF



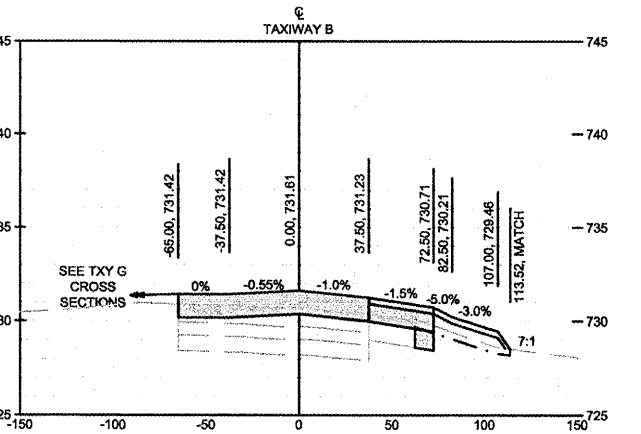
TOPSOIL STRIPPING	= 28	SF
UNCLASSIFIED EXCAVATION	= 21	SF
EMBANKMENT FILL	= 38	SF
SHOULDER FILL	= 23	SF
TOPSOIL PLACEMENT	= 23	SF



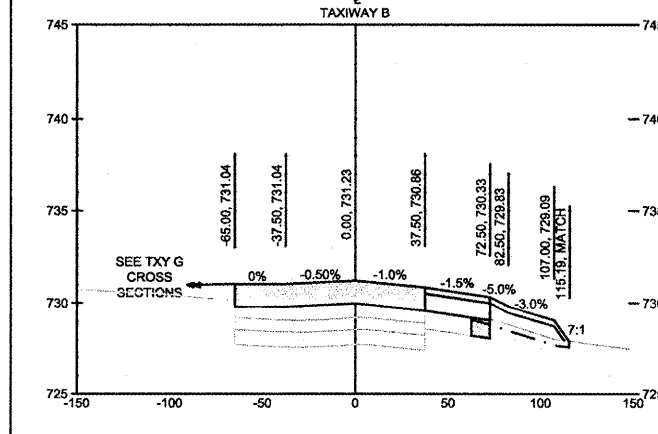
TOPSOIL STRIPPING	= 11	SF
UNCLASSIFIED EXCAVATION	= 14	SF
EMBANKMENT FILL	= 14	SF
SHOULDER FILL	= 9	SF
TOPSOIL PLACEMENT	= 9	SF



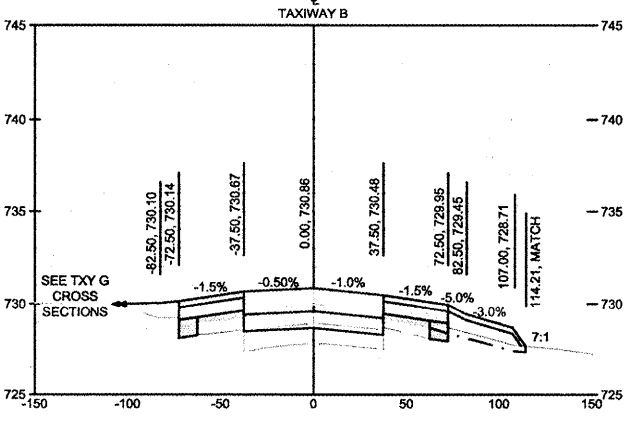
TOPSOIL STRIPPING	= 17	SF
UNCLASSIFIED EXCAVATION	= 14	SF
EMBANKMENT FILL	= 14	SF
SHOULDER FILL	= 22	SF
TOPSOIL PLACEMENT	= 14	SF



TOPSOIL STRIPPING	= 18	SF
UNCLASSIFIED EXCAVATION	= 13	SF
EMBANKMENT FILL	= 32	SF
SHOULDER FILL	= 16	SF
TOPSOIL PLACEMENT	= 16	SF



TOPSOIL STRIPPING	= 18	SF
UNCLASSIFIED EXCAVATION	= 10	SF
EMBANKMENT FILL	= 42	SF
SHOULDER FILL	= 16	SF
TOPSOIL PLACEMENT	= 16	SF



TOPSOIL STRIPPING	= 18	SF
UNCLASSIFIED EXCAVATION	= 20	SF
EMBANKMENT FILL	= 20	SF
SHOULDER FILL	= 38	SF
TOPSOIL PLACEMENT	= 16	SF

### CROSS SECTIONS - 3 TXY B (XSC3)

**RO017**  
5A

**CMT**  
CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS

Chicago Rockford International Airport

**FLYRFD.COM**

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).

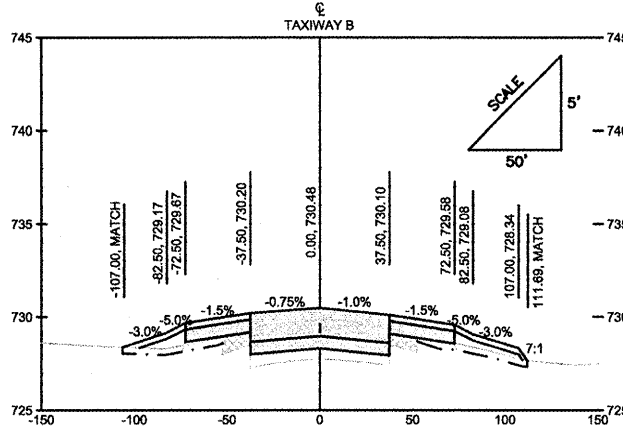
DESIGN BY: CMT-ARR  
DRAWN BY: CMT-ARR  
CHECKED BY: CMT-ARR  
APPROVED BY: CMT-RFD  
DATE: 5/8/2009  
JOB No: 09258-04-00

**CROSS SECTIONS - 3 (XSC3)**

**38**

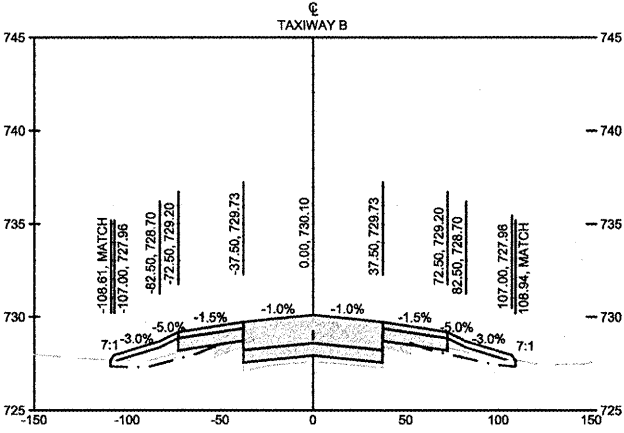
SHEET 38 OF 59 SHEETS

DATE: Monday, May 11, 2009 4:01:52 PM  
 FILE: K:\Rockford\092504 Rehab Tax B South\Draw\Sheet39-4-XSC4.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 39-XSC4  
 MAKE FILES: 01-11-09-14:30-jl  
 USER: jml



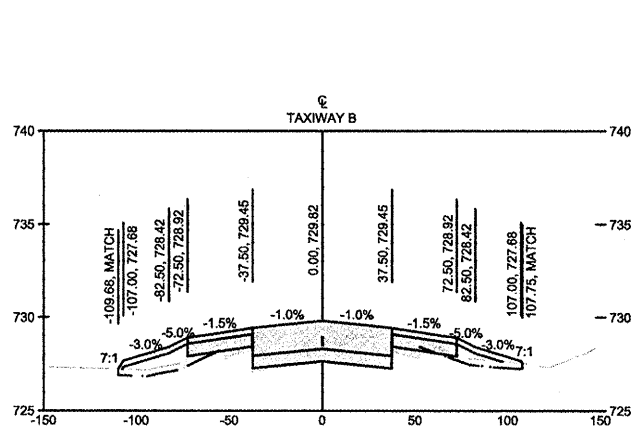
153+50.00

TOPSOIL STRIPPING	= 38	SF
UNCLASSIFIED EXCAVATION	= 61	SF
EMBANKMENT FILL	= 39	SF
SHOULDER FILL	= 47	SF
TOPSOIL PLACEMENT	= 26	SF



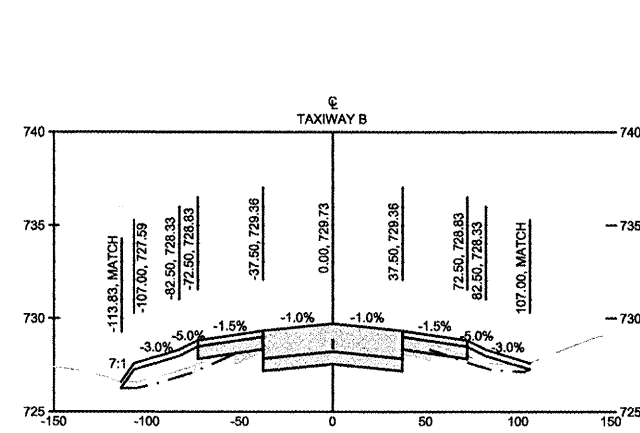
154+00.00

TOPSOIL STRIPPING	= 39	SF
UNCLASSIFIED EXCAVATION	= 85	SF
EMBANKMENT FILL	= 22	SF
SHOULDER FILL	= 44	SF
TOPSOIL PLACEMENT	= 26	SF



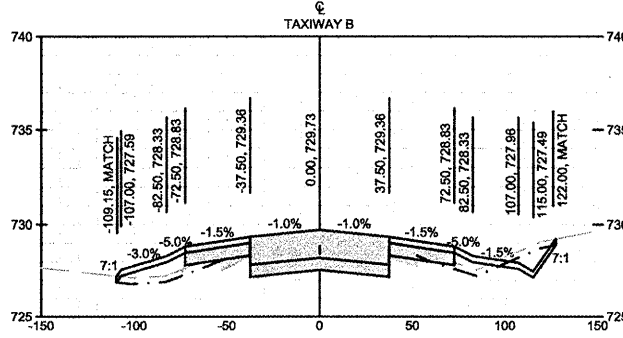
154+50.00

TOPSOIL STRIPPING	= 39	SF
UNCLASSIFIED EXCAVATION	= 93	SF
EMBANKMENT FILL	= 17	SF
SHOULDER FILL	= 48	SF
TOPSOIL PLACEMENT	= 25	SF



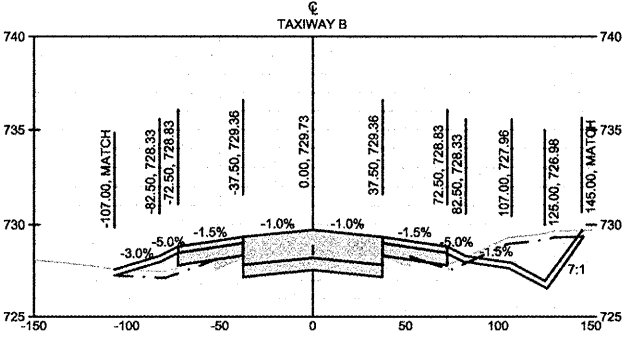
155+00.00

TOPSOIL STRIPPING	= 40	SF
UNCLASSIFIED EXCAVATION	= 86	SF
EMBANKMENT FILL	= 20	SF
SHOULDER FILL	= 60	SF
TOPSOIL PLACEMENT	= 27	SF



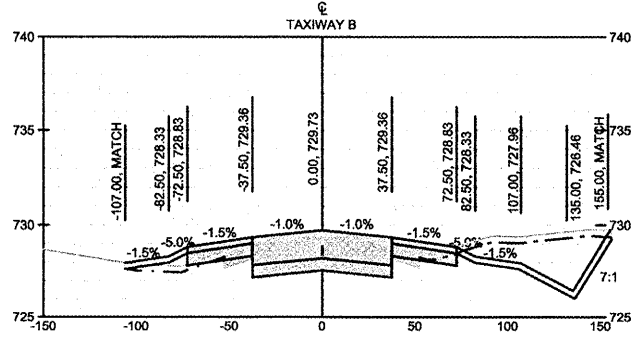
155+50.00

TOPSOIL STRIPPING	= 45	SF
UNCLASSIFIED EXCAVATION	= 120	SF
EMBANKMENT FILL	= 16	SF
SHOULDER FILL	= 43	SF
TOPSOIL PLACEMENT	= 33	SF



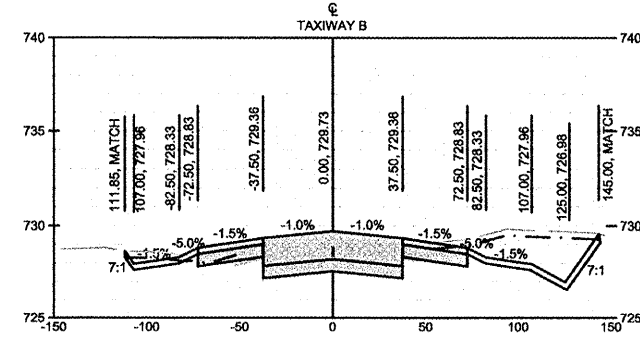
156+00.00

TOPSOIL STRIPPING	= 50	SF
UNCLASSIFIED EXCAVATION	= 185	SF
EMBANKMENT FILL	= 18	SF
SHOULDER FILL	= 26	SF
TOPSOIL PLACEMENT	= 39	SF



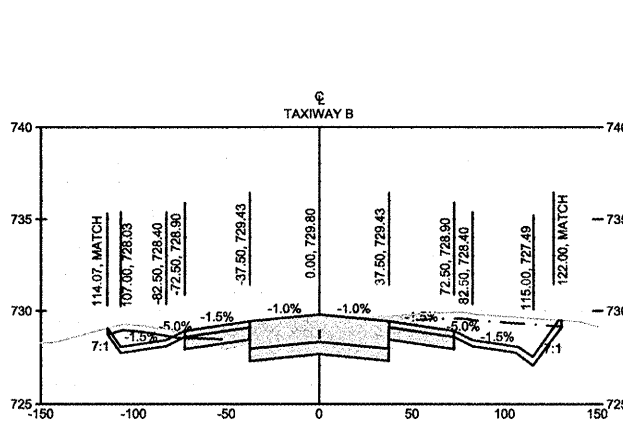
156+50.00

TOPSOIL STRIPPING	= 54	SF
UNCLASSIFIED EXCAVATION	= 245	SF
EMBANKMENT FILL	= 10	SF
SHOULDER FILL	= 12	SF
TOPSOIL PLACEMENT	= 42	SF



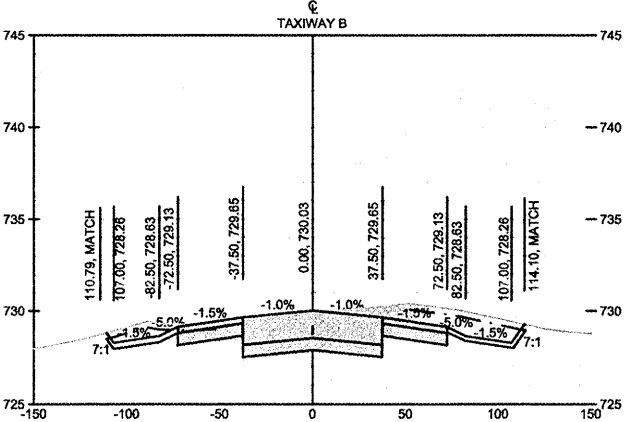
157+00.00

TOPSOIL STRIPPING	= 50	SF
UNCLASSIFIED EXCAVATION	= 255	SF
EMBANKMENT FILL	= 6	SF
SHOULDER FILL	= 2	SF
TOPSOIL PLACEMENT	= 47	SF



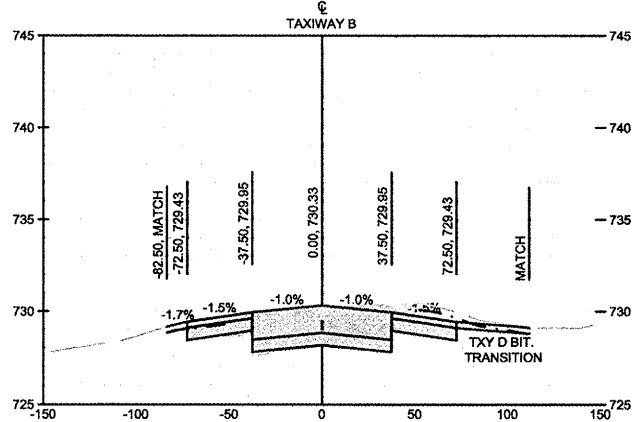
157+50.00

TOPSOIL STRIPPING	= 48	SF
UNCLASSIFIED EXCAVATION	= 254	SF
EMBANKMENT FILL	= 5	SF
SHOULDER FILL	= 1	SF
TOPSOIL PLACEMENT	= 35	SF



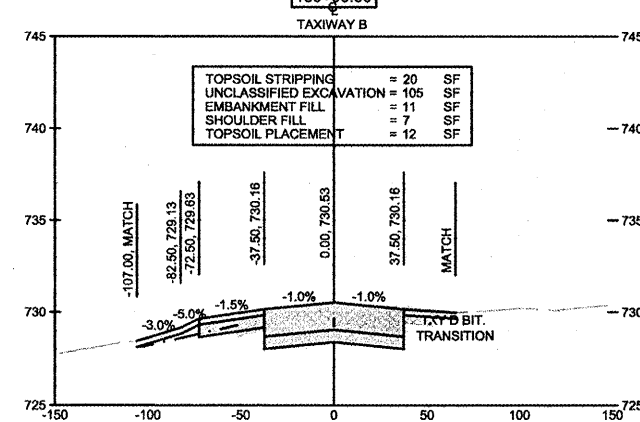
158+00.00

TOPSOIL STRIPPING	= 42	SF
UNCLASSIFIED EXCAVATION	= 243	SF
EMBANKMENT FILL	= 3	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 28	SF



158+50.00

TOPSOIL STRIPPING	= 25	SF
UNCLASSIFIED EXCAVATION	= 156	SF
EMBANKMENT FILL	= 4	SF
SHOULDER FILL	= 1	SF
TOPSOIL PLACEMENT	= 17	SF



159+00.00

TOPSOIL STRIPPING	= 20	SF
UNCLASSIFIED EXCAVATION	= 105	SF
EMBANKMENT FILL	= 11	SF
SHOULDER FILL	= 7	SF
TOPSOIL PLACEMENT	= 12	SF

