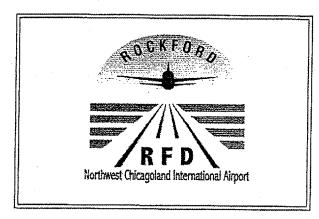
# GREATER ROCKFORD AIRPORT AUTHORITY

RO011 TOTAL SHEETS: 25



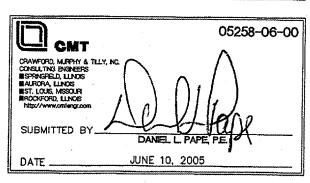
### **DESIGN INFORMATION**

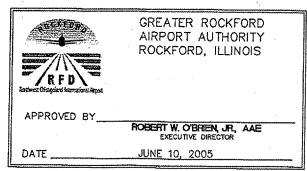
TOWNSHIP: 43 NORTH RANGE: 1 EAST WINNEBAGO COUNTY

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

MAXIMUM EQUIPMENT HEIGHT = 25 FEET







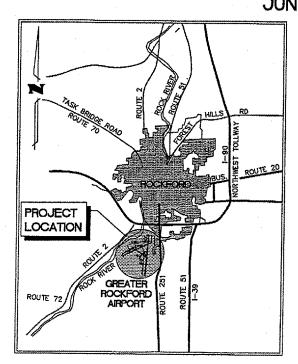
# ROCKFORD, ILLINOIS

CONSTRUCTION PLANS FOR GREATER ROCKFORD AIRPORT

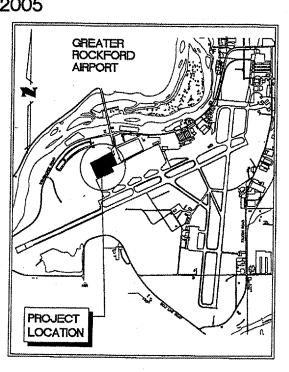
## EXPAND NW AIR CARGO APRON AND SITEWORK (CONTRACT 2) (PAVING, DRAINAGE AND UTILITIES)

FINAL SUBMITTAL

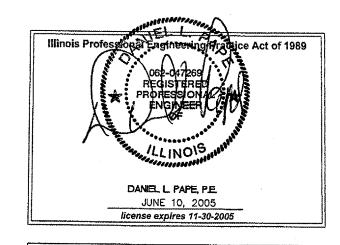
RFD-3507 AIP PROJ.: 3-18-0088-XX JUNE 10, 2005



LOCATION MAP



SITE PLAN



#### INDEX TO SHEETS:

- COVER SHEET (CVR1)
- SUMMARY OF QUANTITIES (QTY1)
- SITE PLAN (SPL1)
- 4. TYPICAL SECTION (TYP1)
- EXISTING CONDITIONS AND REMOVALS (ECN1)
- 6. CONSTRUCTION PHASING PLAN, FENCING AND EROSION CONTROL (CPP1)
- 7. CONSTRUCTION PHASING NOTES (CPN1)
- EROSION CONTROL PLAN (ERP1)
- 9. EROSION CONTROL DETAILS (ERD1)
- 10. GRADING PLAN (GRD1)
- 11. JOINTING PLAN (JNT1)
- 12. JOINTING DETAILS (JDT1)
- 13. ELECTRICAL PLAN AND DETAILS (ELP1)
- 14-16. ELECTRICAL DETAILS 1-3 (ELD 1-3)
- 17. UTILITY PLAN (UTL1)
- 18. UTILITY DETAILS (UTD1)
- 19. FENCING, MARKING AND LANDSCAPING PLAN (FML1)
- 20-21. FENCING AND GATE DETAILS (FMD1/2)
- 2. ENTRANCE ROAD PLAN AND PROFILE (RDP1)
- 23. ENTRANCE ROAD CROSS SECTION (SEC1)
- 24-25. APRON CROSS SECTIONS 1-2 (SEC2-3)

## **SUMMARY OF QUANTITIES**

SEQ.	ITEM	DESCRIPTION	UNIT	TOTAL	RECORD
NO.	NO.			EST.	TOTAL
				QUANTITY	QUANTITY
11	AR108086	1/C #6 XLP-USE	L.F.	6600	
2	AR108760	1/C #10 GROUND	L.F.	2200	
3	AR110213	3" STEEL DUCT, DIRECT BURY	L.F.	35	
4	AR110502	2-WAY CONCRETE ENCASED DUCT	L.F.	220	
5	AR110504	4-WAY CONCRETE ENCASED DUCT	L.F.	230	
6	AR150515	FIELD LABORATORY	L.S.	1	
7	AR152410	UNCLASSIFIED EXCAVATION	C.Y.	3062	
8	AR152442	OFFSITE BORROW EXCAVATION	C.Y.	835	
9	AR152540	SOIL STABILIZATION FABRIC	S.Y.	15245	
10	AR156510	SILT FENCE	L.F.	2170	
11	AR156512	BALES	EACH	25	
12	AR162410	CLASS E FENCE, VINYL - 10'	L.F.	2520	
13	AR162616	CLASS E GATE - 16'	EACH	1	
14	AR162716	ELECTRIC GATE 16'	EACH	1	
15	AR162900	REMOVE CLASS E FENCE	L.F.	60	
16	AR201610	BITUMINOUS BASE COURSE	TON	2925	
17	AR201630	BITUMINOUS BASE COURSE TEST SECTION	EACH	1	
18	AR208515	POROUS GRANULAR EMBANKMENT	C.Y.	1500	
19	AR209608	CRUSHED AGG. BASE COURSE - 8"	S.Y.	11300	
20	AR209612	CRUSHED AGG. BASE COURSE - 12"	S.Y.	3220	
21	AR209616	CRUSHED AGG. BASE COURSE - 16"	S.Y.	890	
22	AR401610	BITUMINOUS SURFACE COURSE	TON	970	
23	AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	571	***************************************
24	AR501518	18" PCC PAVEMENT	S.Y.	8830	· · · · · · · · · · · · · · · · · · ·
25	AR501530	PCC TEST BATCH	EACH	1	
26	AR501550	PCC PAVEMENT MILLING	S.Y.	830	
27	AR501900	REMOVE PCC PAVEMENT	S.Y.	40	***************************************
28	AR510515	GROUND ROD	EACH	6	
29	AR602510	BITUMINOUS PRIME COAT	GAL.	1530	
30	AR603510 BITUMINOUS TACK COAT		GAL.	2400	

SEQ.	ITEM	DESCRIPTION	UNIT	TOTAL	RECORD
NO.	NO.			EST.	TOTAL
	Y******	T		QUANTITY	QUANTITY
31	AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	3500	
32	AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	2540	
33	AR701518	18" RCP, CLASS IV	L.F.	150	
34	AR701524	24" RCP, CLASS IV	L.F.	65	
35	AR752418	PRECAST REINFORCED CONC. FES 18"	EACH	2	
36	AR752424	PRECAST REINFORCED CONC. FES 24"	EACH	2	
37	AR752518	GRATING FOR CONC. FES 18"	EACH	2	
38	AR752524	GRATING FOR CONC. FES 24"	EACH	2	
39	AR760506	6" DUCTILE IRON WATERMAIN	L.F.	50	
40	AR760508	8" DUCTILE IRON WATERMAIN	L.F.	1875	· · · · · · · · · · · · · · · · · · ·
41	AR760800	FIRE HYDRANT	EACH	5	
42	AR760830	WATER VALVE	EACH	3	
43	AR760860	TAPPING VALVE & SLEEVE	EACH	1	***************************************
44	AR800830	ELECTRICAL HANDHOLE, TYPE 1	EACH	1	
45	AR800831	ELECTRICAL HANDHOLE, TYPE 2	EACH	1	**************************************
46	AR800833	ADJUST ELECTRICAL HANDHOLE, TYPE 1	EACH	1	
47	AR800834	ADJUST ELECTRICAL HANDHOLE, TYPE 2	EACH	. 1	***************************************
48	AR800835	110' POLE W/10 FIXTURES	EACH	1	
49	AR800837	APU PIT (72" DIA.)	EACH	1	
50	AR800868	SOIL GUARD	S.Y.	19120	
51	AR901510	SEEDING	ACRE	4	·····
52	AR904520	SODDING, SALT TOLERANT	S.Y.	3865	
53	AR910200	ROADWAY SIGN	EACH	1	······································
54	AR910420	BOLLARD	EACH	12	
55	1				
56					-
57					·
58	***************************************				
59.	· · · · · · · · · · · · · · · · · · ·				
60					

**EQUIPMENT RESTRICTION LINE** 

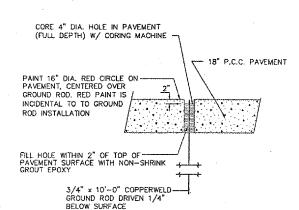
W/ 6" BLACK BORDER



R1--1

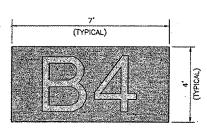
#### SIGN LEGEND NO SCALE

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



GROUND ROD DETAIL

NO SCALE

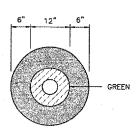


YELLOW LETTERING ON BLACK BACKGROUND LETTERS AND NUMBERS 36" TALL AND 5" THICK

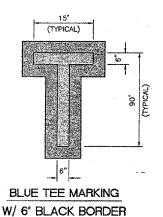
## PARKING POSITION

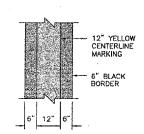
#### IDENTIFICATION

NO SCALE
CONTRACTOR TO COORDINATE
EXACT LETTERING WITH ENGINEER

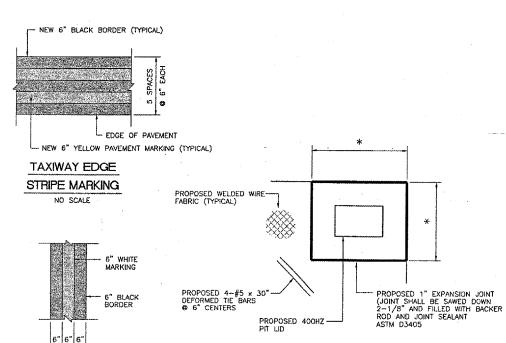


GROUND ROD MARKING
W/ 6' BLACK BORDER
NO SCALE





TAXIWAY/APRON CENTERLINE
MARKING W/ 6° BLACK BORDER



APRON PAVEMENT BLOCKOUT DETAIL (HANDHOLE)