**CROSS SECTIONS - 4 TXY B (XSC4)**

**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).

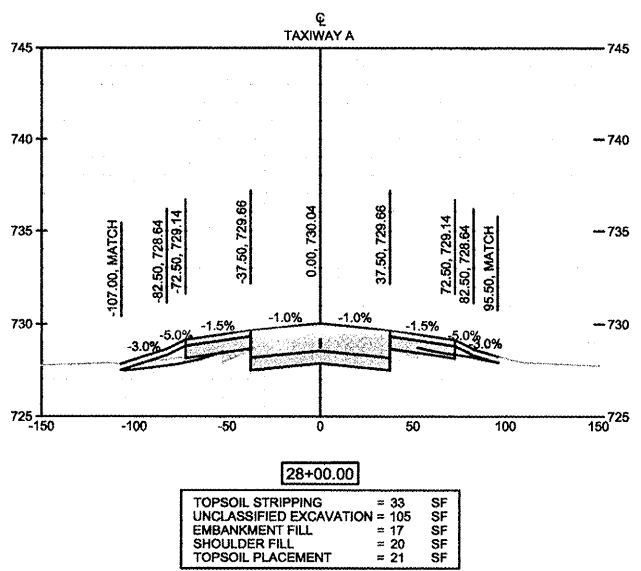
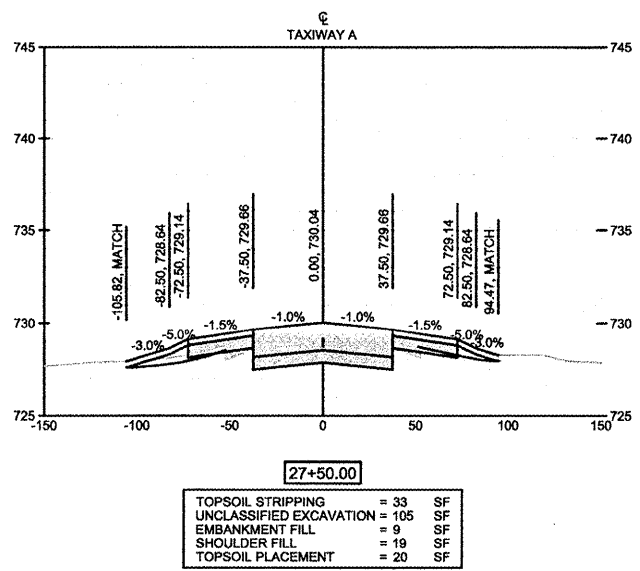
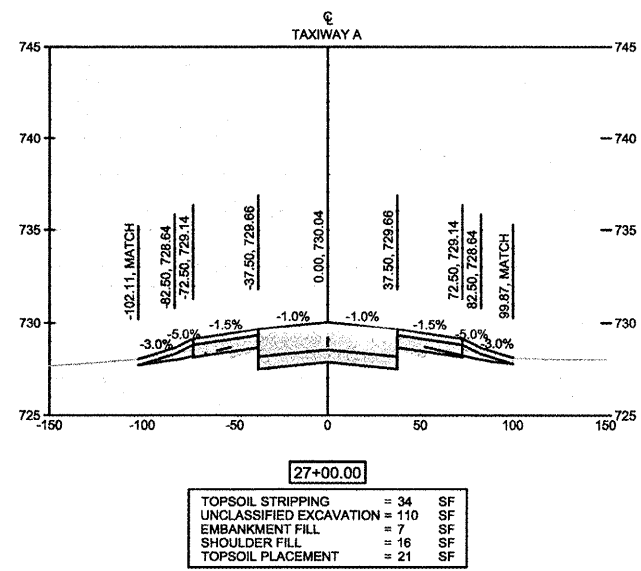
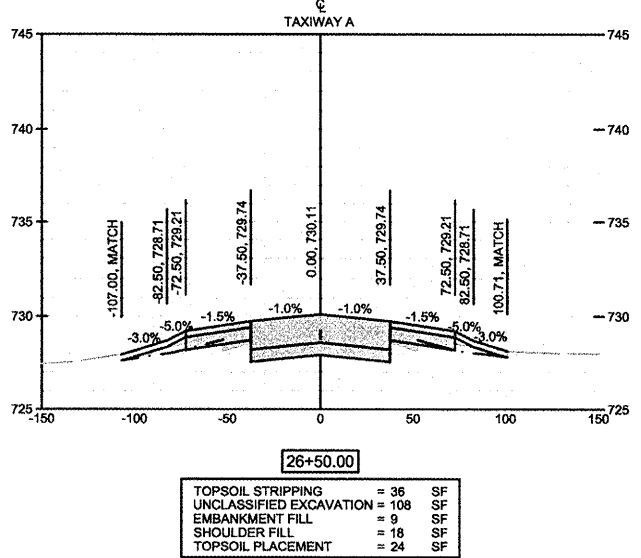
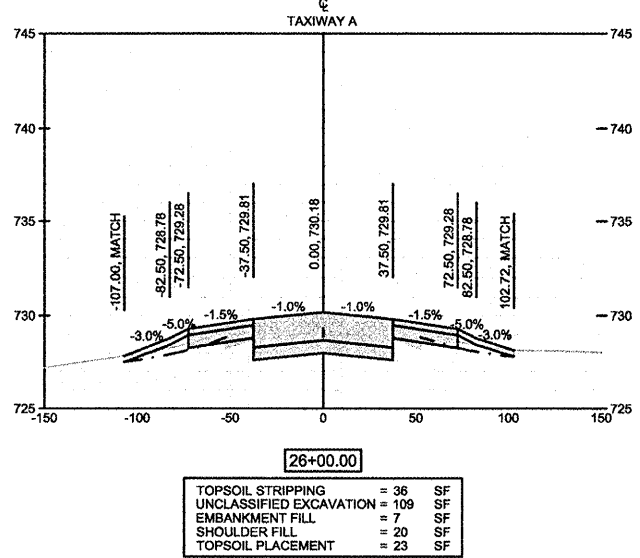
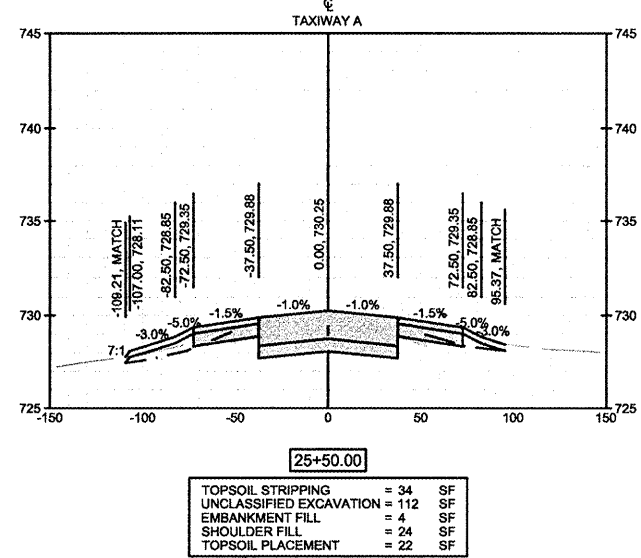
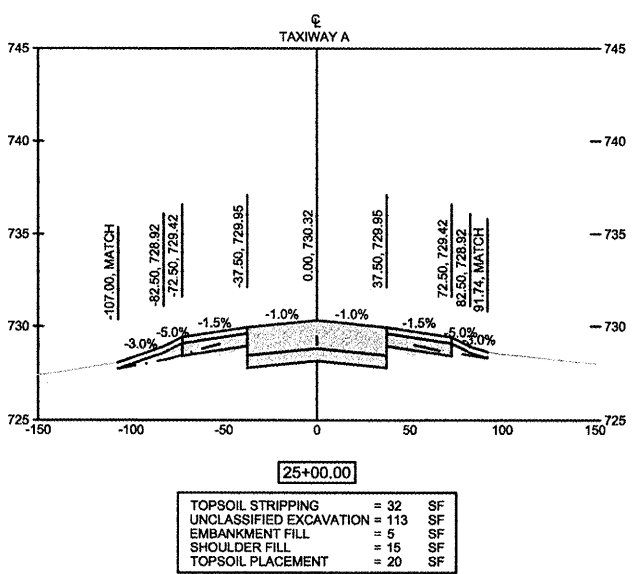
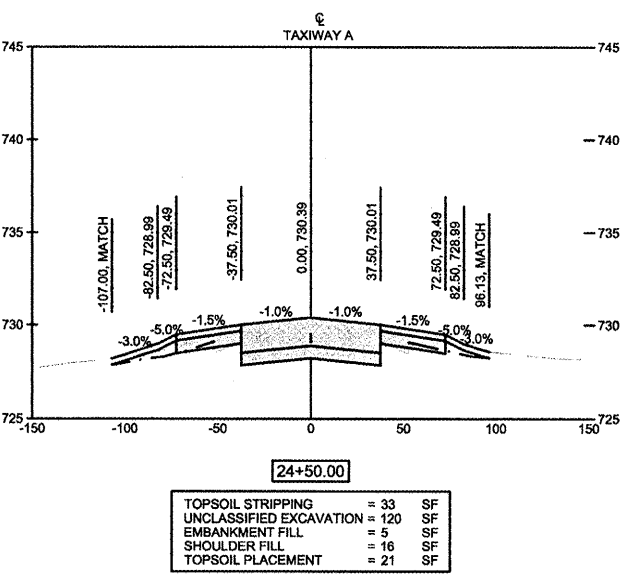
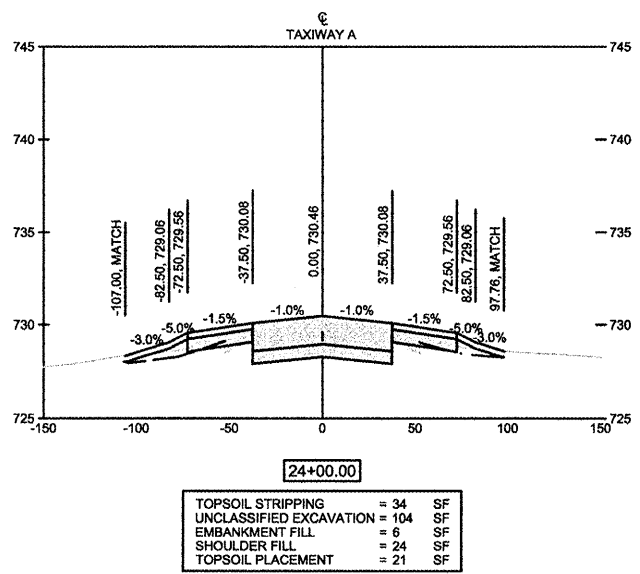
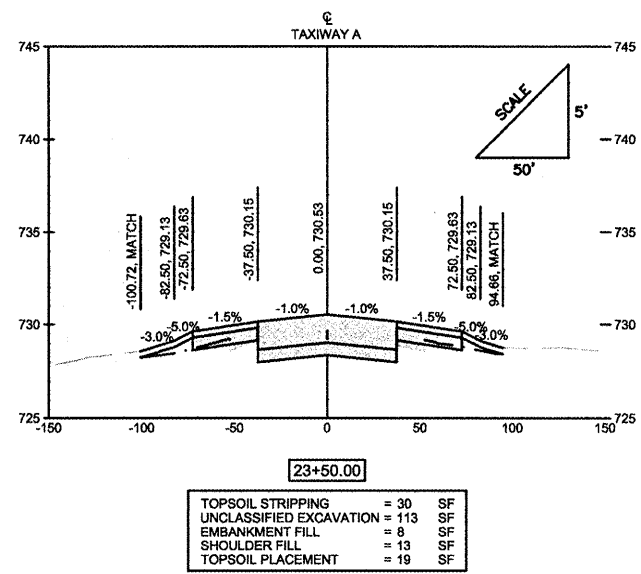
DESIGN BY: CMT-ARR  
DRAWN BY: CMT-ARR  
CHECKED BY: CMT-ARR  
APPROVED BY: CMT-RFD  
DATE: 5/8/2009  
JOB No: 08258-04-00

**CROSS SECTIONS - 4 (XSC4)**

DATE: Monday, May 11, 2009 4:02:05 PM  
 FILE: K:\Work\proj\2009\Rockford\Rehab\_Twy B South\Drawn\Sheet\38-42-XSC5-7.dwg

UPDATE BY: Jeremy Links  
 LAYOUT: 40-XSC5

DATE: Monday, May 11, 2009 4:02:05 PM  
 FILE: K:\Work\proj\2009\Rockford\Rehab\_Twy B South\Drawn\Sheet\38-42-XSC5-7.dwg



**CROSS SECTIONS - 5 TXY  
(XSC5)**

**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

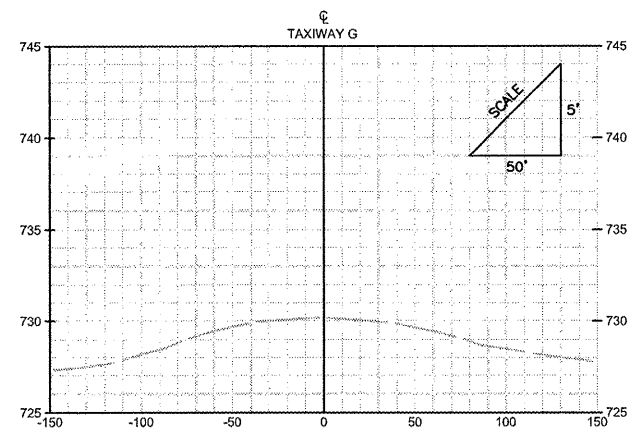
**CROSS  
SECTIONS - 5  
(XSC5)**

**40**

SHEET 40 OF 59 SHEETS

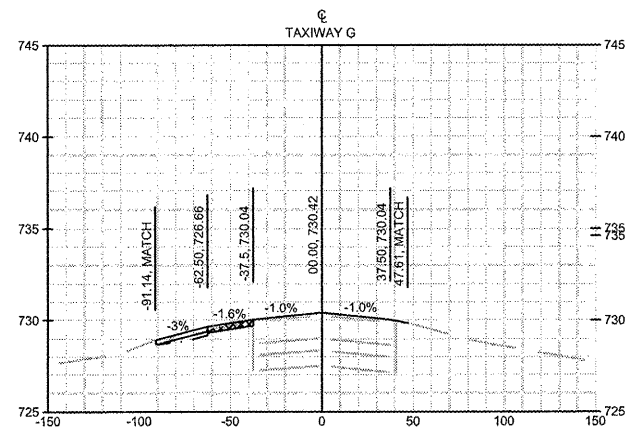


DATE: Monday, May 11, 2009 4:02:20 PM  
 FILE: K:\Rockford\0925804\_Rehab\_Twy B South Pl2\Draw Sheets\36-42-XSC1-7.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 41-XSC6



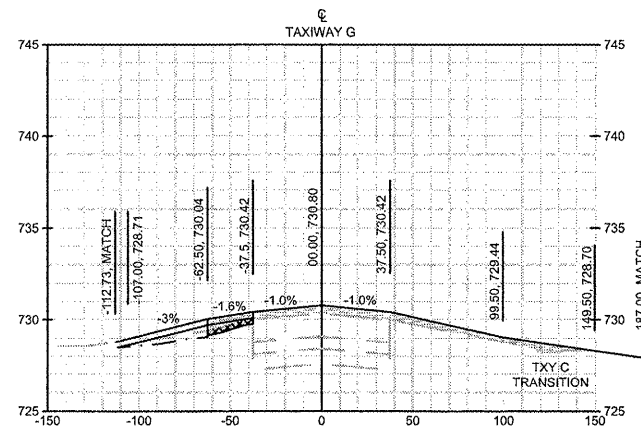
226+34.00

TOPSOIL STRIPPING	= 0	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 0	SF



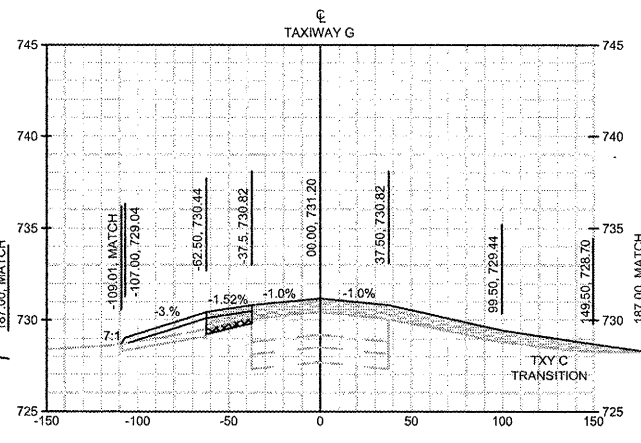
227+00.00

TOPSOIL STRIPPING	= 10	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 5	SF
TOPSOIL PLACEMENT	= 10	SF



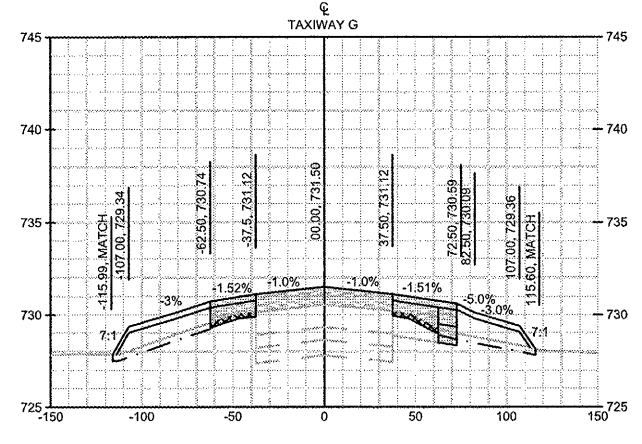
227+50.00

TOPSOIL STRIPPING	= 17	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 18	SF
TOPSOIL PLACEMENT	= 17	SF



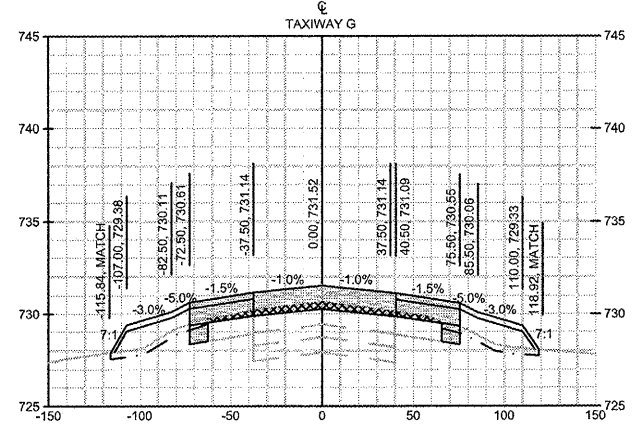
228+00.00

TOPSOIL STRIPPING	= 16	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 30	SF
TOPSOIL PLACEMENT	= 16	SF



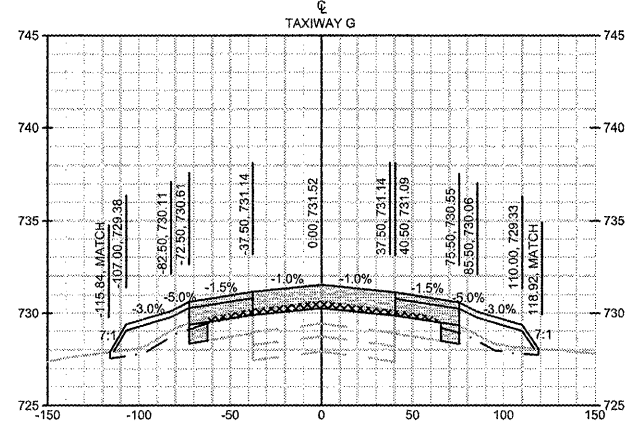
228+50.00

TOPSOIL STRIPPING	= 37	SF
UNCLASSIFIED EXCAVATION	= 5	SF
EMBANKMENT FILL	= 11	SF
SHOULDER FILL	= 108	SF
TOPSOIL PLACEMENT	= 37	SF