NO SCALE

\* DIMENSIONS OF BLOCKOUT TO BE FIELD DETERMINED BY THE RESIDENT ENGINEER

**RO011** 





Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-3507

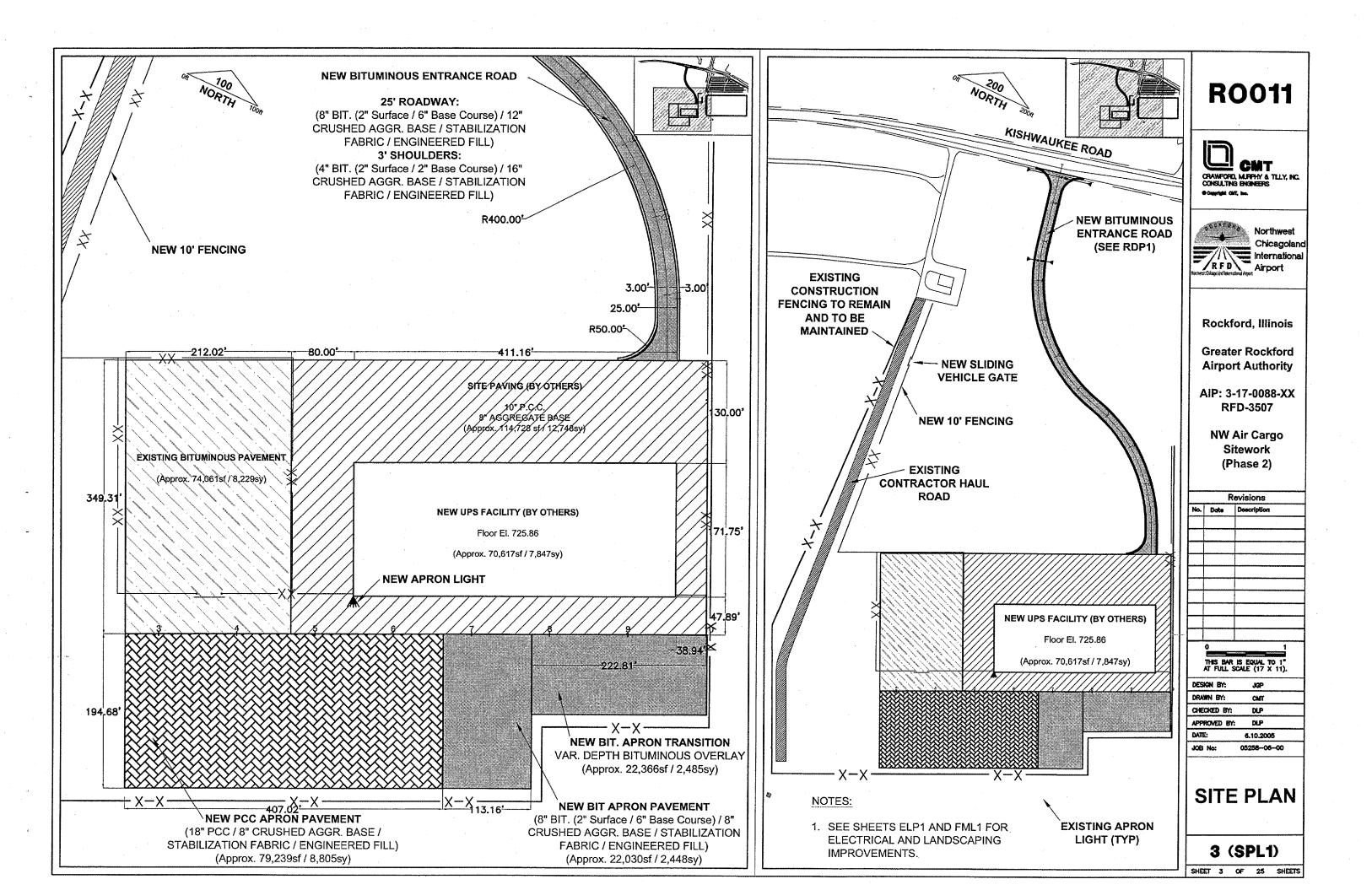
NW Air Cargo Sitework (Phase 2)

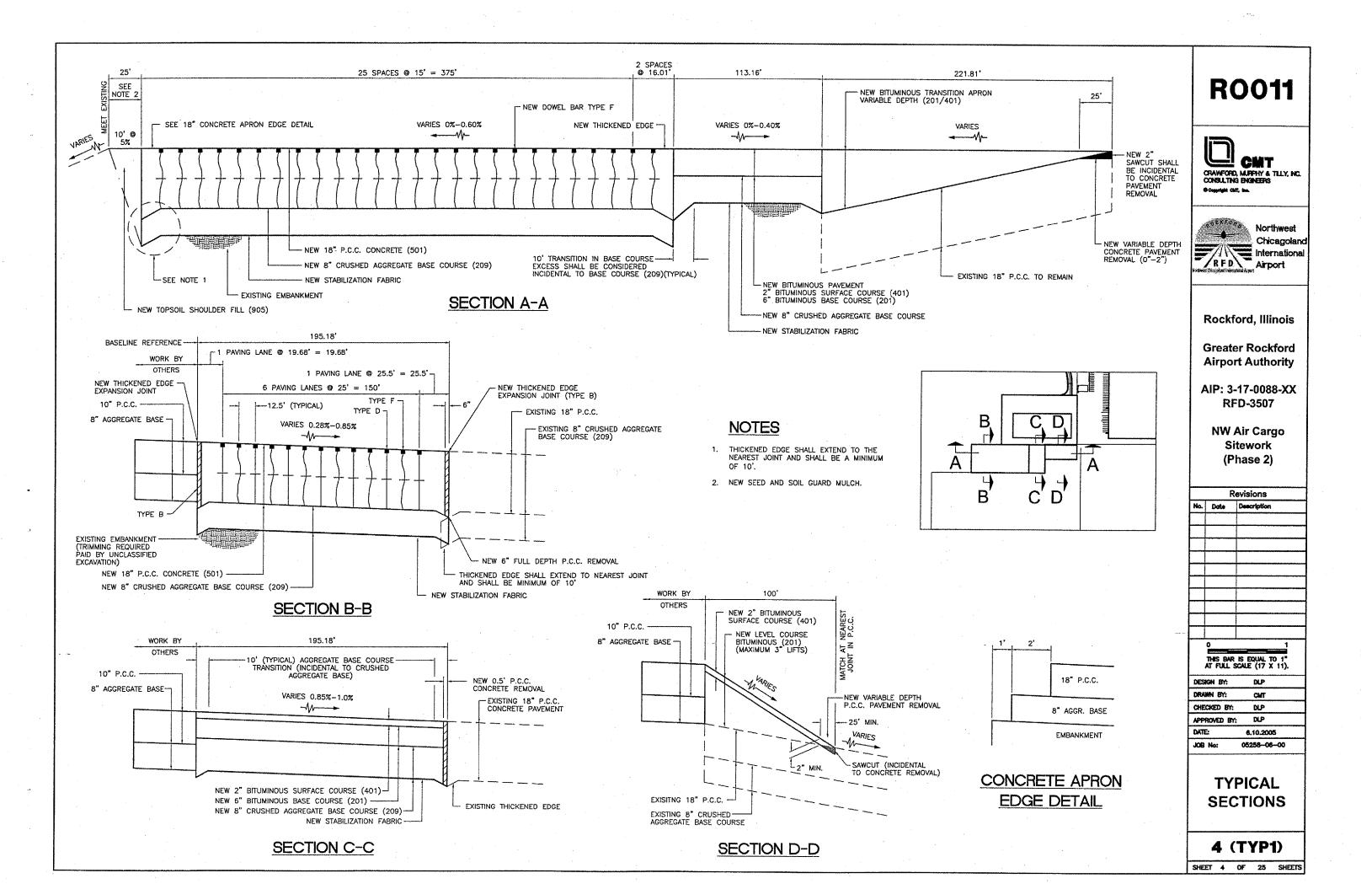
	Revisions		
No.	Date	Description	
	•		
0		1	
	THIS BAR AT FULL S	IS EQUAL TO 1" SCALE (17 X 11).	
DES	IGN BY:	AGJ	
DRA	DRAWN BY: CMT		
CHECKED BY: AGJ			
APPROVED BY: JGP			
DATE	DATE: 6.10.2005		
JOB No: 05258-06-00			

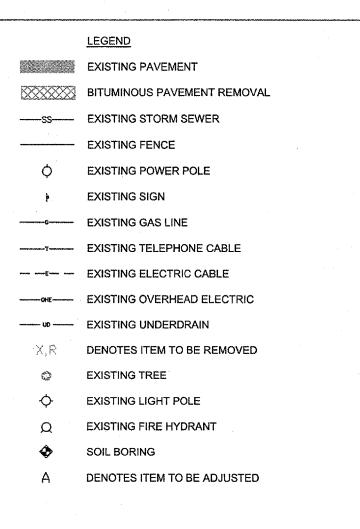
## SUMMARY OF QUANTITIES

2 (QTY1)

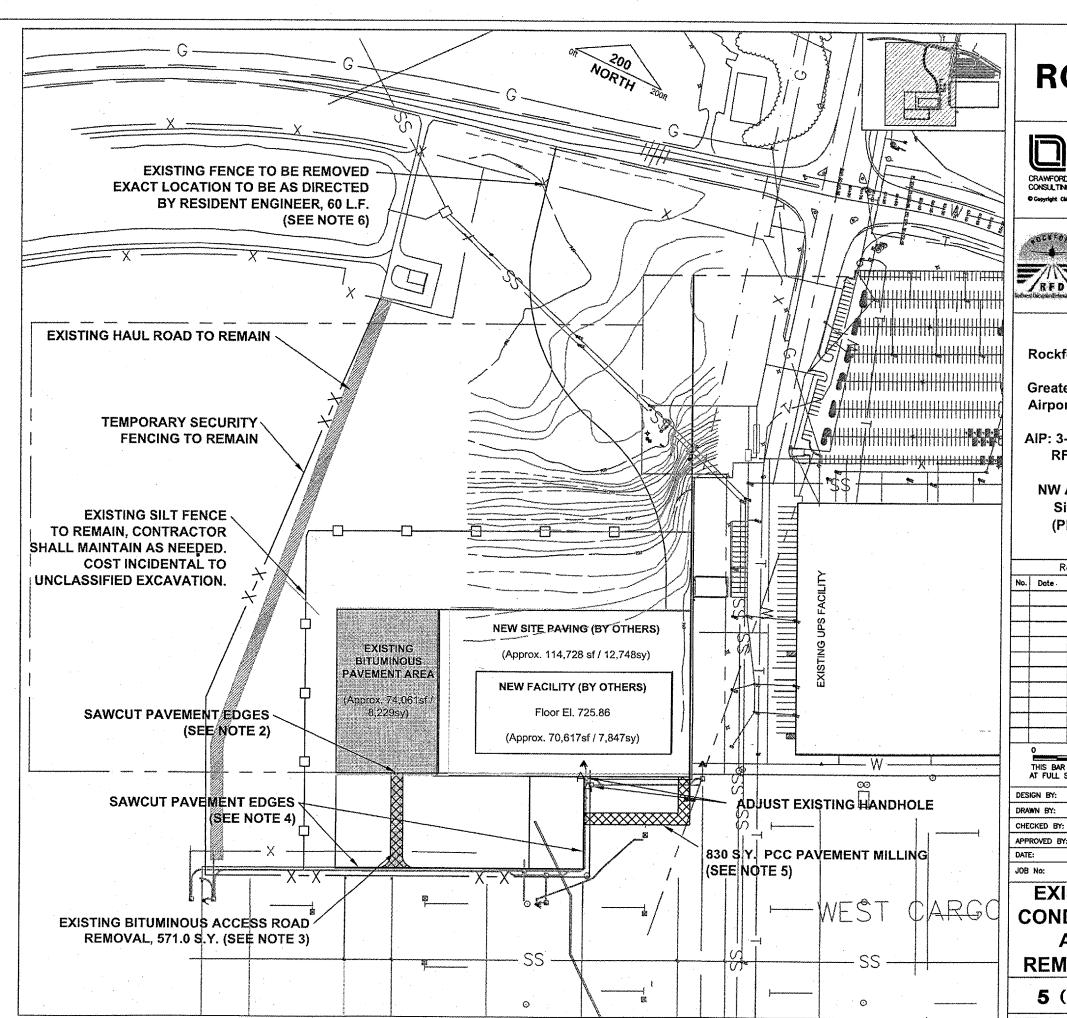
SHEET 2 OF 25 SHEETS







- 1. THE INFORMATION SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.
- 2. THE BITUMINOUS PAVEMENT TO BE REMOVED SHALL BE SAWCUT FULL DEPTH PRIOR TO REMOVAL. COST SHALL BE CONSIDERED INCIDENTAL TO THE PAVEMENT REMOVAL ITEM.
- 3. THE BITUMINOUS ACCESS ROAD TO BE REMOVED SHALL REMAIN IN PLACE UNTIL AN APPROVED CONCRETE PAVING SCHEDULE HAS BEEN RECIEVED. ACCESS TO THE CONTAINER STORAGE AREA SHALL BE MAINTAINED THROUGHOUT THE PROJECT AT NO ADDITIONAL COST TO THE CONTRACT.
- 4. EXISTING PCC PAVEMENT REMOVAL SAWCUT FULL DEPTH, 6" WIDE PRIOR TO PAVING.
- 5. PCC PAVEMENT MILLING, 2" TO  $\frac{1}{2}$ ", 25' WIDE. THE CONTRACTOR SHALL SAWCUT THE OUTSIDE FACE OF THE MILLING LIMITS, COST INCIDENTAL TO PCC PAVEMENT MILLING.
- 6. TERMINAL POSTS SHALL BE PLACED AT THE LIMITS OF FENCE REMOVAL, COST INCIDENTAL TO FENCE REMOVAL.



**RO011** 

CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

/RFD\

Northwest

International

Airport

Rockford, Illinois

**Greater Rockford** 

**Airport Authority** 

AIP: 3-17-0088-XX

RFD-3507

**NW Air Cargo** Sitework

(Phase 2)

Revisions

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

DRAWN BY:

APPROVED BY:

JGP

CMT

DIP

DLP

6.10.2005

05258-06-00

**EXISTING** 

**CONDITIONS** 

AND

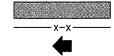
**REMOVALS** 

5 (ECN1)

No. Date Description

Chicagoland

#### LEGEND



EXISTING 6' TEMPORARY CONSTRUCTION FENCE CONTRACTOR'S HAUL ROAD

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 PROMISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO CODENINATE 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 GRADING (CONTRACT 1)
- . NEW UPS FACILITY
- . NEW UPS APRON/LOADING DOCK PAVING AND SITEWORK

DESIGN AIRCRAFT APPROACH CATEGORY: D AIRPLANE DESIGN GROUP: V

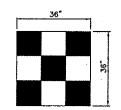
> MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20'

CLOSEST CONSTRUCTION POINT TO RUNWAY 7/25 CENTERLINE

> ELEVATION: 721.26 LATITUDE: 42'11'52.89" LONGITUDE: 89'06'29.72"

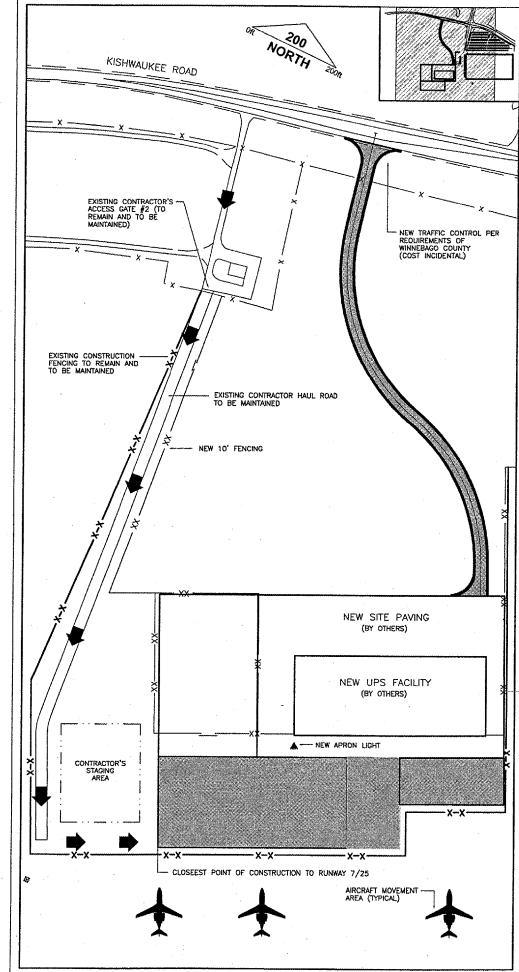
> > NEW APRON LIGHT

ELEVATION: 841.00 LATITUDE: 42'11'56.16" LONGITUDE: 89'06'27.47"



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE



## **RO011**





Rockford, Illinois

**Greater Rockford Airport Authority** 

AIP: 3-17-0088-XX RFD-3507

> NW Air Cargo Sitework (Phase 2)

Revisions No. Date Description THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11). DESIGN BY: JGP DRAWN BY: CMT DLP

CHECKED BY: DLP APPROVED BY: DATE: 6.10.2005 05258-06-00 JOB No:

CONSTRUCTION PHASING PLAN, **TEMPORARY FENCING** AND TEMPORARY **EROSION CONTROL** 

6 (CPP1)

SHEET 6 OF 25 SHEETS

#### GENERAL NOTES:

#### 1. SUGGESTED SEQUENCE OF CONSTRUCTION:

THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED 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 DIRECTOR OF OPERATIONS.

#### 2. HAUL ROAD / STAGING AREA RESTORATION:

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

#### 3. AIRPORT APPROVAL OF PHASING:

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

#### 4. AIRFIELD PAVEMENT / SITE DEBRIS REMOVAL:

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

#### 5. PROJECT LIGHTING OUTSIDE OF DAYLIGHT HOURS:

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

#### 6. EXISTING UTILITY COORDINATION:

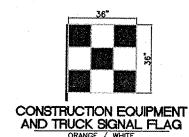
COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER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

#### 7. TRAFFIC CONTROL PAYMENT:

PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE PLACED ON 15' CENTERS AND HAVE ORANGE CONSTRUCTION FENCING BETWEEN EACH SET OF BARRICADES. TYPE 2 BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER FOR WORK ADJACENT TO THE EXPEDITED WORK AREA. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS (TOWER CONTROLLED AREAS) SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH. RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "TOWER CONTROL AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE." ALL TYPE II AND TYPE III BARRICADES SHALL CONFORM TO IDOT STANDARD DETAIL 702001. ALL PAVEMENT DROP-OFFS GREATER THAN 24" REQUIRE TYPE II BARRICADES WITH EXTENDED LEGS.