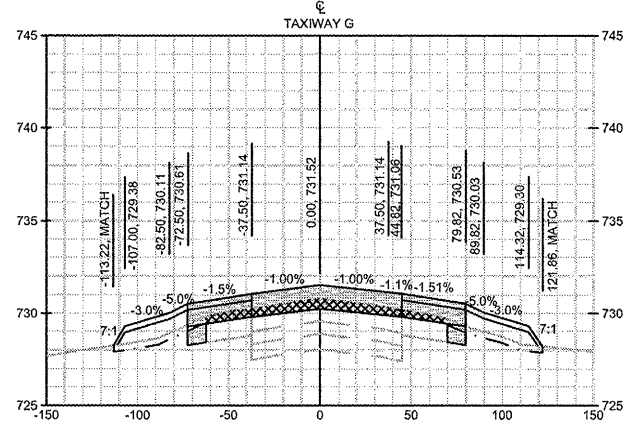
228+70.05

TOPSOIL STRIPPING	= 37	SF
UNCLASSIFIED EXCAVATION	= 17	SF
EMBANKMENT FILL	= 22	SF
SHOULDER FILL	= 104	SF
TOPSOIL PLACEMENT	= 33	SF



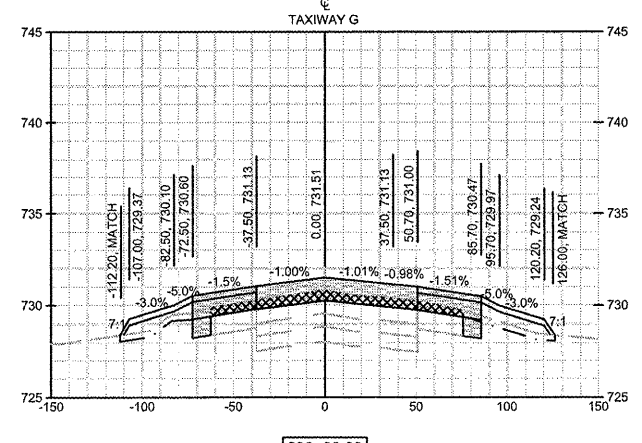
229+00.00

TOPSOIL STRIPPING	= 38	SF
UNCLASSIFIED EXCAVATION	= 16	SF
EMBANKMENT FILL	= 100	SF
SHOULDER FILL	= 100	SF
TOPSOIL PLACEMENT	= 35	SF



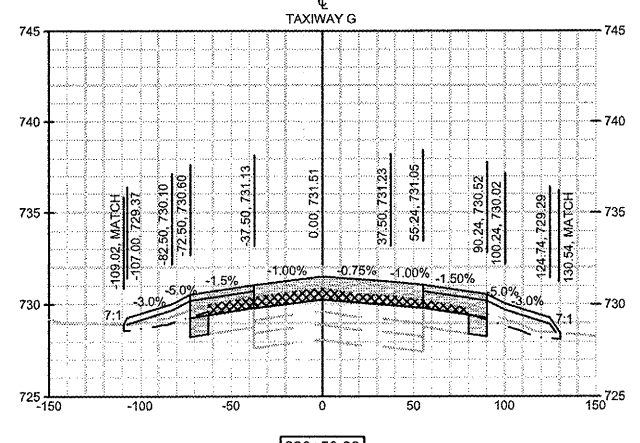
229+50.00

TOPSOIL STRIPPING	= 56	SF
UNCLASSIFIED EXCAVATION	= 18	SF
EMBANKMENT FILL	= 23	SF
SHOULDER FILL	= 83	SF
TOPSOIL PLACEMENT	= 30	SF



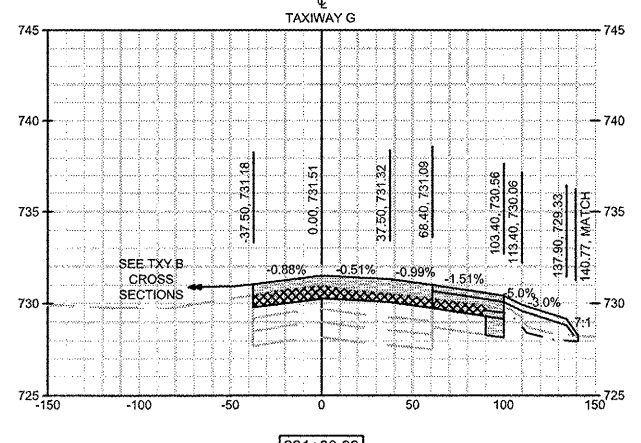
230+00.00

TOPSOIL STRIPPING	= 35	SF
UNCLASSIFIED EXCAVATION	= 21	SF
EMBANKMENT FILL	= 25	SF
SHOULDER FILL	= 83	SF
TOPSOIL PLACEMENT	= 30	SF



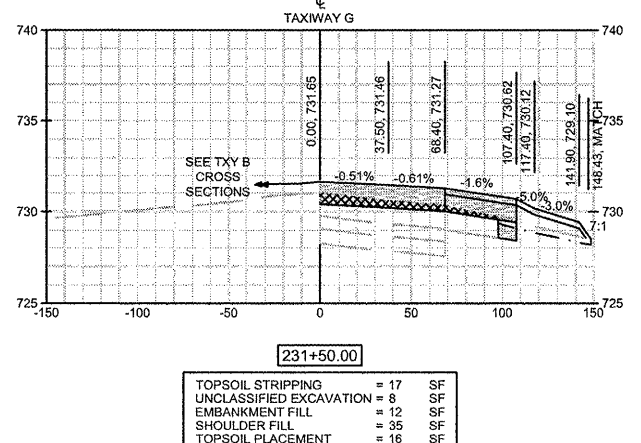
230+50.00

TOPSOIL STRIPPING	= 34	SF
UNCLASSIFIED EXCAVATION	= 23	SF
EMBANKMENT FILL	= 23	SF
SHOULDER FILL	= 58	SF
TOPSOIL PLACEMENT	= 28	SF



231+00.00

TOPSOIL STRIPPING	= 18	SF
UNCLASSIFIED EXCAVATION	= 14	SF
EMBANKMENT FILL	= 11	SF
SHOULDER FILL	= 34	SF
TOPSOIL PLACEMENT	= 15	SF



231+50.00

TOPSOIL STRIPPING	= 17	SF
UNCLASSIFIED EXCAVATION	= 8	SF
EMBANKMENT FILL	= 12	SF
SHOULDER FILL	= 35	SF
TOPSOIL PLACEMENT	= 16	SF

**CROSS SECTIONS - 6 TXY G (XSC6)**

**R0017**  
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).

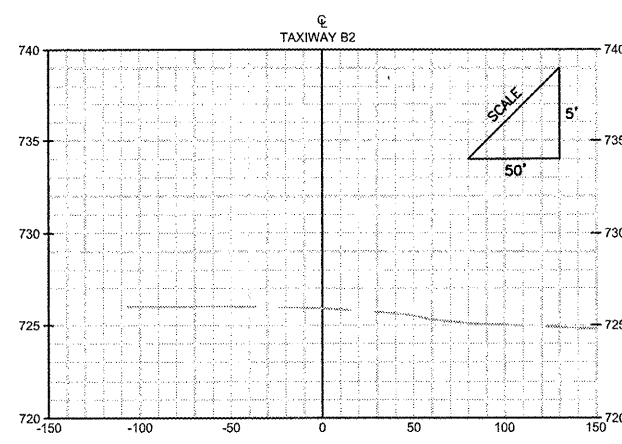
DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**CROSS SECTIONS - 6 (XSC6)**

DWP:DWG: bdrcl.dwg  
IMAGE FILES: 01-14-10-jdgo-jpg

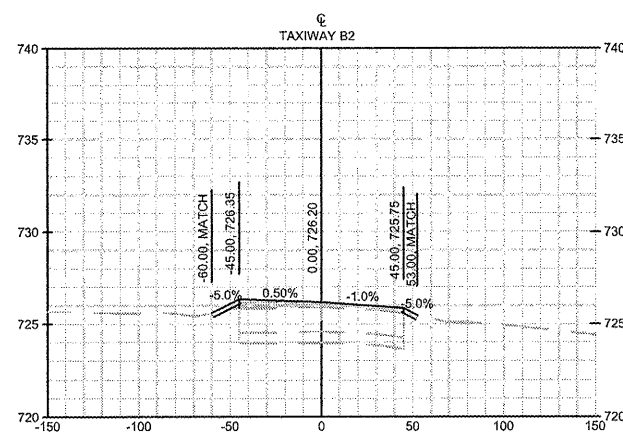
UPDATE BY: Jeremy Link  
LAYOUT: 42-XSC7

DATE: Monday, May 11, 2009 4:02:31 PM  
FILE: K:\Rockford\8925804 Rehab For B South PKA\Draw\Sheets\36-42-XSC1-7.dwg



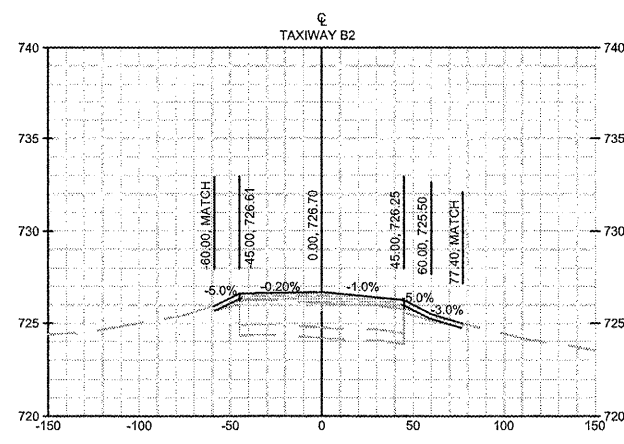
190+75.00

TOPSOIL STRIPPING	= 0	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 0	SF



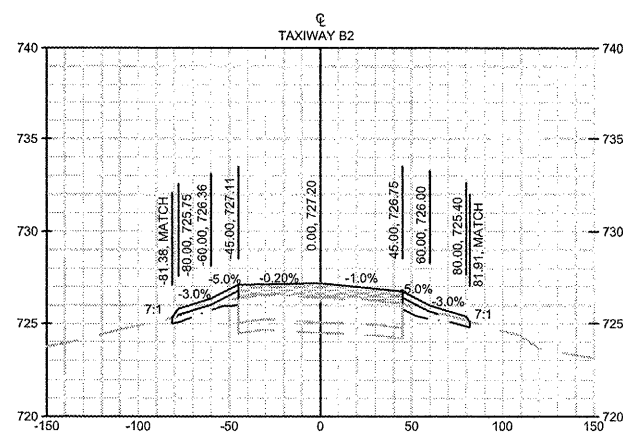
191+00.00

TOPSOIL STRIPPING	= 10	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 5	SF
TOPSOIL PLACEMENT	= 10	SF



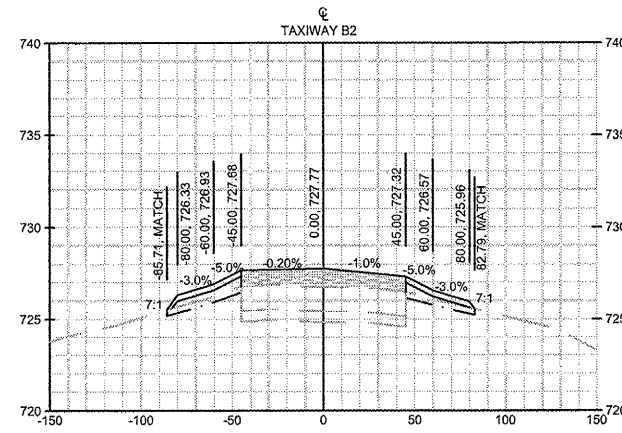
191+50.00

TOPSOIL STRIPPING	= 17	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 6	SF
TOPSOIL PLACEMENT	= 17	SF



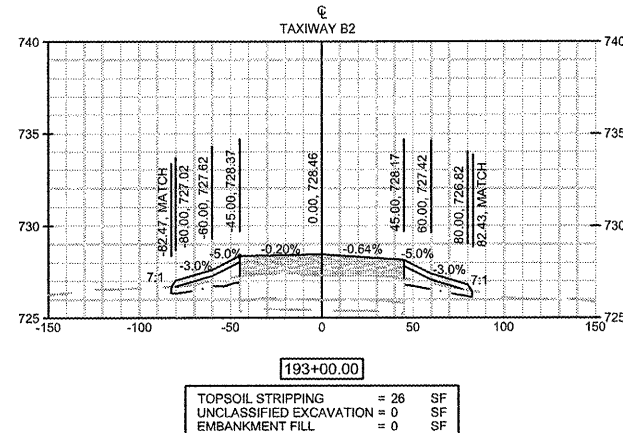
192+00.00

TOPSOIL STRIPPING	= 26	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 30	SF
TOPSOIL PLACEMENT	= 26	SF



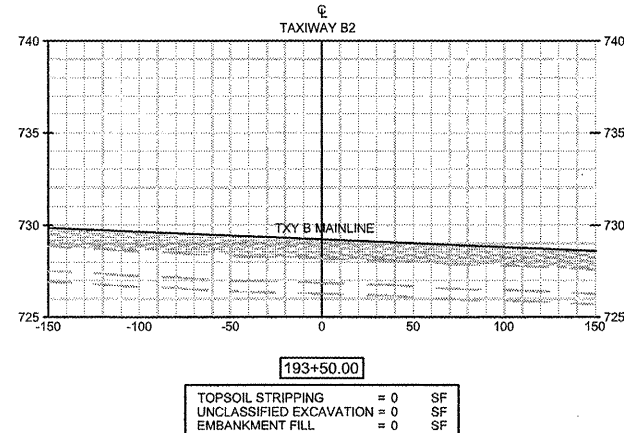
192+50.00

TOPSOIL STRIPPING	= 28	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 42	SF
TOPSOIL PLACEMENT	= 28	SF



193+00.00

TOPSOIL STRIPPING	= 28	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 42	SF
TOPSOIL PLACEMENT	= 28	SF



193+50.00

TOPSOIL STRIPPING	= 0	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 0	SF

**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

**CROSS  
SECTIONS - 7  
(XSC7)**

**42**

SHEET 42 OF 59 SHEETS

**CROSS SECTIONS - 7 TXY B2  
(XSC7)**

DATE: Monday, May 11, 2009 4:02:37 PM  
 FILE: K:\Rockford\092904 Rehab Twy B South Ph2\Draw Sheets\43-ENG1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 43-ENG1  
 REF: DWG: D:\h1.dwg  
 IMAGE FILES: borings\_Page\_04.rtf  
 borings\_Page\_05.rtf  
 borings\_Page\_06.rtf  
 borings\_Page\_07.rtf  
 borings\_Page\_08.rtf  
 borings\_Page\_09.rtf  
 borings\_Page\_10.rtf  
 101-H1\_log01.jpg

PROJECT **Taxiway B South Rehabilitation - Phase 2, Chicago-Rockford International Airport**  
 CLIENT **Crawford, Murphy and Tilly, Inc., Aurora, Illinois**  
 CORE **1** DATE STARTED **4-7-09** DATE COMPLETED **4-7-09** JOB **L-73,209**



**CORE DATA**

ELEVATION		GROUNDWATER	
SAMPLE DEPTH	WATER CONTENT (%)	P.P.T. READING	DRY DENSITY (pcf)
1			
2			
SOIL DESCRIPTIONS 13.0" Bituminous Concrete Surface Courses (Approximate Layers: 2"S, 2"S, 2"S, 2"S, 1"S) 13.0" Crushed Stone (DOT Grade CA-6 or CA-10) End of Core at 2.2 feet. Note: S = Bituminous Surface Course Layer B = Bituminous Binder Course Layer			

PROJECT **Taxiway B South Rehabilitation - Phase 2, Chicago-Rockford International Airport**  
 CLIENT **Crawford, Murphy and Tilly, Inc., Aurora, Illinois**  
 CORE **2** DATE STARTED **4-7-09** DATE COMPLETED **4-7-09** JOB **L-73,209**



**CORE DATA**

ELEVATION		GROUNDWATER	
SAMPLE DEPTH	WATER CONTENT (%)	P.P.T. READING	DRY DENSITY (pcf)
1			
2			
SOIL DESCRIPTIONS 12.0" Bituminous Concrete Surface Courses (Approximate Layers: 2"S, 2"S, 2"S, 2"S, 1.2"S, 1.0"S, 1.3"S) 13.0" Crushed Stone (DOT Grade CA-6 or CA-10) End of Core at 2.1 feet. Note: S = Bituminous Surface Course Layer B = Bituminous Binder Course Layer			

PROJECT **Taxiway B South Rehabilitation - Phase 2, Chicago-Rockford International Airport**  
 CLIENT **Crawford, Murphy and Tilly, Inc., Aurora, Illinois**  
 CORE **3** DATE STARTED **4-7-09** DATE COMPLETED **4-7-09** JOB **L-73,209**



**CORE DATA**

ELEVATION		GROUNDWATER	
SAMPLE DEPTH	WATER CONTENT (%)	P.P.T. READING	DRY DENSITY (pcf)
1			
2			
SOIL DESCRIPTIONS 14.7" Bituminous Concrete Surface Courses (Approximate Layers: 2"S, 2"S, 2.6"S, 1.7"S, 2"S, 2.2"S, 2.3"S) 19.0" Crushed Stone (DOT Grade CA-6 or CA-10) End of Core at 2.3 feet. Note: S = Bituminous Surface Course Layer B = Bituminous Binder Course Layer			

PROJECT **Taxiway B South Rehabilitation - Phase 2, Chicago-Rockford International Airport**  
 CLIENT **Crawford, Murphy and Tilly, Inc., Aurora, Illinois**  
 CORE **4** DATE STARTED **4-7-09** DATE COMPLETED **4-7-09** JOB **L-73,209**



**CORE DATA**

ELEVATION		GROUNDWATER	
SAMPLE DEPTH	WATER CONTENT (%)	P.P.T. READING	DRY DENSITY (pcf)
1			
2			
SOIL DESCRIPTIONS 12.7" Bituminous Concrete Surface and/or Binder Courses (Approximate Layers: 1.6"S, 1"S, 1"S, 2"S, 2"S, 1.2"S, 1.2"S, 1.6"S or B, 1.3"S or B) 16" Crushed Stone (DOT Grade CA-6 or CA-10) End of Core at 2.4 feet. Note: S = Bituminous Surface Course Layer B = Bituminous Binder Course Layer			

PROJECT **Taxiway B South Rehabilitation - Phase 2, Chicago-Rockford International Airport**  
 CLIENT **Crawford, Murphy and Tilly, Inc., Aurora, Illinois**  
 CORE **5** DATE STARTED **4-7-09** DATE COMPLETED **4-7-09** JOB **L-73,209**



**CORE DATA**

ELEVATION		GROUNDWATER	
SAMPLE DEPTH	WATER CONTENT (%)	P.P.T. READING	DRY DENSITY (pcf)
1			
2			
SOIL DESCRIPTIONS 13.7" Bituminous Concrete Surface Courses (Approximate Layers: 2"S, 2"S, 2.2"S, 1.6"S, 2.2"S, 2"S, 1.6"S) 16.0" Crushed Stone (DOT Grade CA-6 or CA-10) End of Core at 2.5 feet. Note: S = Bituminous Surface Course Layer B = Bituminous Binder Course Layer			