#### 8. DRIVERS TRAINING AND BADGING:

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



#### 9. DUST CONTROL REQUIREMENTS:

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

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

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

#### 11. STAGING AREA:

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

#### 12. AIRFIELD LIGHTING COORDINATION:

THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT 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.

#### 13. WEEKLY COORDINATION MEETINGS:

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

### PROJECT NOTES:

#### 1. CONSTRUCTION SITE ACCESS:

THE CONTRACTOR SHALL INSTALL THE HAUL ROAD AS SHOWN ON THE CONSTRUCTION PHASING PLAN. COST OF THE INSTALLATION, REMOVAL AND RESTORATION TO PRE-CONSTRUCTION CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, 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.

#### 2. UNAUTHORIZED ACCESS TO AIRFIELD:

THE CONTRACTOR SHALL RESTRICT ALL 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 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.

## **RO011**





Rockford, Illinois

**Greater Rockford Airport Authority** 

AIP: 3-17-0088-XX RFD-3507

> **NW Air Cargo** Sitework (Phase 2)

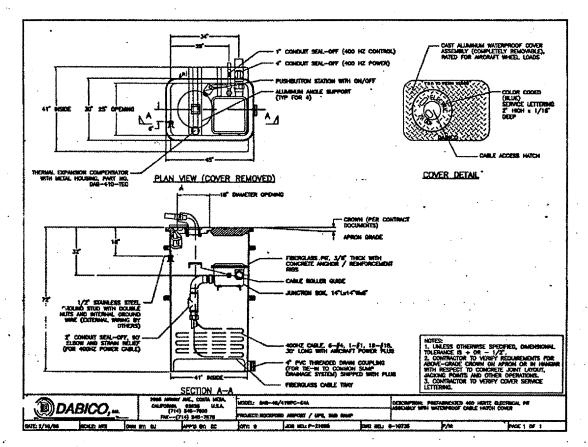
	Revisions		
No.	Date	Description	
		·	
		-	
	0	1	
	TUIC DAD	IS EQUAL TO 4"	

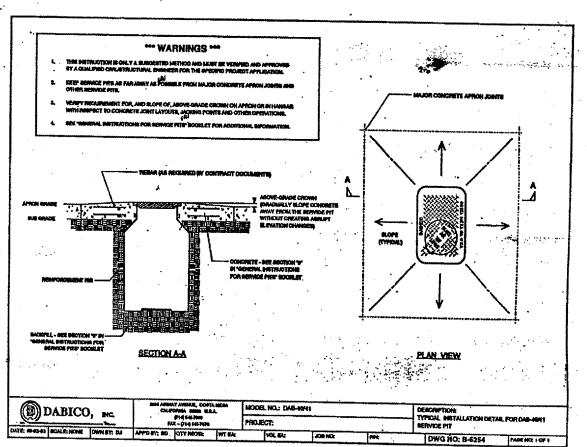
AT FULL SCALE (17 X 11).

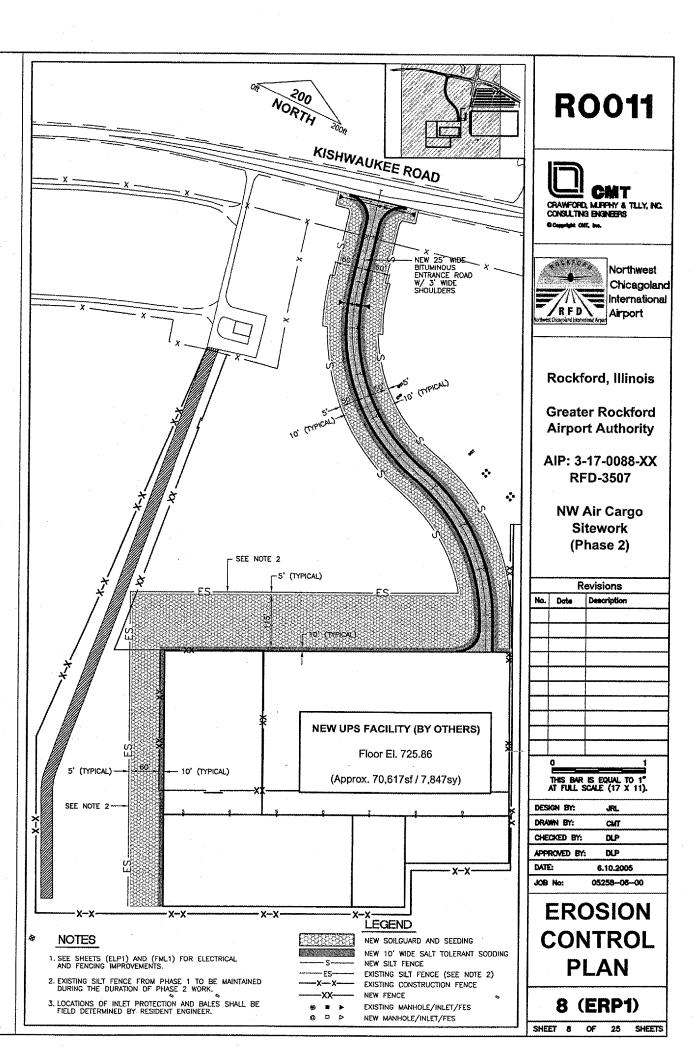
DESIGN BY:	JGP
DRAWN BY:	смт
CHECKED BY:	DLP
APPROVED BY:	DLP
DATE:	6.10.2005
JOB No:	05258-06-00

CONSTRUCTION PHASING NOTES

7 (CPN1)







#### STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NIPLES.

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

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

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

#### SITE DESCRIPTION

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

THIS PROJECT CONSISTS EXPANDING THE NORTHWEST AIR CARGO APRON AT THE GREATER ROCKFORD AIRPORT. THE PROJECT INCLUDES PAVEMENT REMOVAL, EXCAVATION, EMBANKMENT, VARIOUS PAVEMENT ITEMS AND OTHER MISCELLARGELS CONSTRUCTION WORK

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

- 1. TEMPORARY FENCING INSTALLATION.
- 2. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN—UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER SILT FENCE, TEMPORARY DITCH CHECKS AND INLET PROTECTION.
- 3. EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS.
- A PAVEMENT CONSTRUCTION
- 5. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
- 6. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

#### AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 11.0 ACRES OF WHICH 11.0 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

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

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

THE CONSTRUCTION SITE DRAINS INTO THE ROCK RIVER THROUGH A STORM SEWER SYSTEM

CONTROLS-EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

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

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

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

#### DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

- WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
- EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
- 3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
- A PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
- B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
- C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.
- D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

- 4. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD.
- 6. SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.
- 7. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

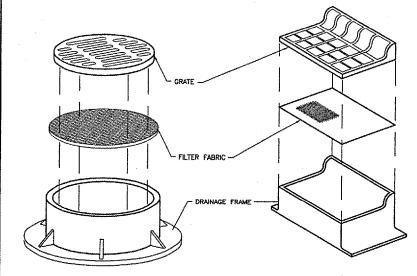
#### DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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

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

#### MAINTENANCE AFTER CONSTRUCTION

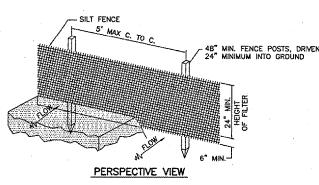
CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS, MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

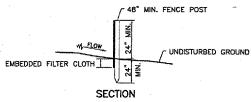


## DRAINAGE STRUCTURE FILTER WRAP

#### NOTES

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





#### EROSION CONTROL FABRIC FENCE DETAIL

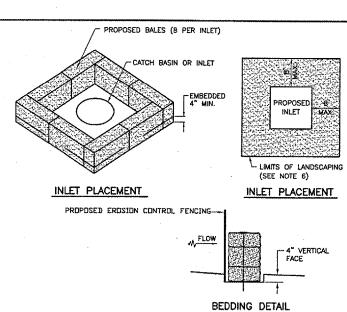
N.T.S.

## CONSTRUCTION NOTES FOR SILT FENCE

WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY
 MIN. AND FOLDED.

2. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE FROSION CONTROL FENCE.

3. SILT FENCE SHALL BE INSTALLED PER STORMWATER POLLUTION PREVENTION PLAN OR AS DIRECTED BY THE ENGINEER.



#### INLET PROTECTION - TURF AREAS

**NOTES** 

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

**RO011** 





Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-3507

> NW Air Cargo Sitework (Phase 2)

Revisions

No. Date Description

No. Date Description

Description

This BAR is Equal to 1° AT FULL SCALE (17 X 11).