PROJECT **Taxiway B South Rehabilitation - Phase 2, Chicago-Rockford International Airport**  
 CLIENT **Crawford, Murphy and Tilly, Inc., Aurora, Illinois**  
 CORE **6** DATE STARTED **4-7-09** DATE COMPLETED **4-7-09** JOB **L-73,209**



**CORE DATA**

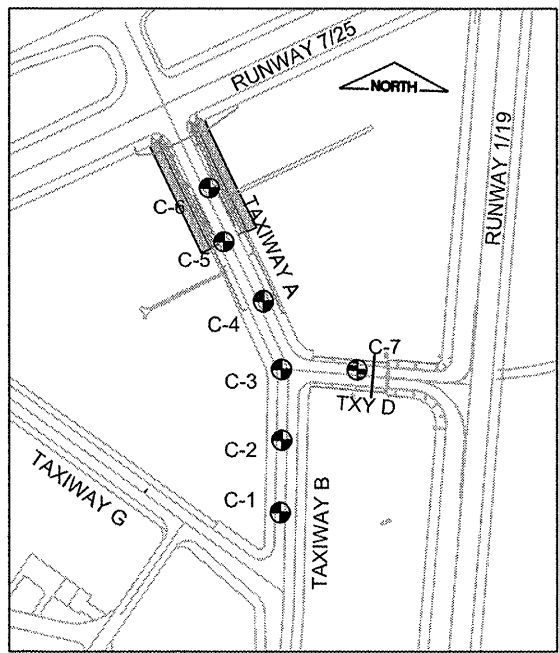
ELEVATION		GROUNDWATER	
SAMPLE DEPTH	WATER CONTENT (%)	P.P.T. READING	DRY DENSITY (pcf)
1			
2			
SOIL DESCRIPTIONS 14.0" Bituminous Concrete Surface and/or Binder Courses (Approximate Layers: 2.2"S, 1.7"S, 2"S, 1.3"S, 1.2"S, 2"S, 1.5"S, 2.1"S or B) 15.0" Crushed Stone (DOT Grade CA-6 or CA-10) End of Core at 2.4 feet. Note: S = Bituminous Surface Course Layer B = Bituminous Binder Course Layer			

PROJECT **Taxiway B South Rehabilitation - Phase 2, Chicago-Rockford International Airport**  
 CLIENT **Crawford, Murphy and Tilly, Inc., Aurora, Illinois**  
 CORE **7** DATE STARTED **4-7-09** DATE COMPLETED **4-7-09** JOB **L-73,209**



**CORE DATA**

ELEVATION		GROUNDWATER	
SAMPLE DEPTH	WATER CONTENT (%)	P.P.T. READING	DRY DENSITY (pcf)
1			
2			
SOIL DESCRIPTIONS 11.2" Bituminous Concrete Surface and Binder Courses (Approximate Layers: 2.6"S, 1"S, 2"S, 3"S, 2.7"S) 18.0" Crushed Stone (DOT Grade CA-6 or CA-10) End of Core at 2.3 feet. Note: S = Bituminous Surface Course Layer B = Bituminous Binder Course Layer			



**ENGINEERING INFORMATION (ENG1)**

**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

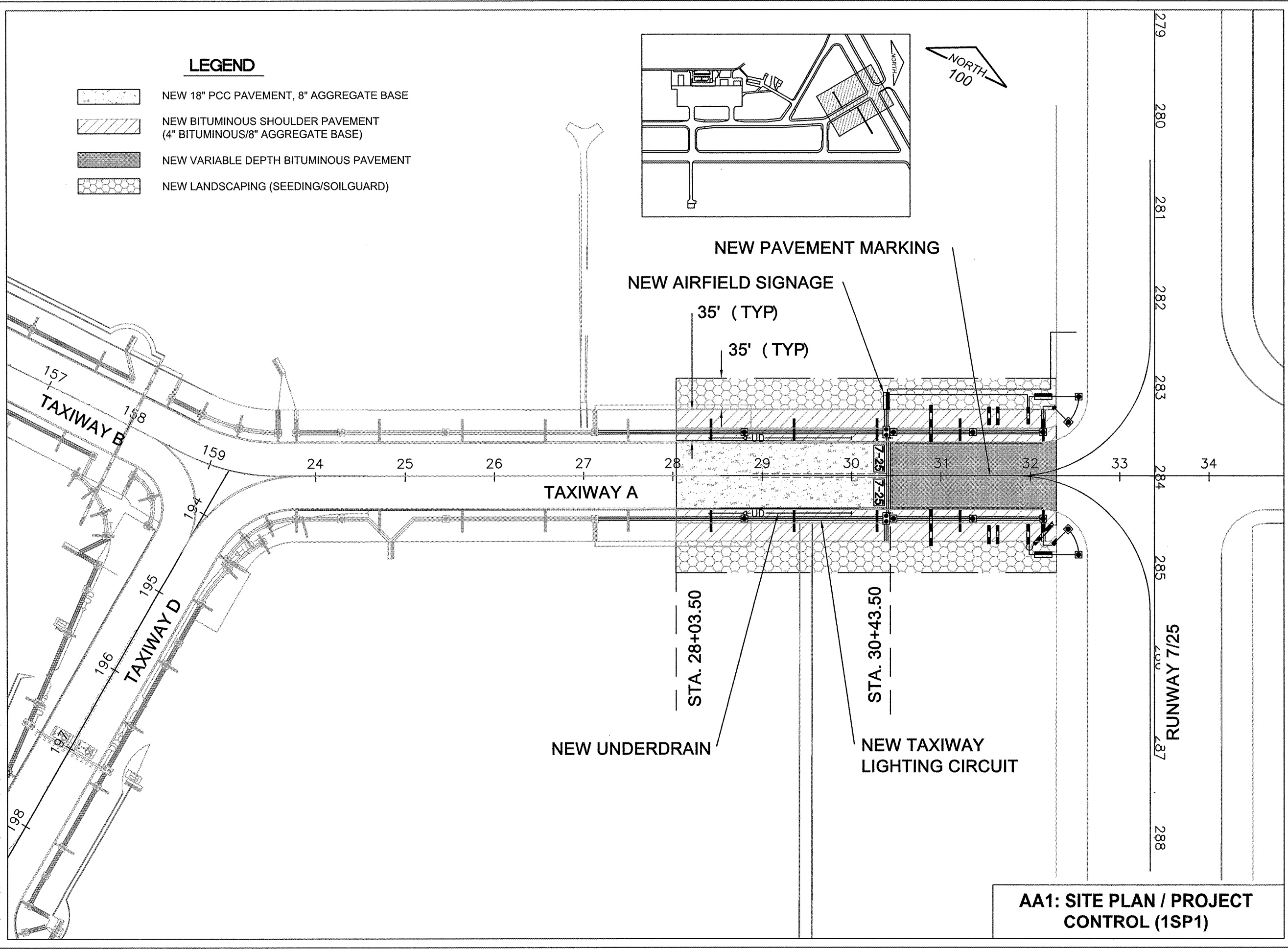
0 1  
 THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

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

**ENGINEERING INFORMATION (ENG1)**

**43**

DATE: Monday, May 11, 2009 4:02:43 PM  
 FILE: K:\Rockford\092504\_Rehab\_Twy\_B\_South\_Ph2\Draw\Sheet\44-ISP1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 44-ISP1  
 IMAGE FILES TO: rd\logo.jpg  
 DWG: 092504\_Rehab\_Twy\_B\_South\_Ph2.dwg



- LEGEND**
- NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE
  - NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/8" AGGREGATE BASE)
  - NEW VARIABLE DEPTH BITUMINOUS PAVEMENT
  - NEW LANDSCAPING (SEEDING/SOILGUARD)

**RO017**  
5A

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

Chicago Rockford  
International  
Airport

**FLYRFD.COM**  
CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
FLYRFD.COM

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

REHAB. TWY B SOUTH  
PHASE 2

Revisions	
Date	Description

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

**SITE PLAN -  
PROJECT  
CONTROL (1SP1)**

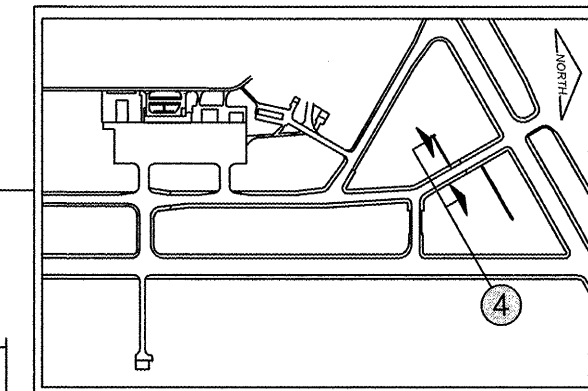
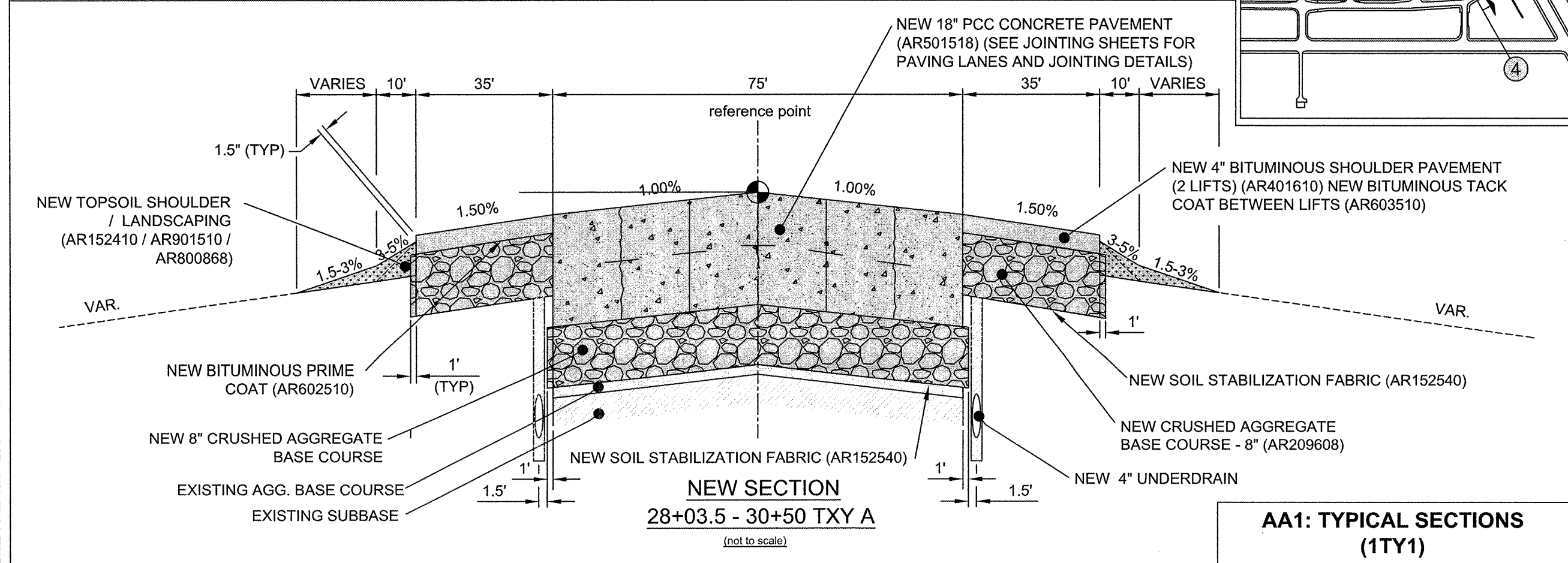
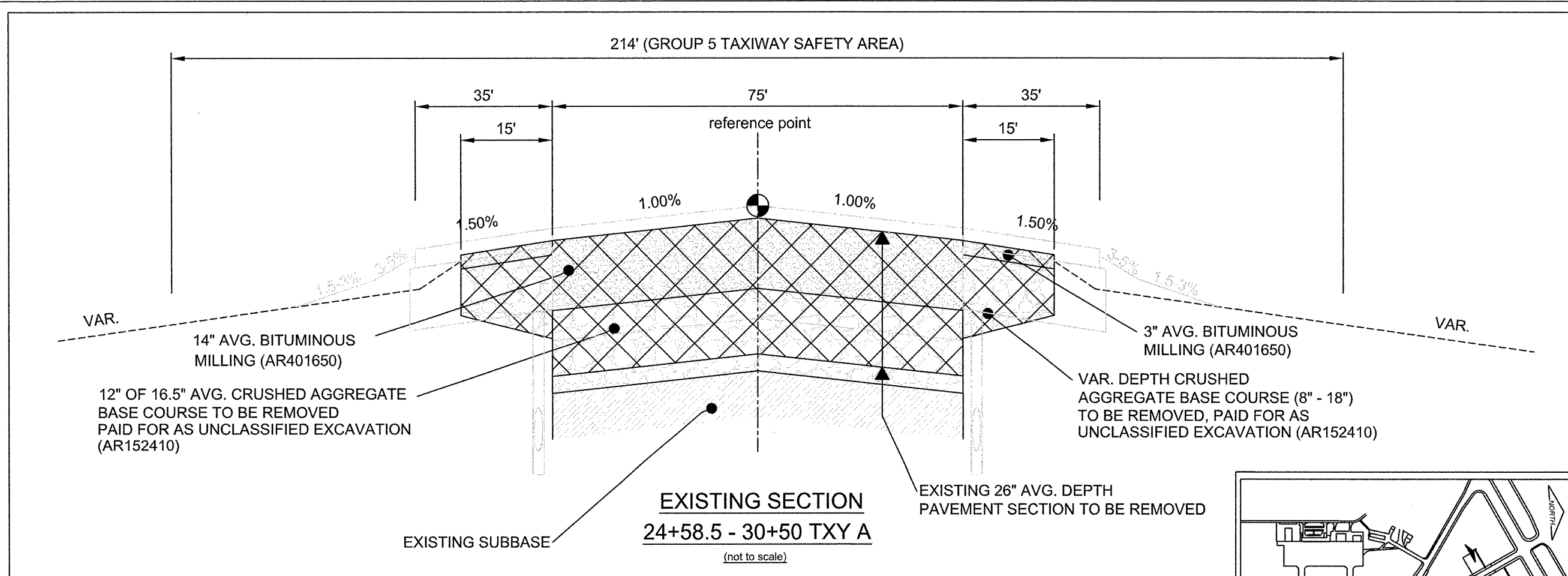
**44**

SHEET 44 OF 59 SHEETS

**AA1: SITE PLAN / PROJECT  
CONTROL (1SP1)**



DATE: Monday, May 11, 2009 4:02:52 PM  
 FILE: K:\Rockford\092584 Rehab\_Twy\_B\_South\_P1\Drawn\Sheets\45-1TY1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 45-1TY1  
 IMAGE FILES: I01-fid\_lobo.dwg  
 DWG DMC : 092584\_Twy\_B\_South.dwg



**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

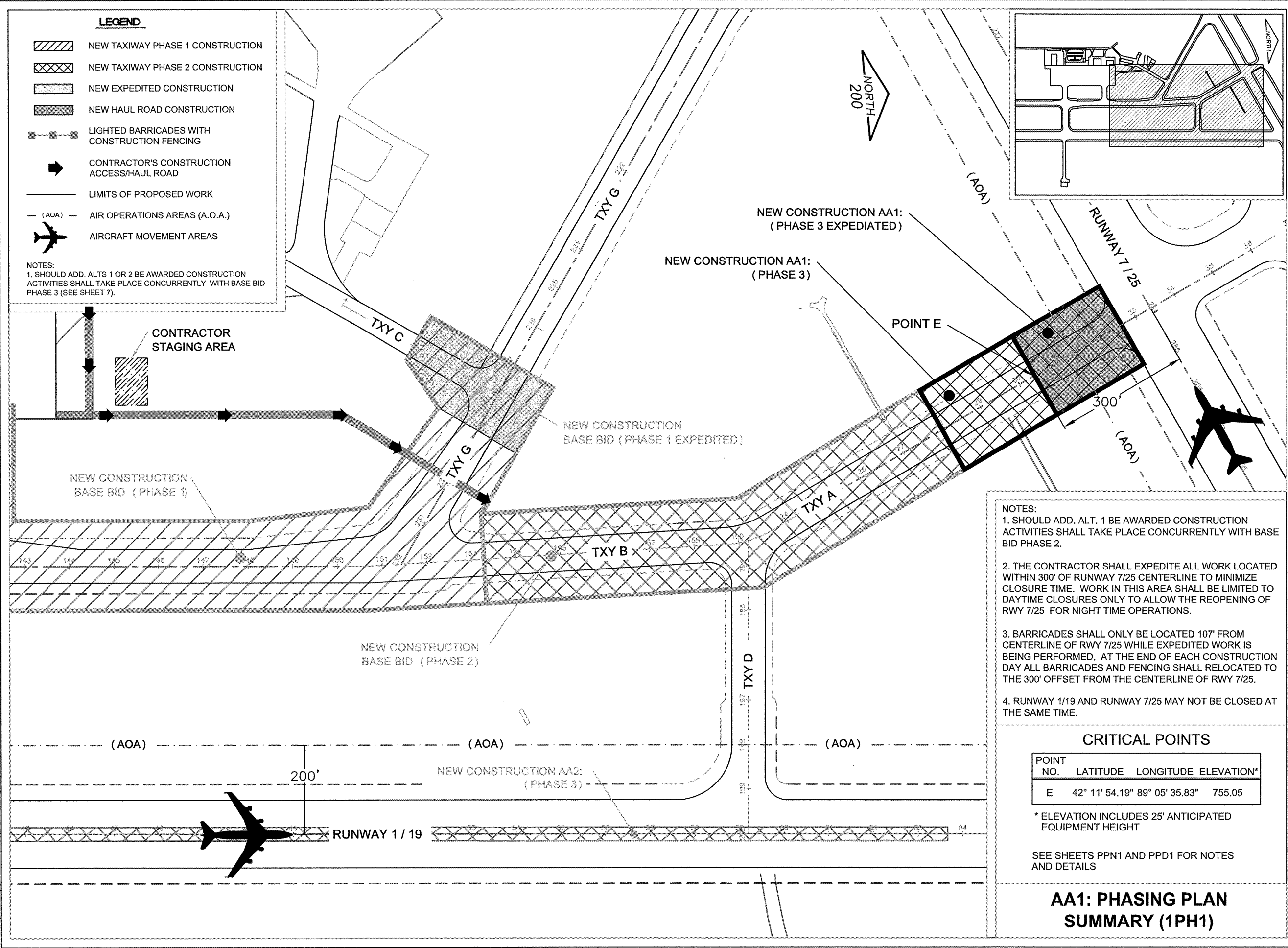
**TYPICAL  
SECTIONS  
(1TY1)**

**45**

SHEET 45 OF 59 SHEETS

**AA1: TYPICAL SECTIONS  
(1TY1)**

DATE: Monday, May 11, 2009 4:02:59 PM  
 FILE: K:\Rockford\0925804\_Rehab\_Twy\_B\_South\_P1\Draw Sheet\46-1PH1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 46-1PH1  
 IMAGE FILES: I01-rfd\_logo.jpg  
 XREF: DWG: iboint.dwg  
 XREF: DWG: K01\_Etopo.dwg