DESIGN BY: DLP

DRAWN BY: CMT

CHECKED BY: DLP

DATE: 6.10.2005

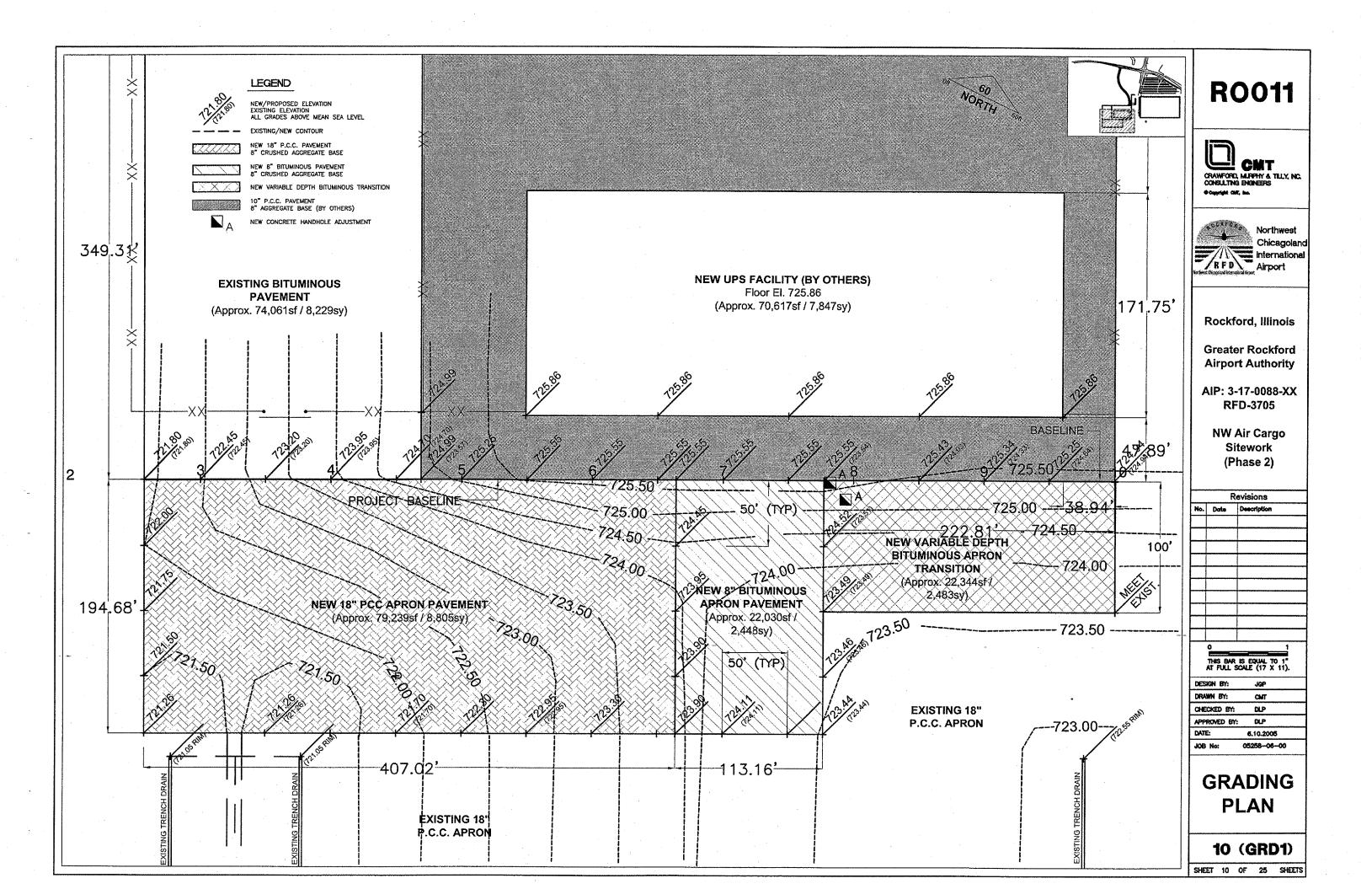
EROSION CONTROL DETAILS

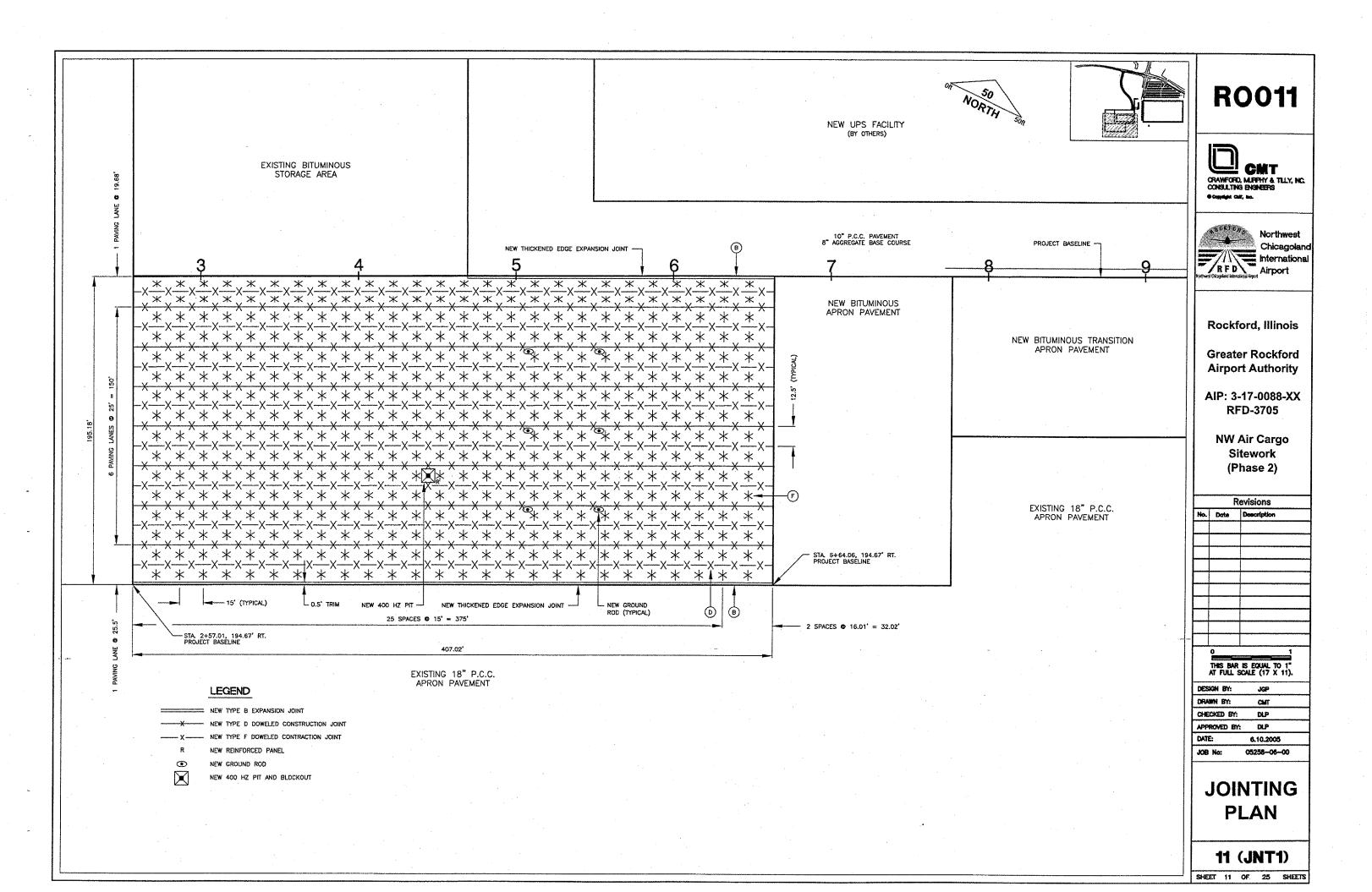
JOB No:

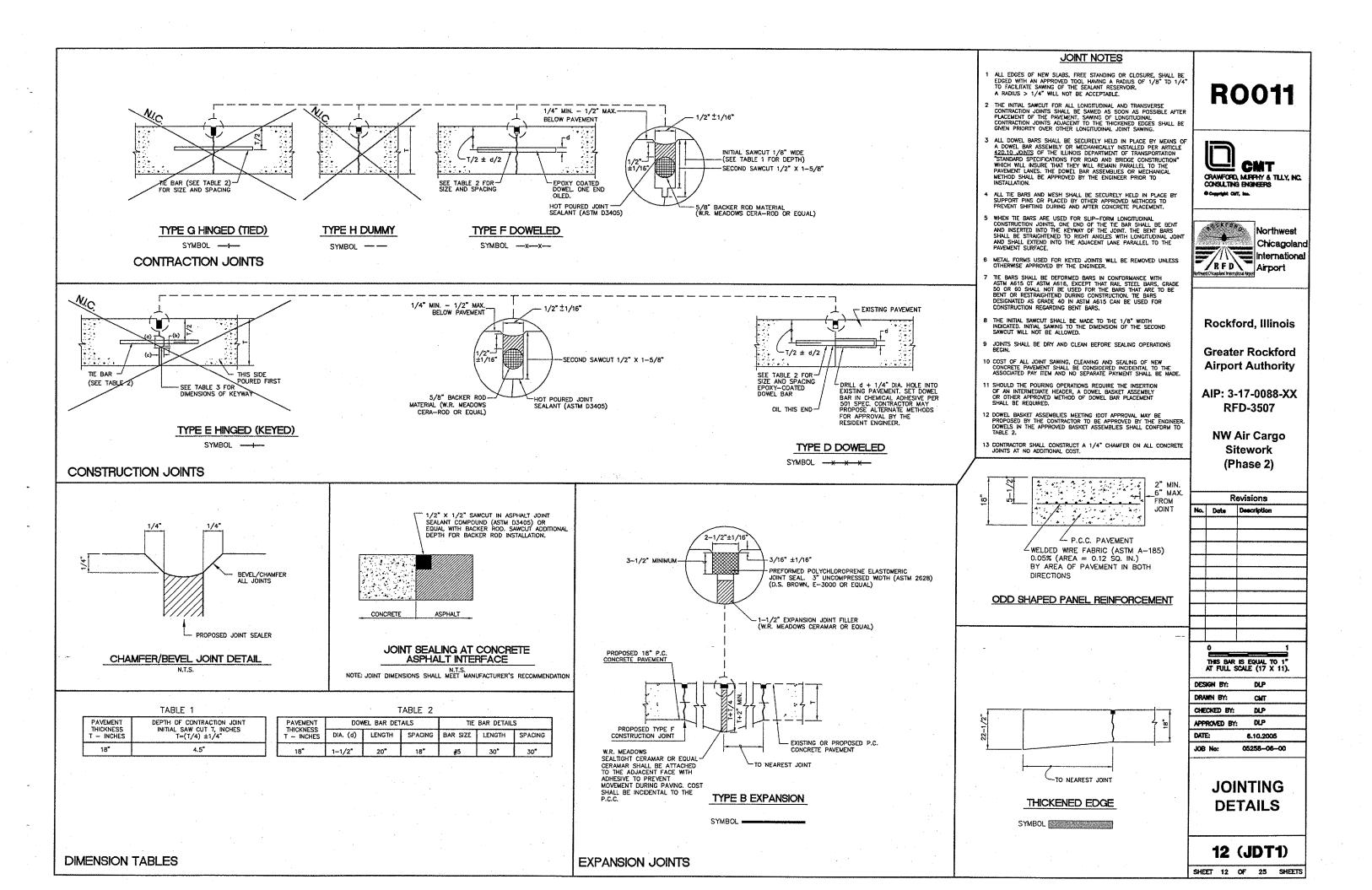
05258-06-00

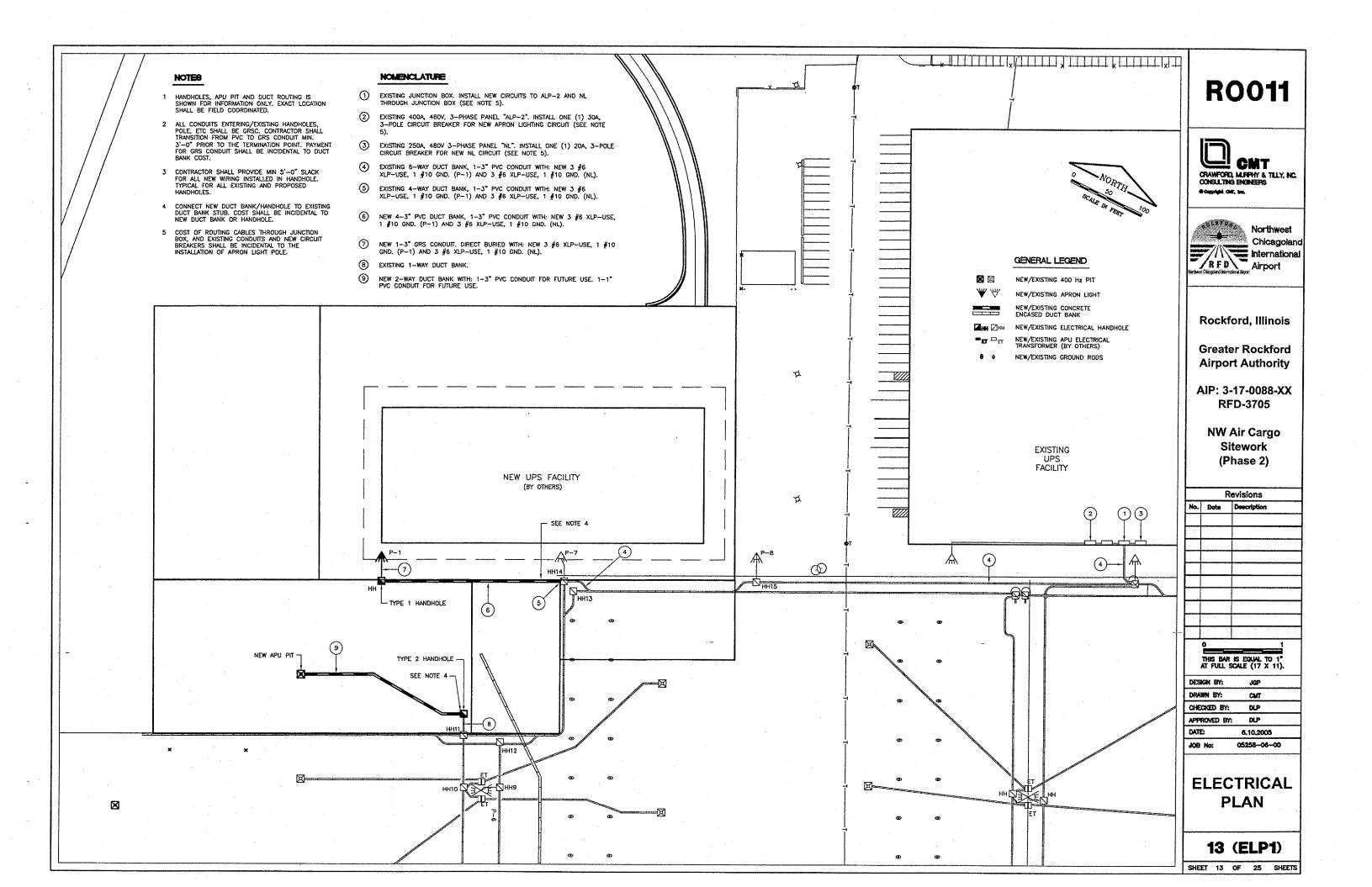
9 (ERD1)

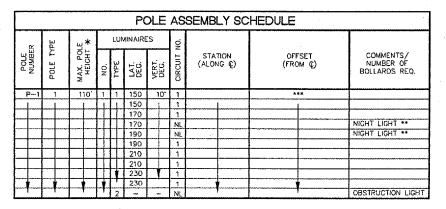
SHEET 9 OF 25 SHEETS





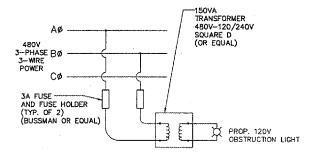




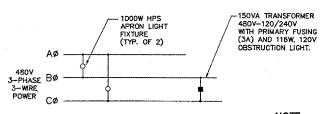


- \* EXCLUDING 3'-0" FOUNDATION SECTION EXTENDING ABOVE FINISHED GRADE.
- \*\* THESE FIXTURES SHALL BE PROVIDED WITH PHOTOCELLS.
- \*\*\* INSTALL NEW 110' APRON LIGHT POLE IN LINE WITH EXISTING APRON LIGHT POLES

NOTE: EXACT LOCATIONS FOR PROPOSED LIGHT POLES SHALL BE FIELD VERIFIED WITH ENGINEER.

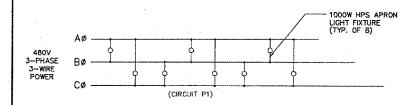


#### OBSTRUCTION LIGHT WIRING SCHEMATIC



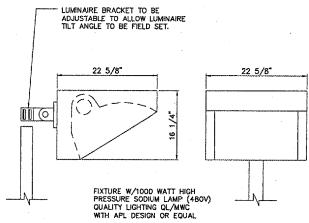
WIRING SCHEMATIC (CIRCUIT NL)

NOTE: GROUND WIRE REQUIRED BUT NOT SHOWN FOR SAKE OF CLARITY.

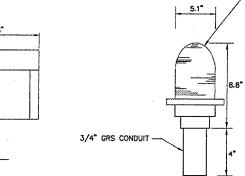


WIRING SCHEMATIC (CIRCUIT 1)

NOTE: GROUND WIRE REQUIRED BUT NOT



PROPOSED LIGHT FIXTURE (TYPE 1)



OBSTRUCTION LIGHT W/116 WATT, 120V LAMP. THE OBSTRUCTION LIGHT SHALL BE MODEL EOL AS MANUFACTURED BY CROUSE—HINDS OR EQUAL (SEE NOTE BELOW)

#### NOTE:

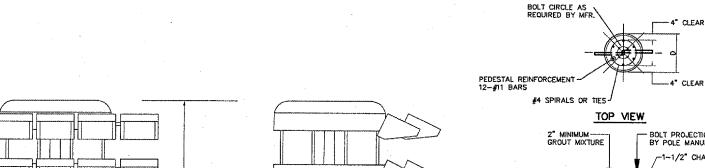
OBSTRUCTION LIGHT SHALL
BE MOUNTED ON TYPE 1 LIGHT FIXTURE
OR POLE. THE COMBINATION OF THE LIGHT FIXTURE/POLE AND THE OBSTRUCTION LIGHT SHALL BE FACTORY ASSEMBLED
AND GUARANTEED. CONTRACTOR SHALL
PROVIDE 150VA, 480V-120V STEP DOWN
TRANSFORMER FOR EACH LIGHT POLE
ASSEMBLY. EXACT LOCATION OF MOUNTING
SHALL BE FIELD COORDINATED.

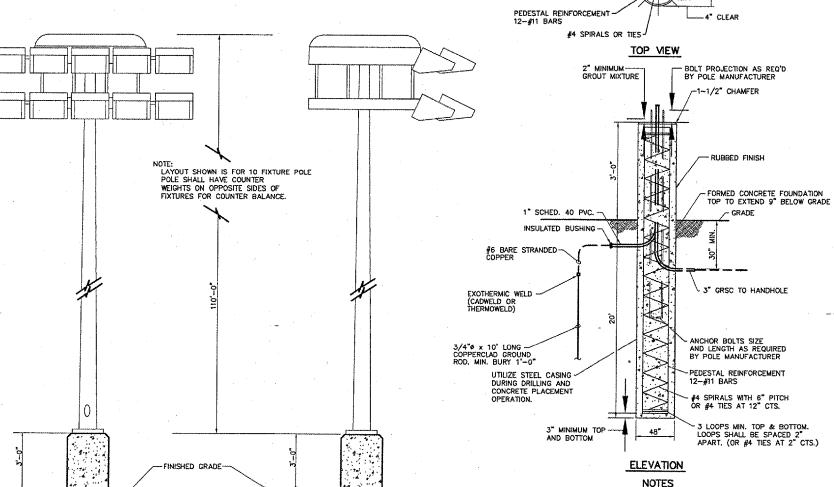
ANCHOR BOLTS, PATTERN, AND MOUNTING HARDWARE SHALL BE AS REQUIRED BY THE POLE MANUFACTURER AND SHALL BE INSTALLED ACCORDING TO THEIR RECOMMENDATIONS.