**RO017**  
5A

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

Chicago Rockford International Airport

**FLYRFD.COM**

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


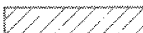
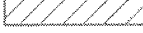
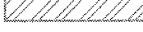









**PHASING PLAN SUMMARY (1PH1)**

**46**

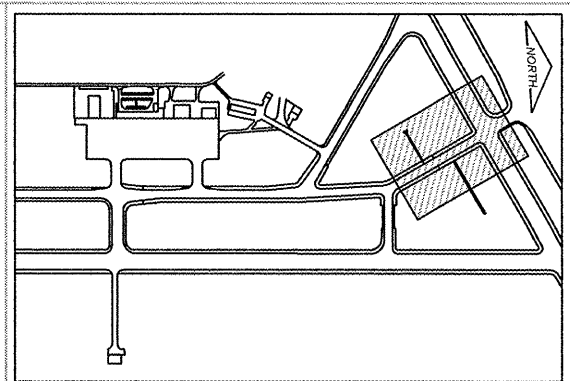
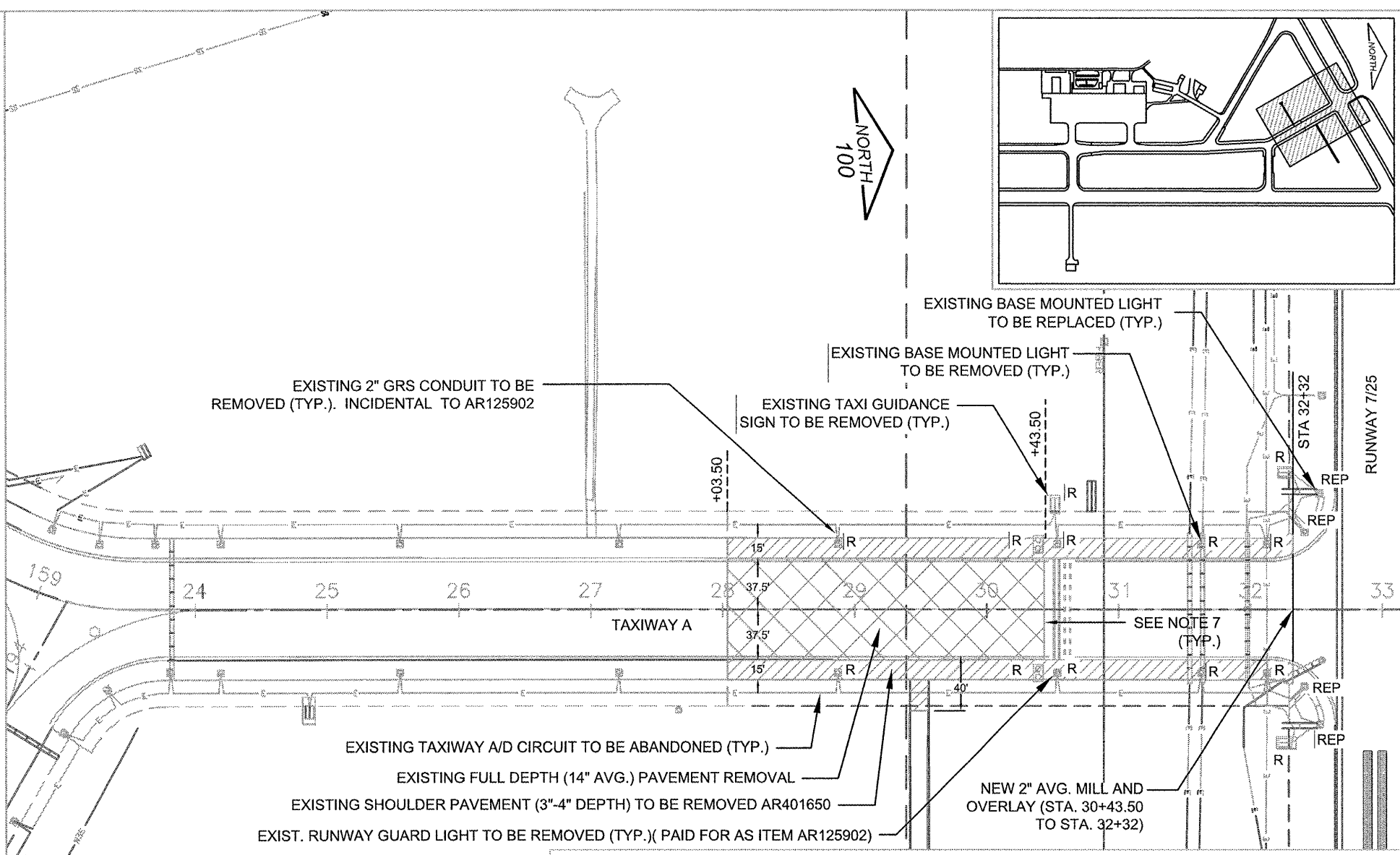
SHEET 46 OF 59 SHEETS

DATE: Monday, May 11, 2009 4:03:11 PM  
 FILE: K:\Rockford\092304\_Rehab\_Twy B South Ph2\Draw\Sheet\47-TEXT.dwg  
 UPDATE BY: Jeremy Link  
 LAYOUT: 47-TEXT  
 IMAGE FILES: 01-1.dwg  
 SHEET: 47 OF 59  
 PROJECT: 092304  
 CLIENT: CHICAGO ROCKFORD INTERNATIONAL AIRPORT  
 CONTRACT: 3-17-0088-XX RFD-3909

### LEGEND

	BITUMINOUS TRANSITIONAL REMOVAL
	3" AVG. DEPTH PAVEMENT MILLING
	BITUMINOUS SHOULDER REMOVAL (3"-4" DEPTH)
	BUTT JOINT CONSTRUCTION
	FULL DEPTH PAVEMENT REMOVAL (14" AVG.)
— SAN —	EXISTING SANITARY LINE
— SS —	EXISTING STORM SEWER
(2)	EXISTING DUCT (NUMBER OF WAYS)
— RGL —	EXISTING RUNWAY GUIDANCE LIGHT CIRCUIT
— FAA —	EXISTING FAA CABLE
— E —	EXISTING AIRFIELD CIRCUIT
— SEN —	EXISTING AIRFIELD PAVEMENT SENSOR CIRCUIT
- - - UD - - -	EXISTING 4" UNDERDRAIN
— W —	EXISTING WATERMAIN
- - - PVC - - -	EXISTING PVC STORM SEWER
	EXISTING MITL, BASE MOUNTED
	EXISTING UNDERDRAIN COLLECTION STRUCTURE
	EXISTING ELECTRICAL HANDHOLE
	EXISTING RGL
	EXISTING TAXIWAY GUIDANCE SIGN
	EXISTING DRAINAGE INLET
	EXISTING SPLICE CAN
	EXISTING MANHOLE
R	EXISTING ITEM TO BE REMOVED
A	EXISTING ITEM TO BE ADJUSTED

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




- NOTES:**
1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
  2. THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
  3. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
  4. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
  5. ALL EXISTING PAVEMENT TO BE REMOVED SHALL BE MILLED AND USED AS FILL MATERIAL FOR THE NEW SHOULDERS. ALL EXISTING AGGREGATE BASE TO BE REMOVED SHALL BE USED AS FILL MATERIAL FOR THE NEW SHOULDERS.
  6. ALL MITL BASES REMOVED SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 208. COST OF BACKFILL SHALL BE INCLUDED IN THE MITL REMOVAL PAY ITEM.
  7. ANY PAVEMENT REMOVED BY THE CONTRACTOR BEYOND THE LIMITS SHOWN IN THE PLANS TO FACILITATE PCC PAVEMENT CONSTRUCTION AND SUBSEQUENT PAVEMENT REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAVEMENT REMOVAL ITEM.
  8. REMOVAL OF EXISTING CONCRETE PATCHES IN BITUMINOUS PAVEMENT TO BE MILLED/REMOVED SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE BITUMINOUS PAVEMENT REMOVAL ITEM.

## AA1: EXISTING COND. AND REMOVALS (1EX1)

# RO017

5A



CHARTERED SURVEY & TELY, INC.  
CONSULTING ENGINEERS

Chicago Rockford International Airport

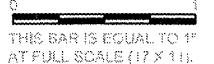
## FLYRFD.COM

ROCKFORD, ILLINOIS  
GREATER ROCKFORD AIRPORT AUTHORITY

3-17-0088-XX  
RFD-3909

### REHAB. TWY B SOUTH PHASE 2

Revisions	
Date	Description



THIS BAR IS EQUAL TO 1" AT FULL SCALE (17' x 11')

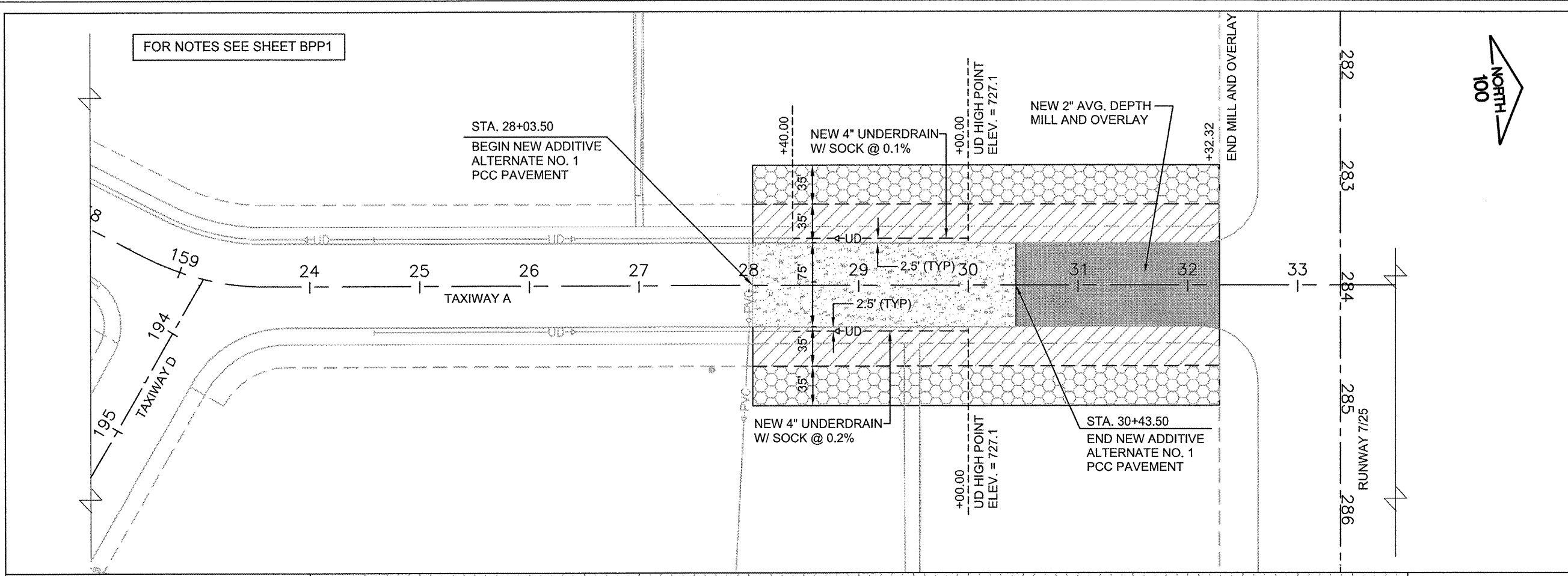
DESIGN BY:	CMT-ARR
DRAWN BY:	CMT-ARR
CHECKED BY:	CMT-ARR
APPROVED BY:	CMT-RFD
DATE:	5/8/2009
JOB No:	09258-04-00

### EXISTING COND. AND REMOVALS (1EX1)

# 47

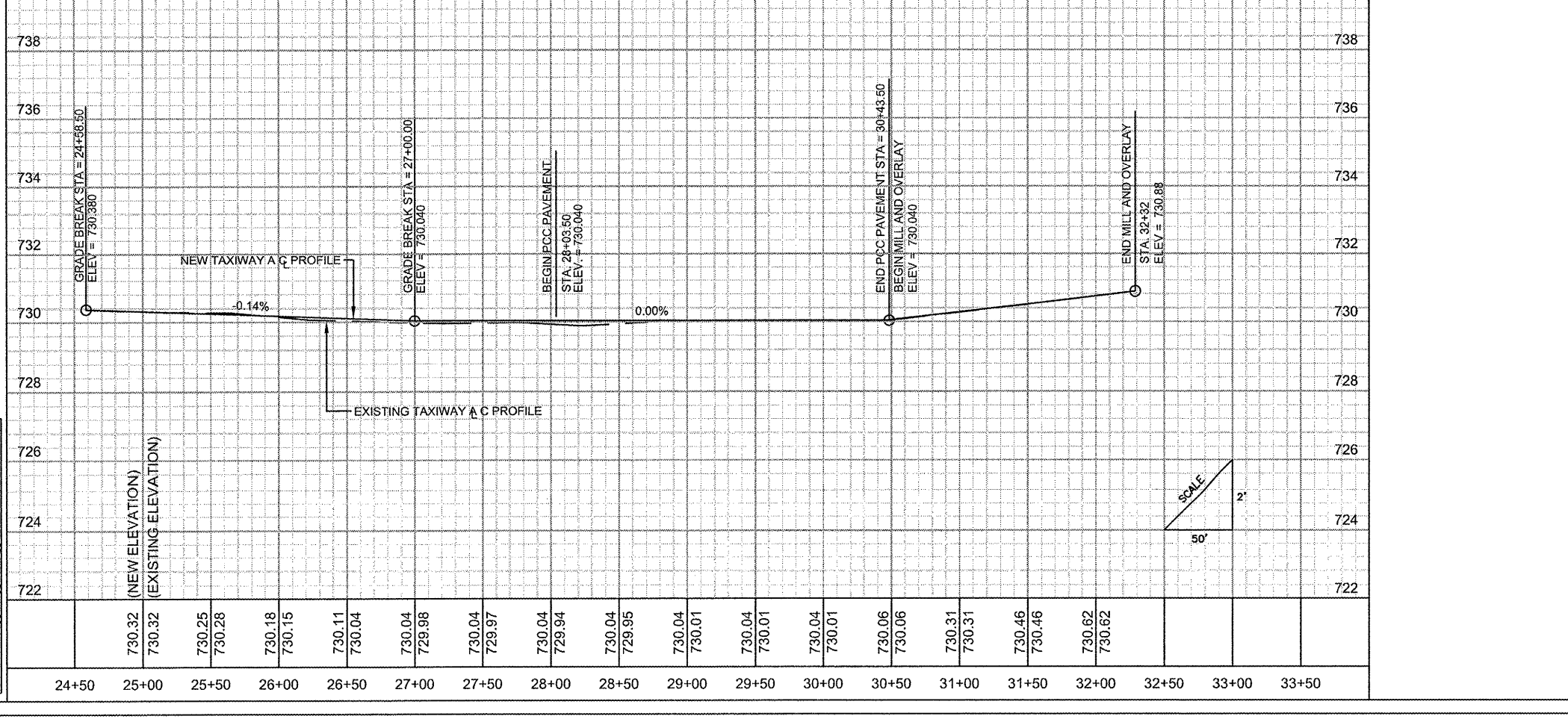
SHEET 47 OF 59 SHEETS

DATE: Monday, May 11, 2009 4:03:23 PM  
 FILE: K:\Rockford\0922804\_Rehab\_Twy\_B\_South\_Ph2\Draw\Sheets\48-1AP1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 48-1AP1  
 IMAGE FILES: I01-rd\_lap1.dwg  
 DWG: 0922804\_Rehab\_Twy\_B\_South\_Ph2.dwg



**LEGEND**

- [Pattern] NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE
- [Pattern] NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/8" AGGREGATE BASE)
- [Pattern] NEW 2" AVG. DEPTH MILL AND OVERLAY
- [Pattern] NEW LANDSCAPING (SEEDING/SOILGUARD)
- [Symbol] NEW 4" UNDERDRAIN



**RO017**  
5A

Chicago Rockford International Airport

**FLYRFD.COM**

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

**TAXIWAY A PLAN - PROFILE (1AP1)**

**48**

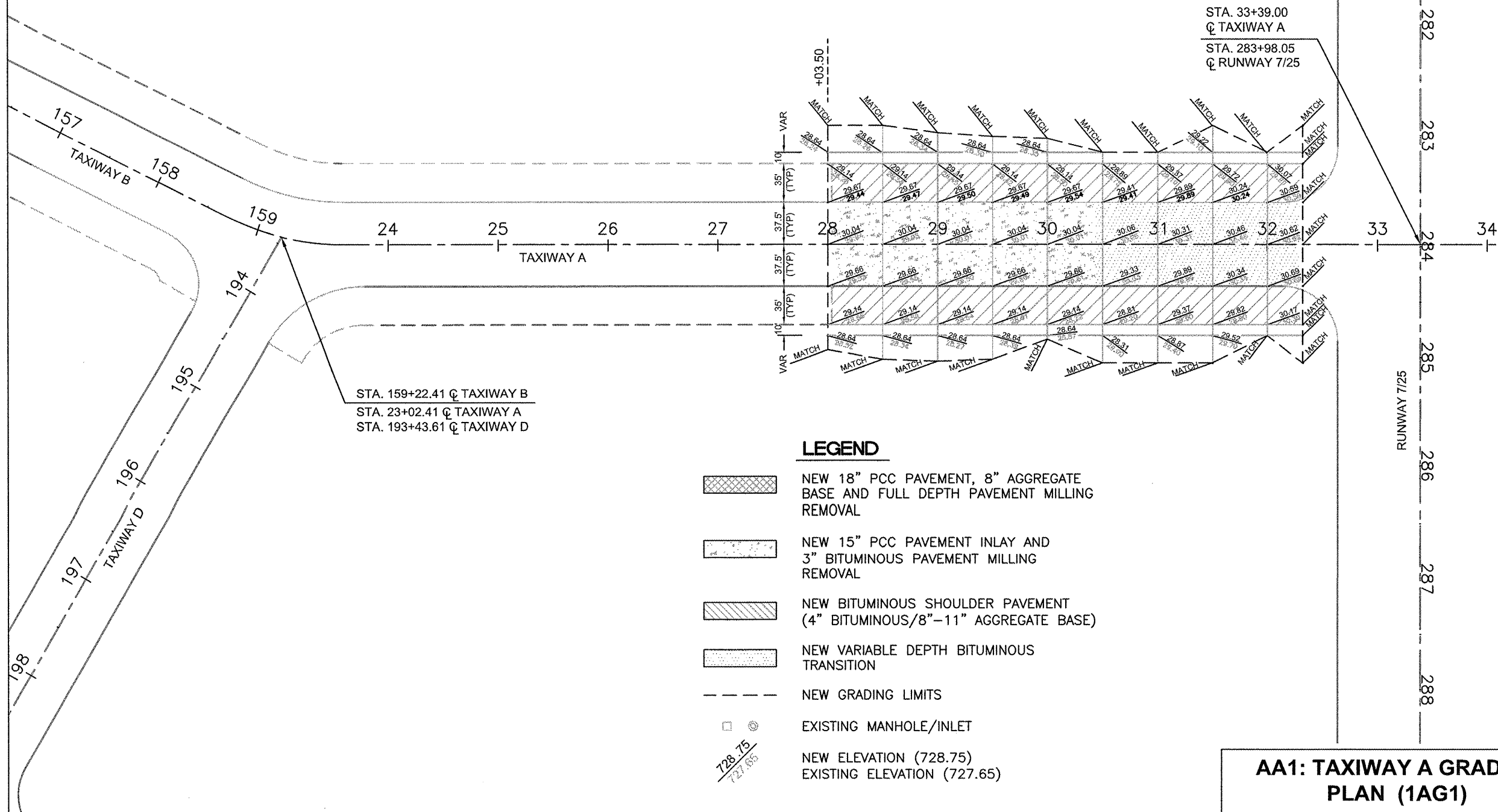
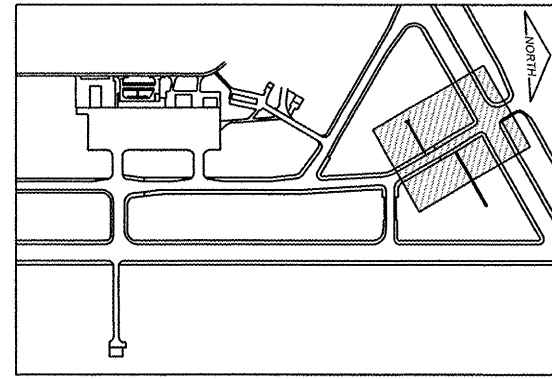
SHEET 48 OF 59 SHEETS