LIGHT POLE FOUNDATION DETAIL

2.) GROUND ROD COST IS INCIDENTAL TO LIGHT POLE FOUNDATION

#### **OBSTRUCTION LIGHT FIXTURE (TYPE2)**





LIGHT POLE DETAIL FRONT/SIDE VIEW

**RO011** 





Rockford, Illinois

**Greater Rockford Airport Authority** 

AIP: 3-17-0088-XX RFD-3507

**NW Air Cargo** Sitework (Phase 2)

Revisions				
No.	Date	Description		
0 1 THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).				
DESIGN BY:		DLP		
DRAWN BY: CHT		CMT		
CHE	CHECKED BY: DLP			
APP	ROVED BY	DLP		

05258--06--00 **ELECTRICAL** 

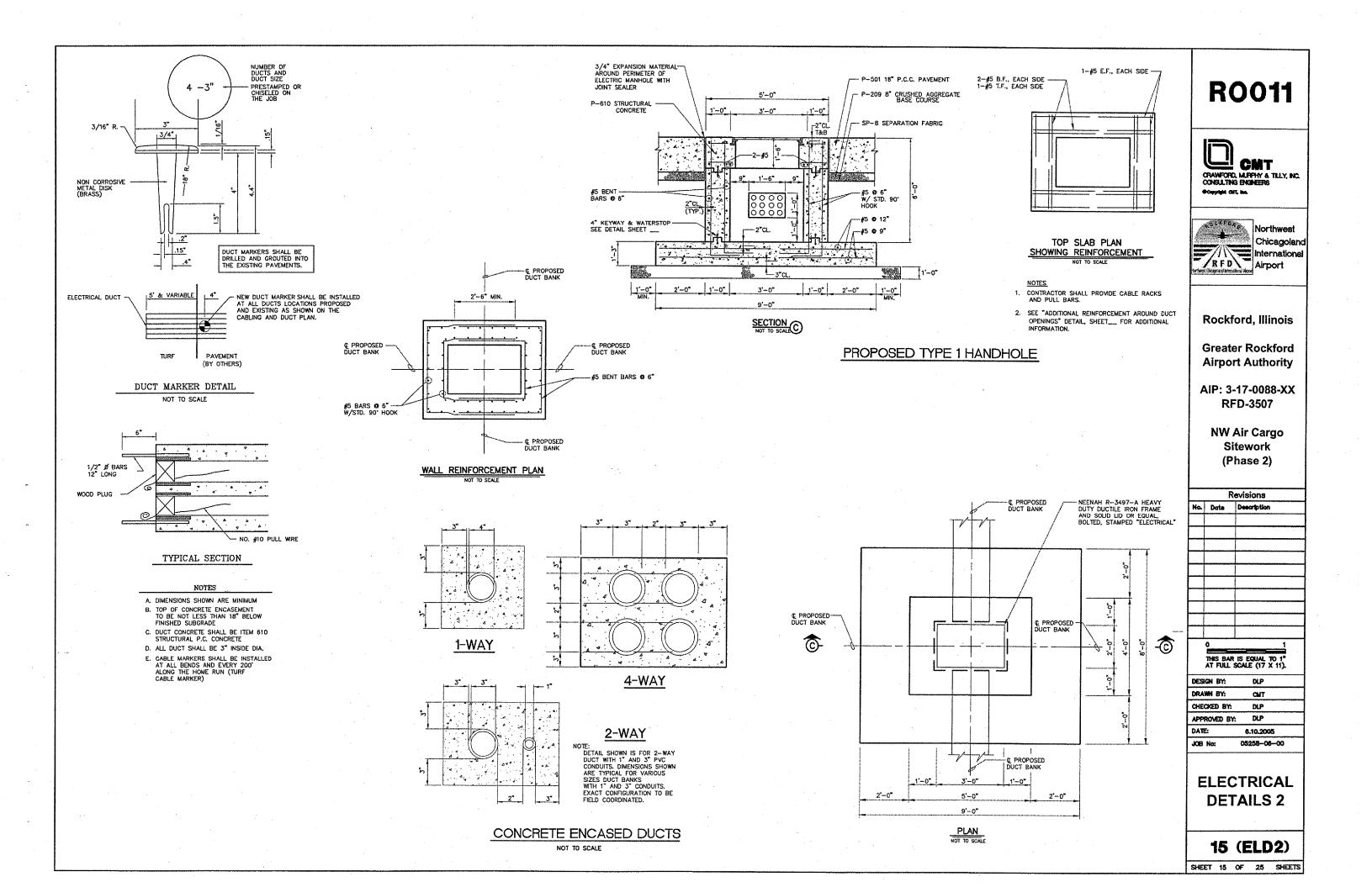
6.10.2005

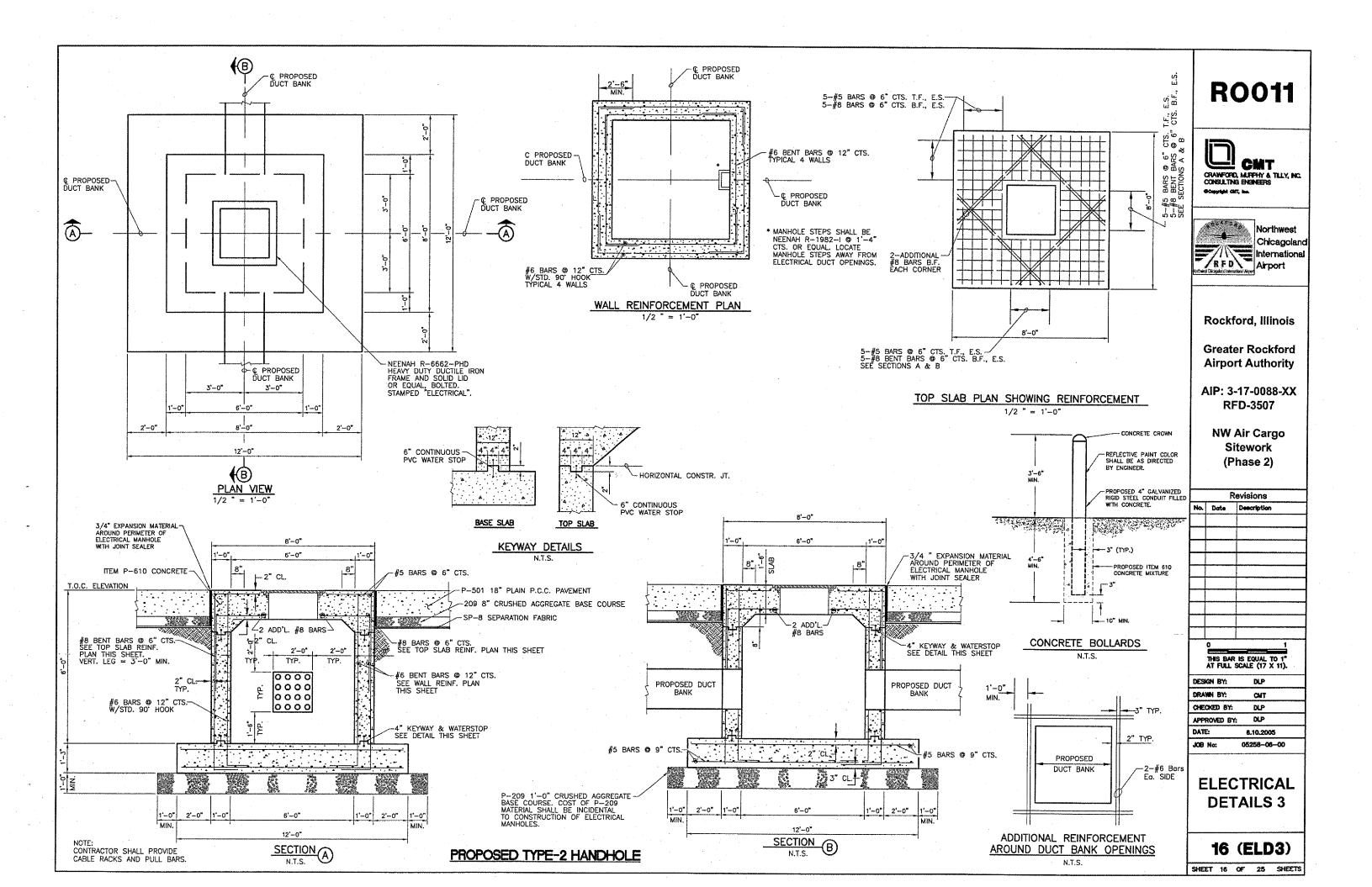
DATE

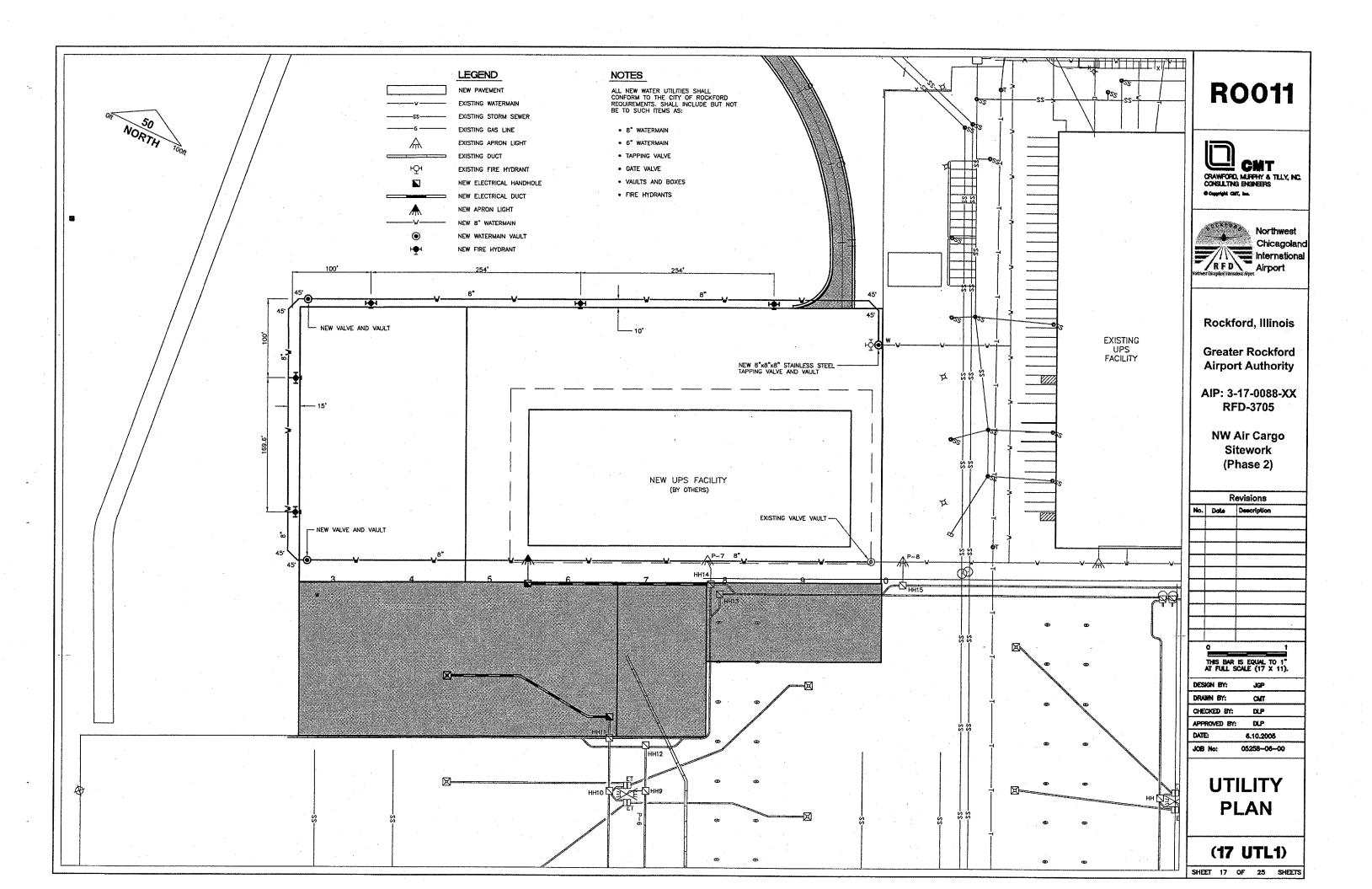
14 (ELD1)

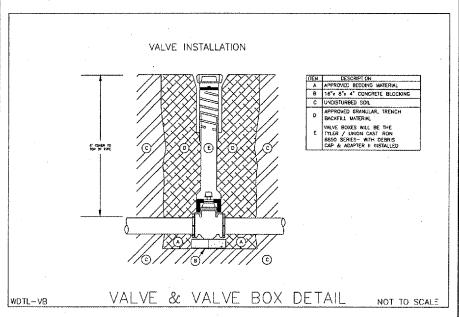
**DETAILS 1** 

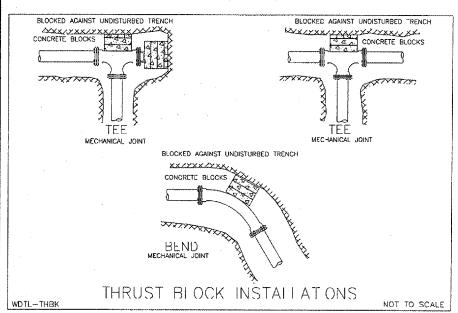
SHEET 14 OF 25 SHEETS

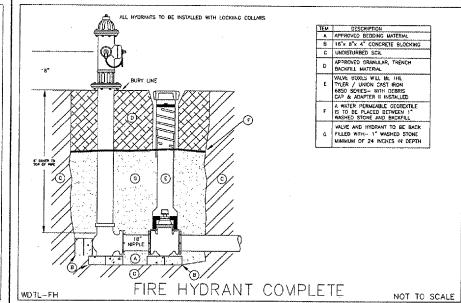












## **RO011**





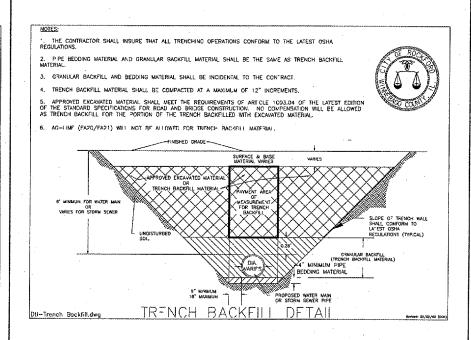