REF: DWG: 101\_101.dwg  
 IMAGE FILES: 101-101\_logo.jpg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 49-1AG1  
 DATE: Monday, May 11, 2009 4:03:32 PM  
 FILE: K:\Rockford\0925804\_Rehab\_Twy\_B\_South\_Phase\Draw\_Sheets\49-1AG1.dwg

**NOTE**

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



STA. 33+39.00  
 @ TAXIWAY A  
 STA. 283+98.05  
 @ RUNWAY 7/25

STA. 159+22.41 @ TAXIWAY B  
 STA. 23+02.41 @ TAXIWAY A  
 STA. 193+43.61 @ TAXIWAY D

**LEGEND**

- NEW 18" PCC PAVEMENT, 8" AGGREGATE BASE AND FULL DEPTH PAVEMENT MILLING REMOVAL
- NEW 15" PCC PAVEMENT INLAY AND 3" BITUMINOUS PAVEMENT MILLING REMOVAL
- NEW BITUMINOUS SHOULDER PAVEMENT (4" BITUMINOUS/8"-11" AGGREGATE BASE)
- NEW VARIABLE DEPTH BITUMINOUS TRANSITION
- NEW GRADING LIMITS
- EXISTING MANHOLE/INLET
- NEW ELEVATION (728.75)  
EXISTING ELEVATION (727.65)

**AA1: TAXIWAY A GRADING PLAN (1AG1)**

**RO017**  
5A



Chicago Rockford  
International  
Airport

**FLYRFD.COM**  
Chicago Rockford IL 61061

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

**REHAB. TWY B SOUTH  
PHASE 2**

Revisions

Date	Description

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

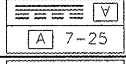

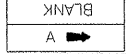
DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**TAXIWAY A  
GRADING  
PLAN (1AG1)**

**49**



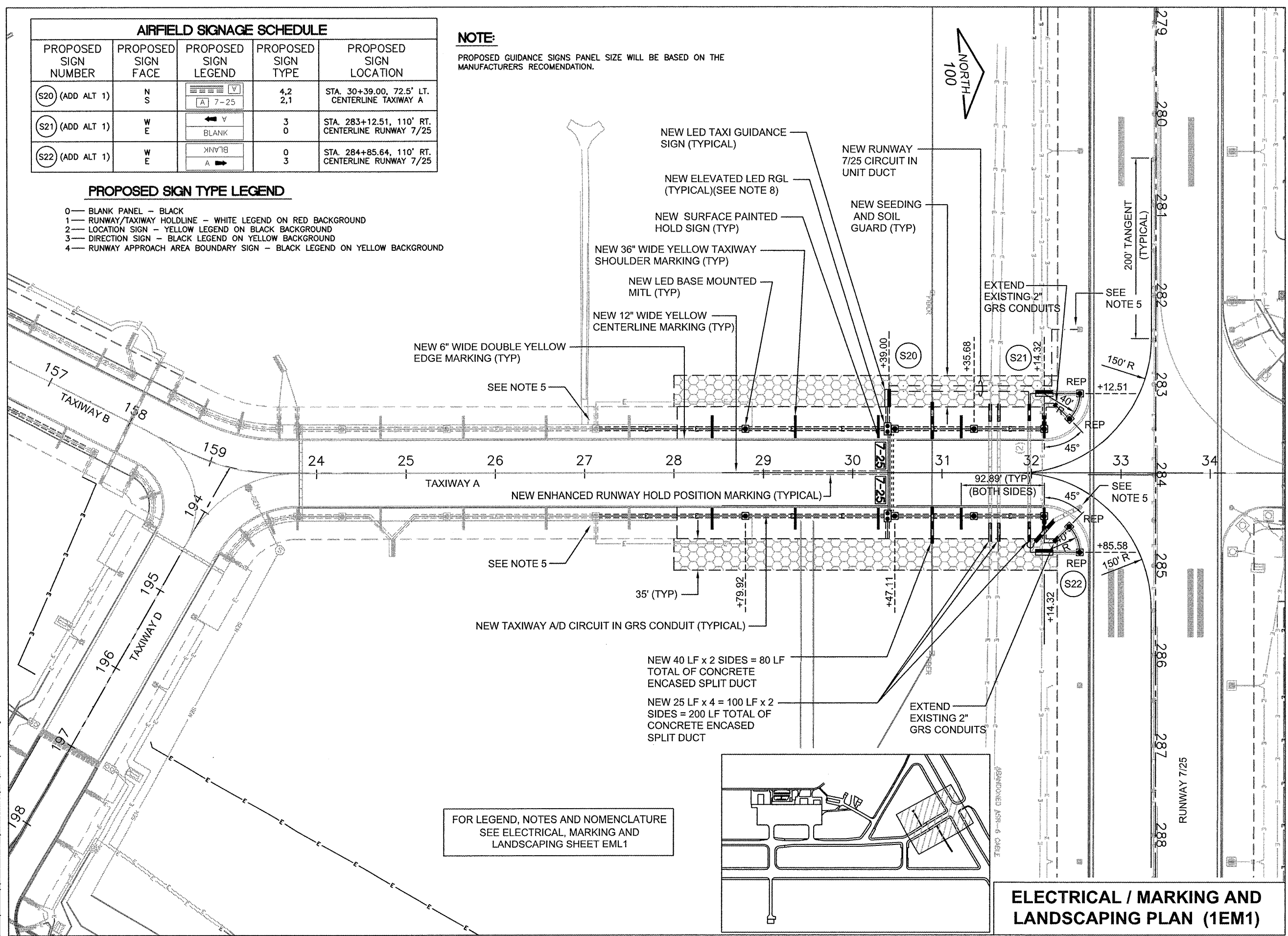
DATE: Monday, May 11, 2009 4:03:52 PM  
 FILE: K:\Rockford\09258\Rehab\_Twy\_B\_South\_Phase\Draw\_Sheets\51-1EM1.dwg  
 MAKE FILES: 101-TD\_Logo.jpg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 51-1EM1

AIRFIELD SIGNAGE SCHEDULE				
PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION
S20 (ADD ALT 1)	N S		4,2 2,1	STA. 30+39.00, 72.5' LT. CENTERLINE TAXIWAY A
S21 (ADD ALT 1)	W E		3 0	STA. 283+12.51, 110' RT. CENTERLINE RUNWAY 7/25
S22 (ADD ALT 1)	W E		0 3	STA. 284+85.64, 110' RT. CENTERLINE RUNWAY 7/25

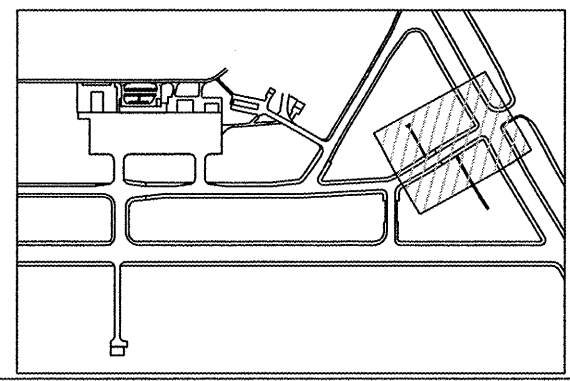
**NOTE:**  
 PROPOSED GUIDANCE SIGNS PANEL SIZE WILL BE BASED ON THE MANUFACTURERS RECOMMENDATION.

**PROPOSED SIGN TYPE LEGEND**

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




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



**ELECTRICAL / MARKING AND LANDSCAPING PLAN (1EM1)**

**RO017**  
 5A



Chicago Rockford International Airport

**FLYRFD.COM**

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

REHAB. TWY B SOUTH  
 PHASE 2

Revisions	
Date	Description

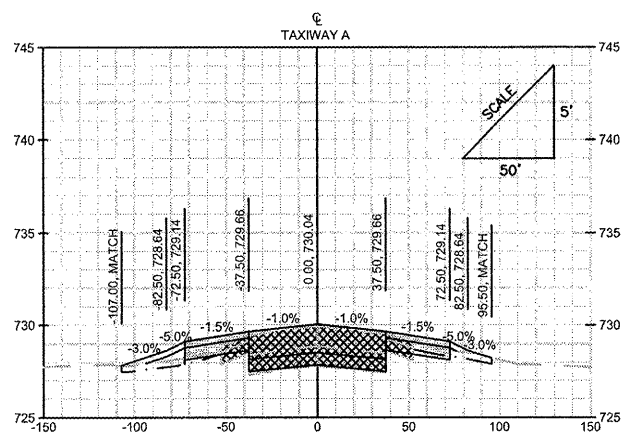
0 1  
 THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

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

**ELECTR. - MRKG. - LANDSC. PLAN (1EM1)**

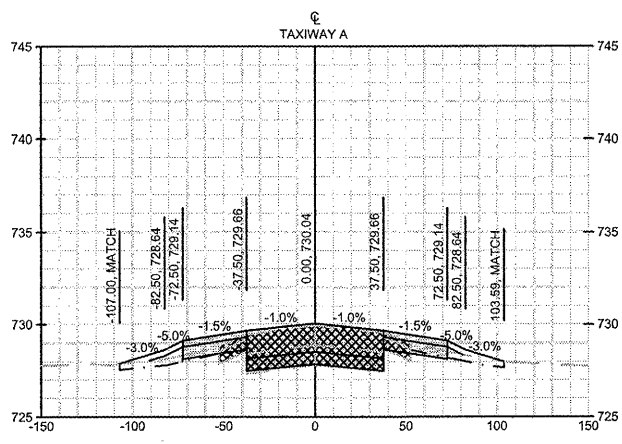
**51**

SHEET 51 OF 59 SHEETS



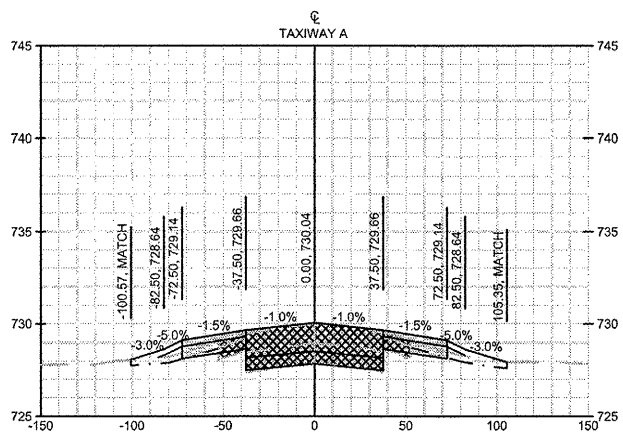
**28+00.00**

TOPSOIL STRIPPING	= 33	SF
UNCLASSIFIED EXCAVATION	= 99	SF
EMBANKMENT FILL	= 8	SF
SHOULDER FILL	= 17	SF
TOPSOIL PLACEMENT	= 13	SF



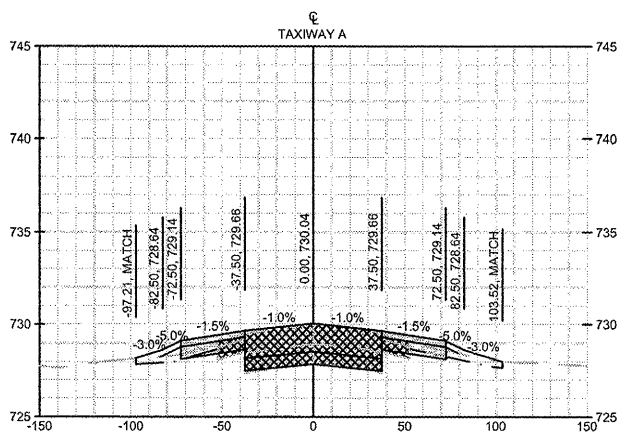
**28+50.00**

TOPSOIL STRIPPING	= 36	SF
UNCLASSIFIED EXCAVATION	= 98	SF
EMBANKMENT FILL	= 4	SF
SHOULDER FILL	= 26	SF
TOPSOIL PLACEMENT	= 13	SF



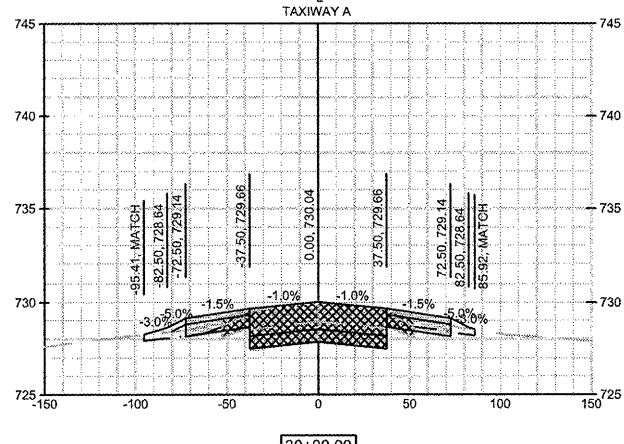
**29+00.00**

TOPSOIL STRIPPING	= 35	SF
UNCLASSIFIED EXCAVATION	= 107	SF
EMBANKMENT FILL	= 5	SF
SHOULDER FILL	= 25	SF
TOPSOIL PLACEMENT	= 14	SF



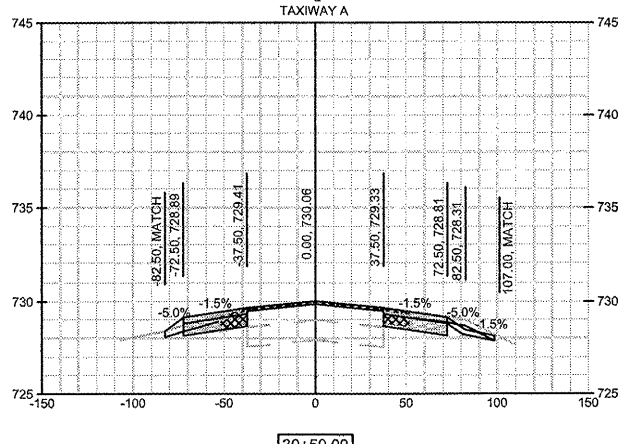
**29+50.00**

TOPSOIL STRIPPING	= 33	SF
UNCLASSIFIED EXCAVATION	= 105	SF
EMBANKMENT FILL	= 6	SF
SHOULDER FILL	= 21	SF
TOPSOIL PLACEMENT	= 13	SF



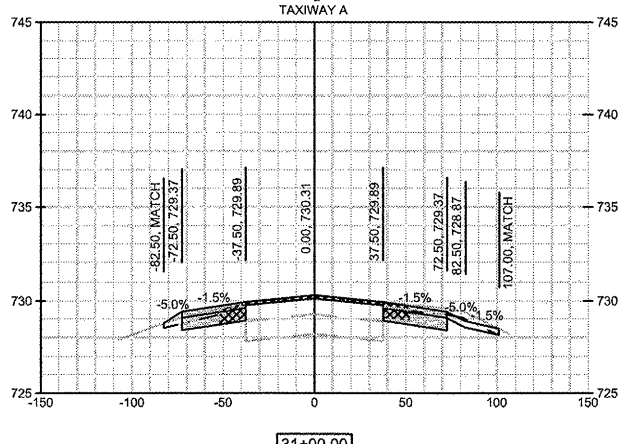
**30+00.00**

TOPSOIL STRIPPING	= 28	SF
UNCLASSIFIED EXCAVATION	= 106	SF
EMBANKMENT FILL	= 5	SF
SHOULDER FILL	= 14	SF
TOPSOIL PLACEMENT	= 9	SF



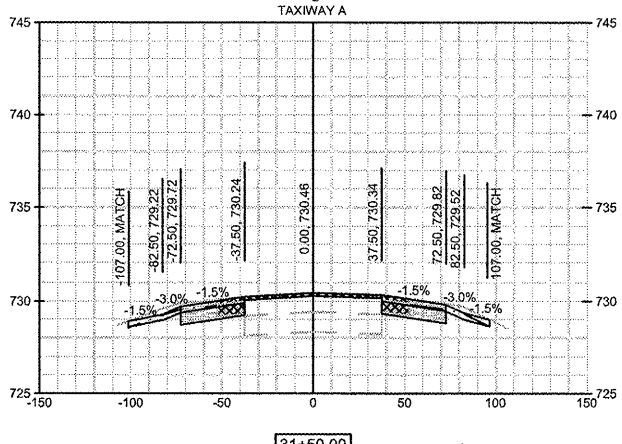
**30+50.00**

TOPSOIL STRIPPING	= 18	SF
UNCLASSIFIED EXCAVATION	= 50	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 4	SF
TOPSOIL PLACEMENT	= 12	SF



**31+00.00**

TOPSOIL STRIPPING	= 27	SF
UNCLASSIFIED EXCAVATION	= 55	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 4	SF
TOPSOIL PLACEMENT	= 11	SF



**31+50.00**

TOPSOIL STRIPPING	= 33	SF
UNCLASSIFIED EXCAVATION	= 63	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 18	SF

**RO017**  
5A



Chicago Rockford International Airport

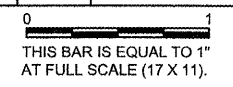


ROCKFORD, ILLINOIS  
GREATER ROCKFORD AIRPORT AUTHORITY  
3-17-0088-XX  
RFD-3909

REHAB. TWY B SOUTH  
PHASE 2

Revisions

Date	Description



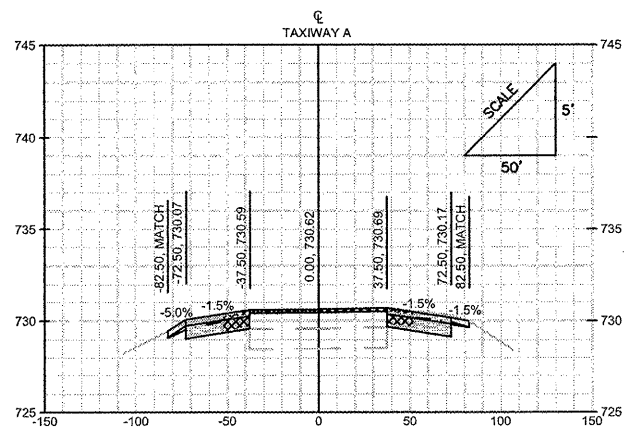
DESIGN BY:	CMT-ARR
DRAWN BY:	CMT-ARR
CHECKED BY:	CMT-ARR
APPROVED BY:	CMT-RFD
DATE:	5/8/2009
JOB No:	09258-04-00

CROSS SECTIONS  
(1XS1)

AA1: CROSS SECTIONS - 1  
TXY A (1XS1)

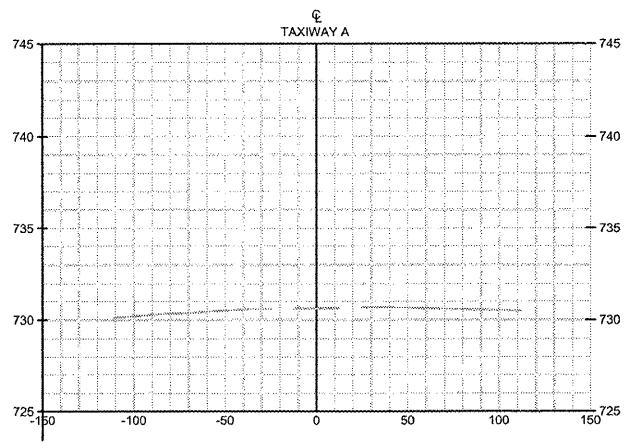


DATE: Monday, May 11, 2009 4:04:10 PM  
 FILE: K:\Rockford\092504\_Rehab\_Twy B South Pln\Drawn\Sheet\09-53-1XS2-2.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 53-1XS2  
 Ed:\roboj\p1-101\_SOUTH\_EBYW



**32+00.00**

TOPSOIL STRIPPING	= 21	SF
UNCLASSIFIED EXCAVATION	= 50	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 1	SF
TOPSOIL PLACEMENT	= 7	SF



**32+32.00**

TOPSOIL STRIPPING	= 0	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 0	SF

**R0017**  
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

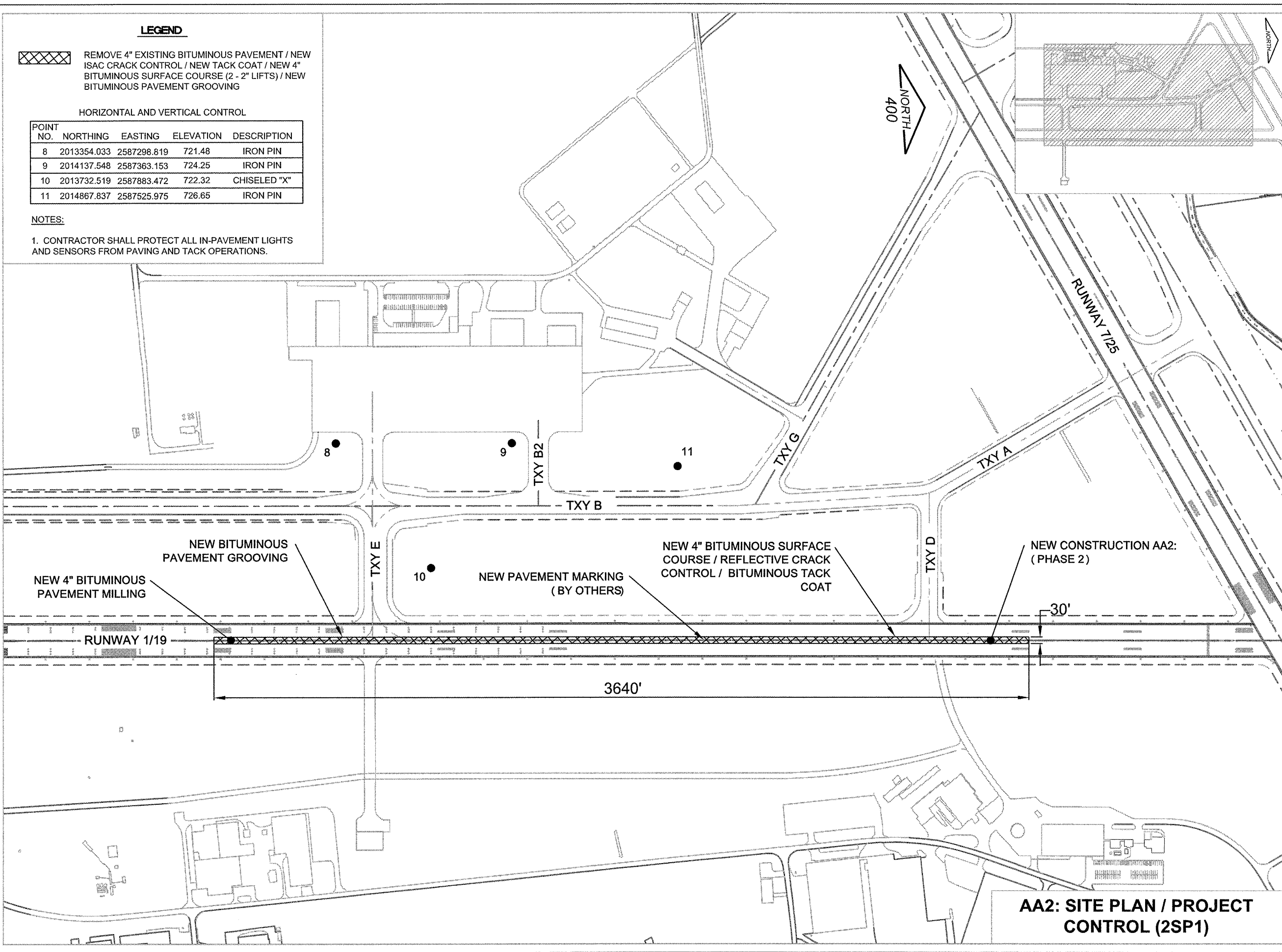
**CROSS  
SECTION - 2  
(1XS2)**

**53**

SHEET 53 OF 59 SHEETS

**AA1: CROSS SECTIONS - 2  
TXY A (1XS2)**

DATE: Monday, May 11, 2009 4:04:20 PM  
 FILE: K:\Rockford\092558\Rehab\_Twy B South\_Ph2\Draw Sheets\54-2SP1.dwg  
 UPDATE BY: Jeremy Linkle  
 LAYOUT: 54-2SP1  
 IMAGE FILES: 01-SETUP.rvt  
 SMC:\09-09-dwg  
 SMC:\09-09-dwg  
 SMC:\09-09-dwg



**R0017**  
5A



Chicago Rockford International Airport



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

REHAB. TWY B SOUTH  
 PHASE 2

Revisions

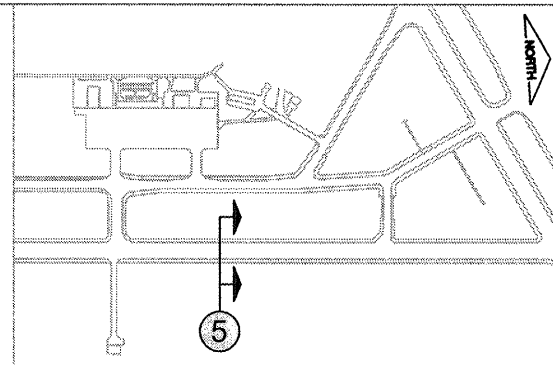
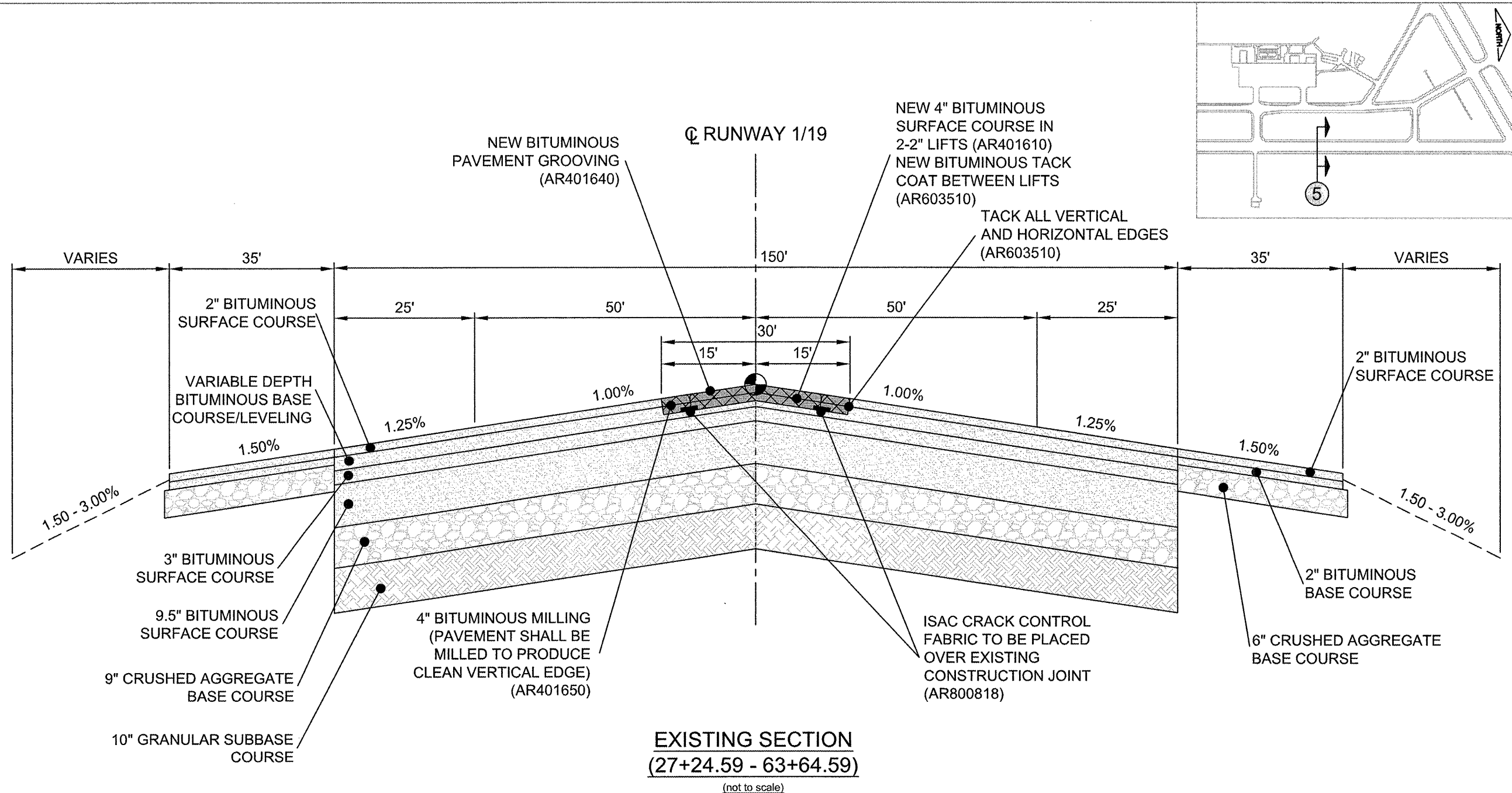
Date	Description

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

**SITE PLAN - PROJECT CONTROL (2SP1)**

**54**



**RO017**  
5A



Chicago Rockford  
International  
Airport

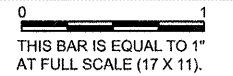


ROCKFORD, ILLINOIS  
GREATER ROCKFORD  
AIRPORT AUTHORITY  
3-17-0088-XX  
RFD-3909

REHAB. TWY B SOUTH  
PHASE 2

Revisions

Date	Description

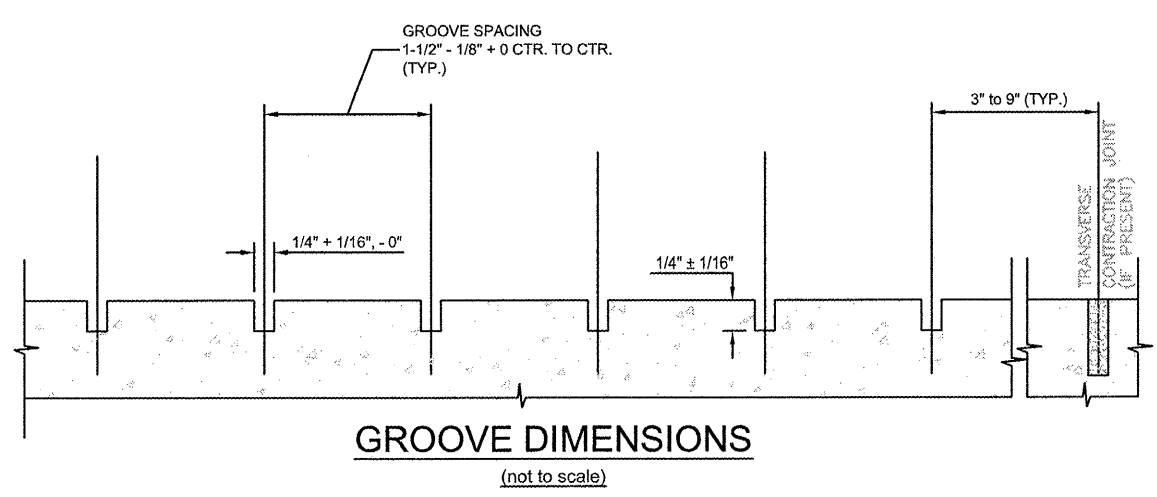


DESIGN BY:	CMT-ARR
DRAWN BY:	CMT-ARR
CHECKED BY:	CMT-ARR
APPROVED BY:	CMT-RFD
DATE:	5/8/2009
JOB No:	09258-04-00

**TYPICAL  
SECTIONS AND  
DTLS. (2TY1)**

**55**

SHEET 55 OF 59 SHEETS

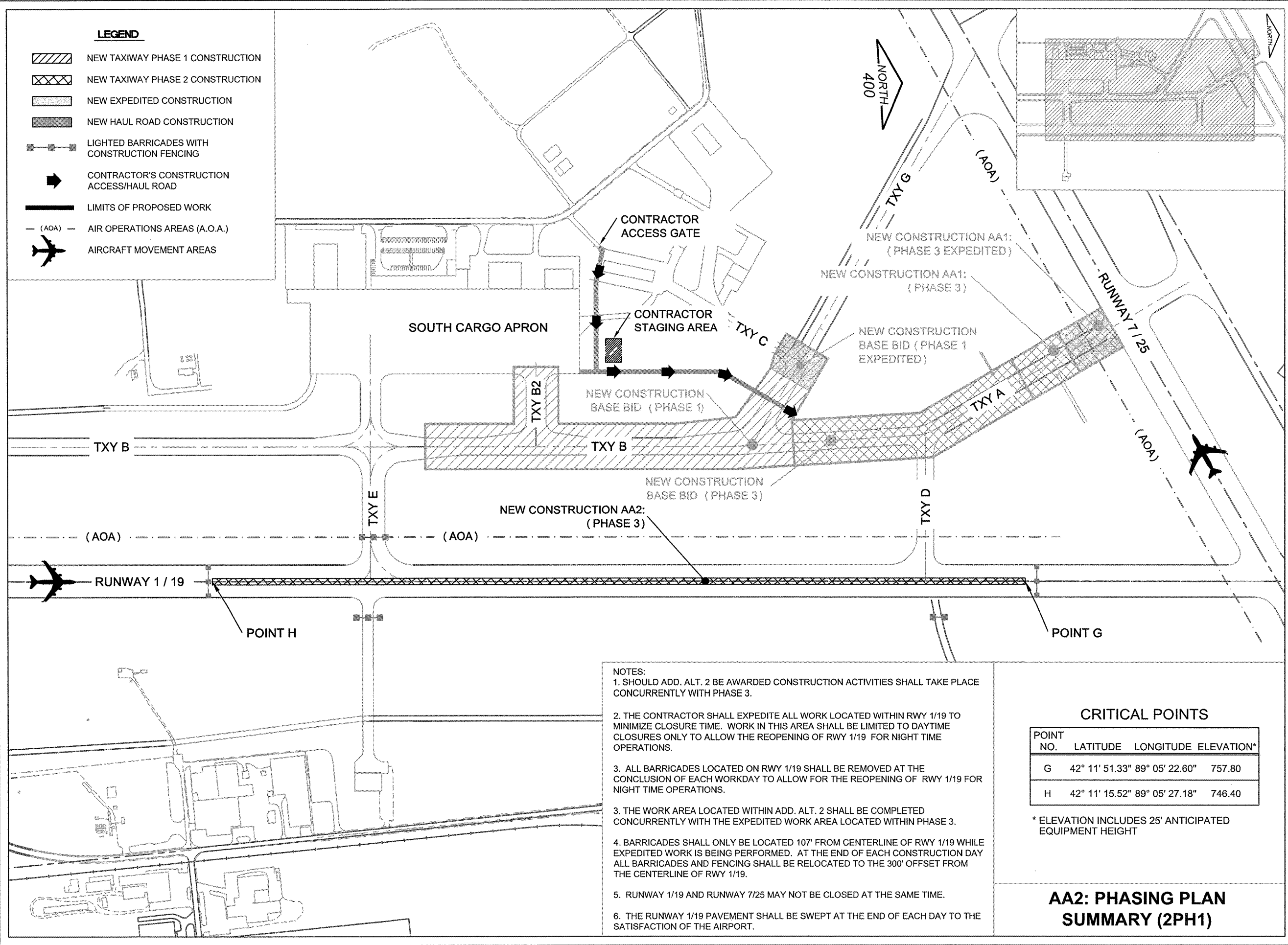


**GROOVING NOTES**

1. TRANSVERSE CONTRACTION JOINT SPACING IS AS SHOWN ON THE PLANS.
2. GROOVING SHALL BE CONTINUOUS ACROSS LONGITUDINAL JOINTS.
3. SUCCESSIVE PASSES OF GROOVING MACHINE SHALL NOT OVERLAP.
4. GROOVES SHALL NOT CONTINUE THROUGH LONGITUDINAL OR DIAGONAL SAW KERFS (IF PRESENT) WHERE LIGHTING CABLES ARE INSTALLED.
5. EXTREME CARE SHOULD BE TAKEN WHEN GROOVING NEAR IN-PAVEMENT LIGHT FIXTURES. GROOVES SHALL BE SAWED NO CLOSER THAN 6" AND NO MORE THAN 18" FROM SUCH FACILITIES.
6. CLEANUP OF WASTE MATERIAL SHALL BE CONTINUOUS AND TIMELY DURING THE GROOVING OPERATION. WASTE MATERIAL SHALL BE DISPOSED OF BY THE USE OF A VACUUM PICK-UP SWEEPER AND SHALL BE DISPOSED OF OFF OF AIRPORT PROPERTY.
7. EXTREME CARE SHOULD BE TAKEN WHEN GROOVING NEAR PAVEMENT SENSOR FIXTURES. GROOVES SHALL BE SAWED NO CLOSER THAN 6" AND NO MORE THAN 18" FROM SUCH FACILITIES.

**AA2: TYPICAL SECTIONS AND  
DETAILS (2TY1)**

DATE: Monday, May 11, 2009 4:04:40 PM  
 FILE: K:\Rockford\0925804 Rehab\_Twy\_B\_South\_Ph1\Draw\_Sheets\56-2PH1.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 56-2PH1  
 IMAGE FILES: 101-ffd\_logo.jpg  
 BMAP: 001\_Etopo3000.dwg



**NOTES:**  
 1. SHOULD ADD. ALT. 2 BE AWARDED CONSTRUCTION ACTIVITIES SHALL TAKE PLACE CONCURRENTLY WITH PHASE 3.  
 2. THE CONTRACTOR SHALL EXPEDITE ALL WORK LOCATED WITHIN RWY 1/19 TO MINIMIZE CLOSURE TIME. WORK IN THIS AREA SHALL BE LIMITED TO DAYTIME CLOSURES ONLY TO ALLOW THE REOPENING OF RWY 1/19 FOR NIGHT TIME OPERATIONS.  
 3. ALL BARRICADES LOCATED ON RWY 1/19 SHALL BE REMOVED AT THE CONCLUSION OF EACH WORKDAY TO ALLOW FOR THE REOPENING OF RWY 1/19 FOR NIGHT TIME OPERATIONS.  
 3. THE WORK AREA LOCATED WITHIN ADD. ALT. 2 SHALL BE COMPLETED CONCURRENTLY WITH THE EXPEDITED WORK AREA LOCATED WITHIN PHASE 3.  
 4. BARRICADES SHALL ONLY BE LOCATED 107' FROM CENTERLINE OF RWY 1/19 WHILE EXPEDITED WORK IS BEING PERFORMED. AT THE END OF EACH CONSTRUCTION DAY ALL BARRICADES AND FENCING SHALL BE RELOCATED TO THE 300' OFFSET FROM THE CENTERLINE OF RWY 1/19.  
 5. RUNWAY 1/19 AND RUNWAY 7/25 MAY NOT BE CLOSED AT THE SAME TIME.  
 6. THE RUNWAY 1/19 PAVEMENT SHALL BE SWEEPED AT THE END OF EACH DAY TO THE SATISFACTION OF THE AIRPORT.

**CRITICAL POINTS**

POINT NO.	LATITUDE	LONGITUDE	ELEVATION*
G	42° 11' 51.33"	89° 05' 22.60"	757.80
H	42° 11' 15.52"	89° 05' 27.18"	746.40

\* ELEVATION INCLUDES 25' ANTICIPATED EQUIPMENT HEIGHT

**AA2: PHASING PLAN SUMMARY (2PH1)**

**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

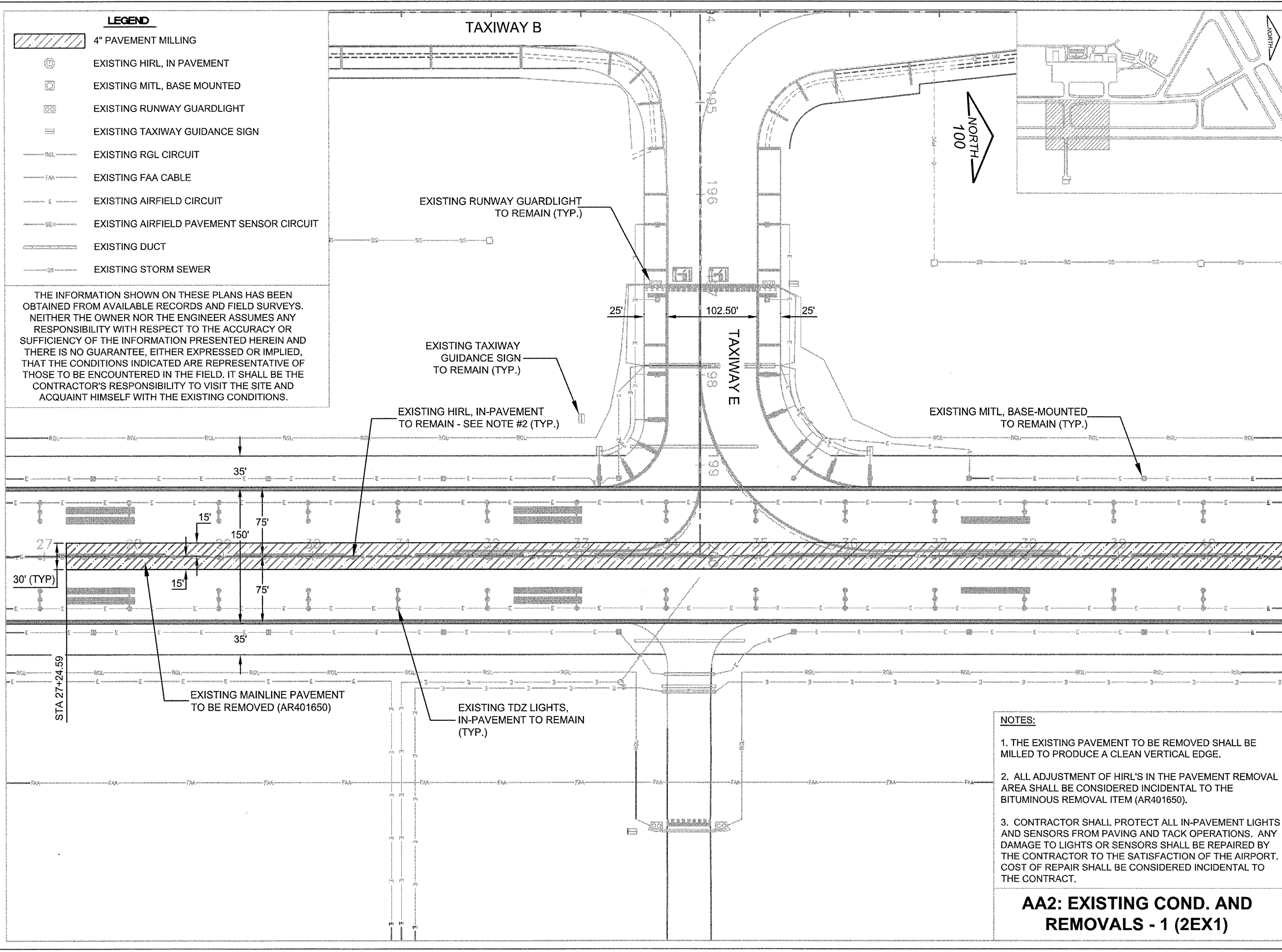
0 1  
 THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

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 SUMMARY (2PH1)**



DATE: Monday, May 11, 2009 4:04:54 PM  
 FILE: K:\Rockford\092504\_Rehab\_Twy\_B\_South\_Ph2\Draw\Sheet\57-59-2EX1-3.dwg  
 UPDATE BY: Jeremy Link  
 LAYOUT: 57-2EX1  
 IMAGE FILES: 01-fid\_fld.jpg  
 DWG: 01-01-14-14.jpg  
 XREF: DWG: 01-01-14-14.jpg



**RO017**  
5A

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

Chicago Rockford International Airport

**FLYRFD.COM**

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).

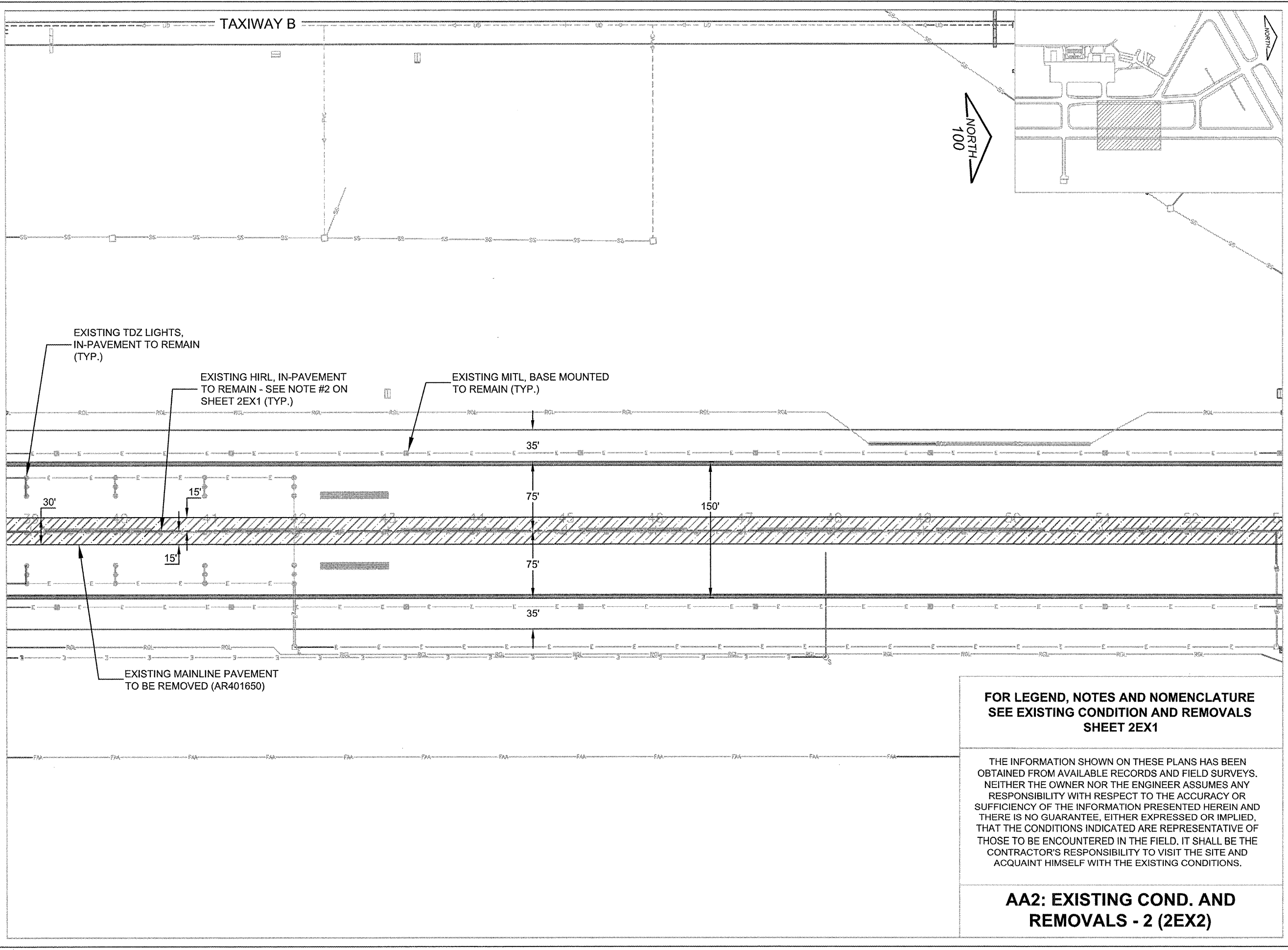
DESIGN BY: CMT-ARR  
 DRAWN BY: CMT-ARR  
 CHECKED BY: CMT-ARR  
 APPROVED BY: CMT-RFD  
 DATE: 5/8/2009  
 JOB No: 09258-04-00

**EXISTING COND. AND REMOVALS - 1 (2EX1)**

**57**

SHEET 57 OF 59 SHEETS

DATE: Monday, May 11, 2009 4:05:03 PM  
 FILE: K:\Rockford\092584\_Rehab\_Twy\_B\_South\_Ph2\Drawings\57-58-2EX1-3.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: 58-2EX2  
 REF DWG: 58-2EX1  
 XREF DWG: 58-2EX1, 58-2EX2, 58-2EX3, 58-2EX4, 58-2EX5, 58-2EX6, 58-2EX7, 58-2EX8, 58-2EX9, 58-2EX10, 58-2EX11, 58-2EX12, 58-2EX13, 58-2EX14, 58-2EX15, 58-2EX16, 58-2EX17, 58-2EX18, 58-2EX19, 58-2EX20, 58-2EX21, 58-2EX22, 58-2EX23, 58-2EX24, 58-2EX25, 58-2EX26, 58-2EX27, 58-2EX28, 58-2EX29, 58-2EX30, 58-2EX31, 58-2EX32, 58-2EX33, 58-2EX34, 58-2EX35, 58-2EX36, 58-2EX37, 58-2EX38, 58-2EX39, 58-2EX40, 58-2EX41, 58-2EX42, 58-2EX43, 58-2EX44, 58-2EX45, 58-2EX46, 58-2EX47, 58-2EX48, 58-2EX49, 58-2EX50, 58-2EX51, 58-2EX52, 58-2EX53, 58-2EX54, 58-2EX55, 58-2EX56, 58-2EX57, 58-2EX58, 58-2EX59, 58-2EX60, 58-2EX61, 58-2EX62, 58-2EX63, 58-2EX64, 58-2EX65, 58-2EX66, 58-2EX67, 58-2EX68, 58-2EX69, 58-2EX70, 58-2EX71, 58-2EX72, 58-2EX73, 58-2EX74, 58-2EX75, 58-2EX76, 58-2EX77, 58-2EX78, 58-2EX79, 58-2EX80, 58-2EX81, 58-2EX82, 58-2EX83, 58-2EX84, 58-2EX85, 58-2EX86, 58-2EX87, 58-2EX88, 58-2EX89, 58-2EX90, 58-2EX91, 58-2EX92, 58-2EX93, 58-2EX94, 58-2EX95, 58-2EX96, 58-2EX97, 58-2EX98, 58-2EX99, 58-2EX100



**RO017**  
5A



Chicago Rockford International Airport  
**FLYRFD.COM**

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

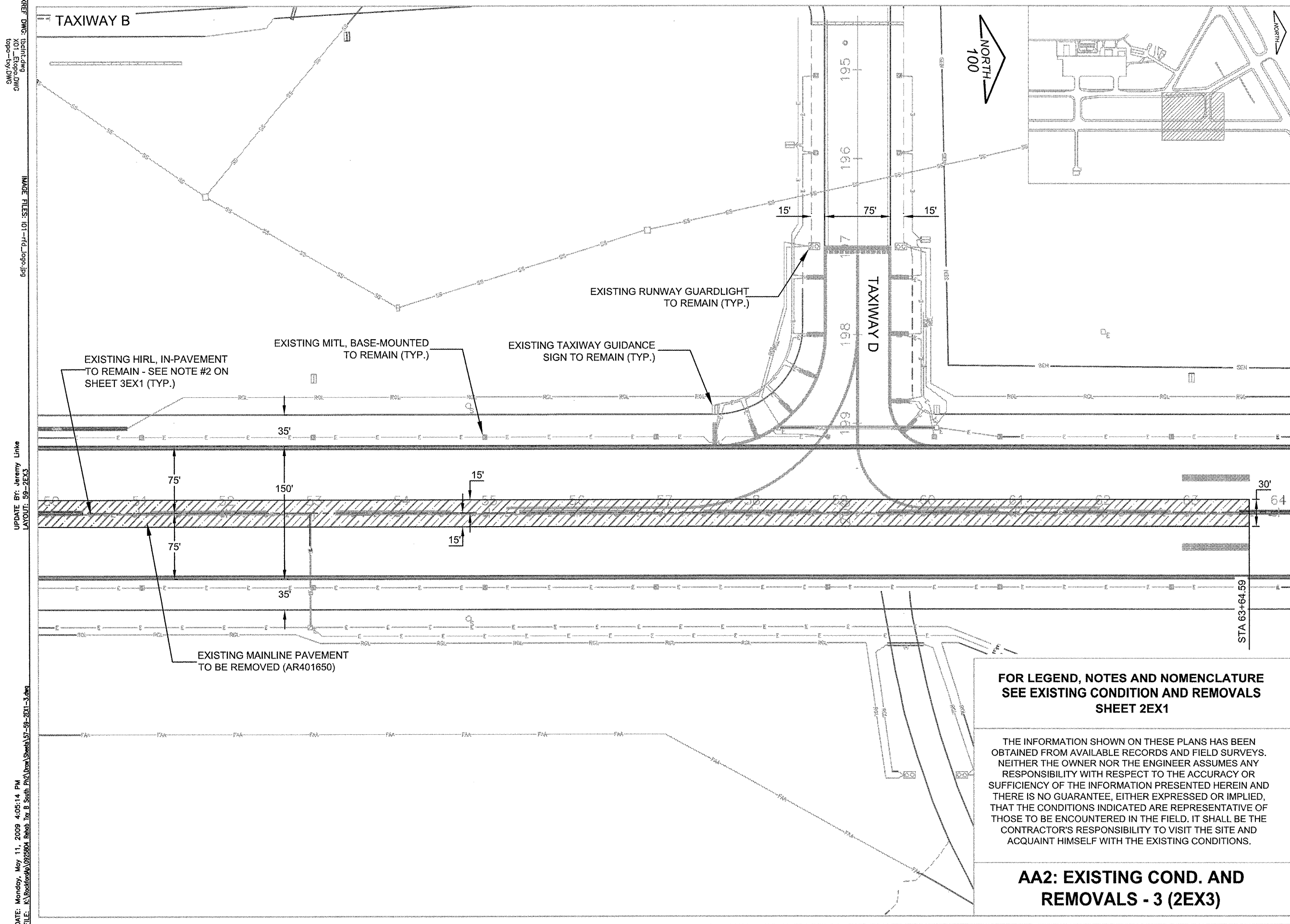
**EXISTING COND. AND REMOVALS - 2 (2EX2)**

**58**  
 SHEET 58 OF 59 SHEETS

**FOR LEGEND, NOTES AND NOMENCLATURE SEE EXISTING CONDITION AND REMOVALS SHEET 2EX1**

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.

**AA2: EXISTING COND. AND REMOVALS - 2 (2EX2)**



DATE: Monday, May 11, 2009 4:05:14 PM  
 FILE: K:\Rockford\10725904 Rehab Tax B South TWY\Draw Sheets\57-59-2EX1-3.dwg  
 UPDATE BY: Jeremy Link  
 LAYOUT: 59-2EX3  
 S:\C\10725904 Rehab Tax B South TWY\Draw Sheets\57-59-2EX1-3.dwg  
 S:\C\10725904 Rehab Tax B South TWY\Draw Sheets\57-59-2EX1-3.dwg

**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

**EXISTING COND.  
AND REMOVALS -  
3 (2EX3)**

**59**  
SHEET 59 OF 59 SHEETS

**FOR LEGEND, NOTES AND NOMENCLATURE  
SEE EXISTING CONDITION AND REMOVALS  
SHEET 2EX1**

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.

**AA2: EXISTING COND. AND  
REMOVALS - 3 (2EX3)**