Rockford, Illinois

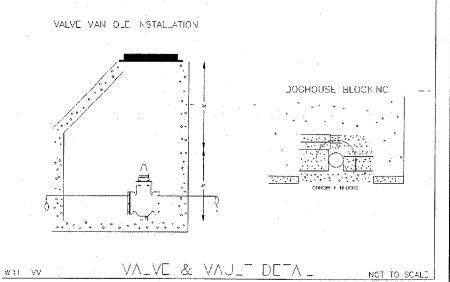
Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-3507

NW Air Cargo Sitework (Phase 2)

VILLY COSTING and LE  VILLY COSTING and LE  (c) 1" Dat. ARCHES 1982.15  (c) 2" Ob. Box T critical  On 2 20" Ob. Box T critical  This transfer  THIS LINES  ATTERNO  THE STREET  THE STREET	"HEAVY" VANT CASSES and 400 THE CAYY"  VANT CASSES and 400  AT LETTER  ACT DE  ACT DE  ACT DE  ACT THE CONSTRUCT  ACT THE CONST	**************************************
	-3 1/2" 1/6" 1/4" 1 5 1/2" 1 5	
WDTL-CAST WATER N	MANHOLE CASTIN	G DETAL NOT TO SCALE





	Revisions		
No.	Date	Description	
		·	
··············	0	1	
	THIS BAR	IS EQUAL TO 1"	

AT FULL SCALE (17 X 11).

DESIGN BY: JGP

DRAWN BY: CMT

CHECKED BY: DLP

 CHECKED BY:
 DLP

 APPROVED BY:
 DLP

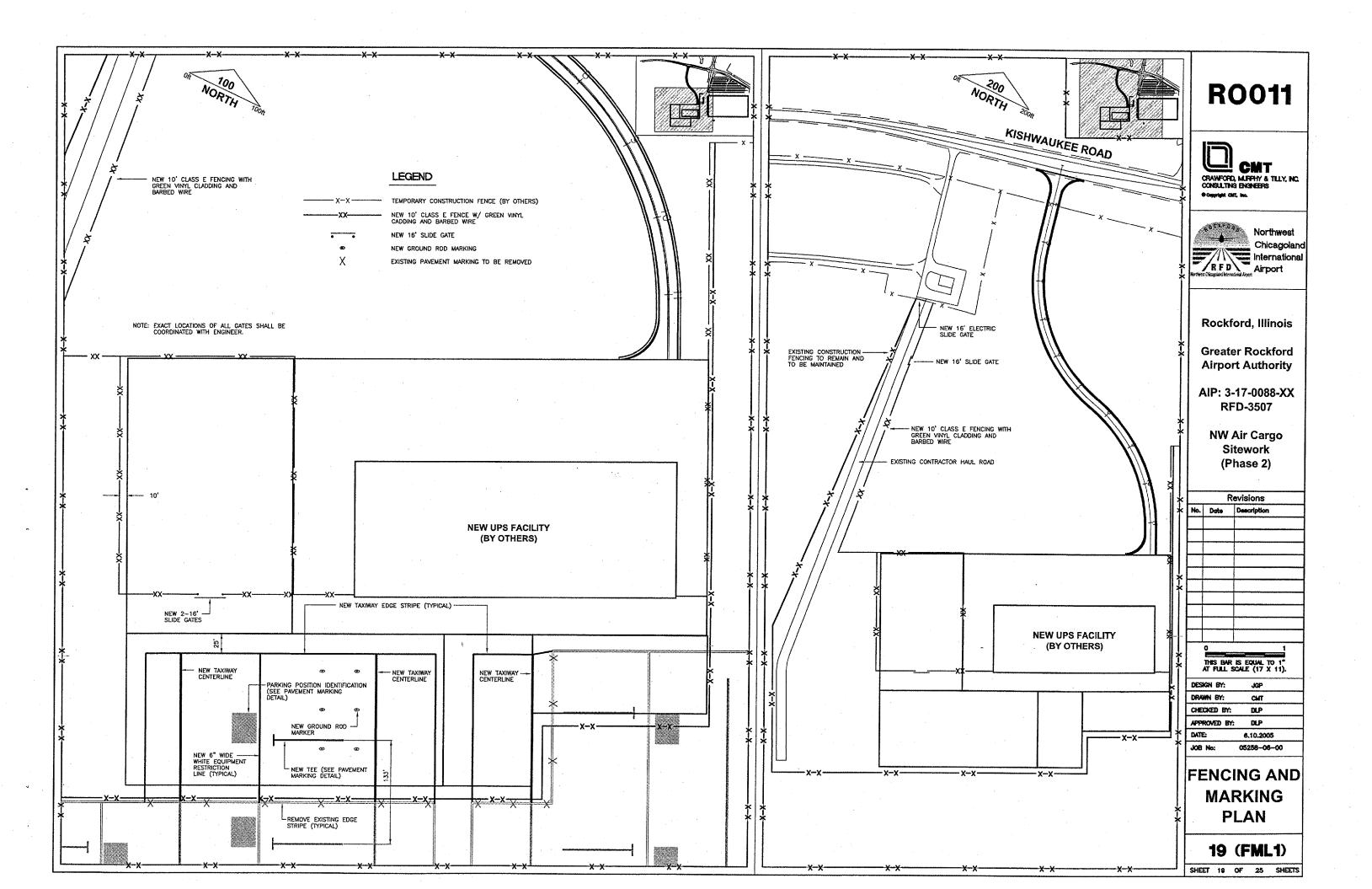
 DATE:
 6.10.2005

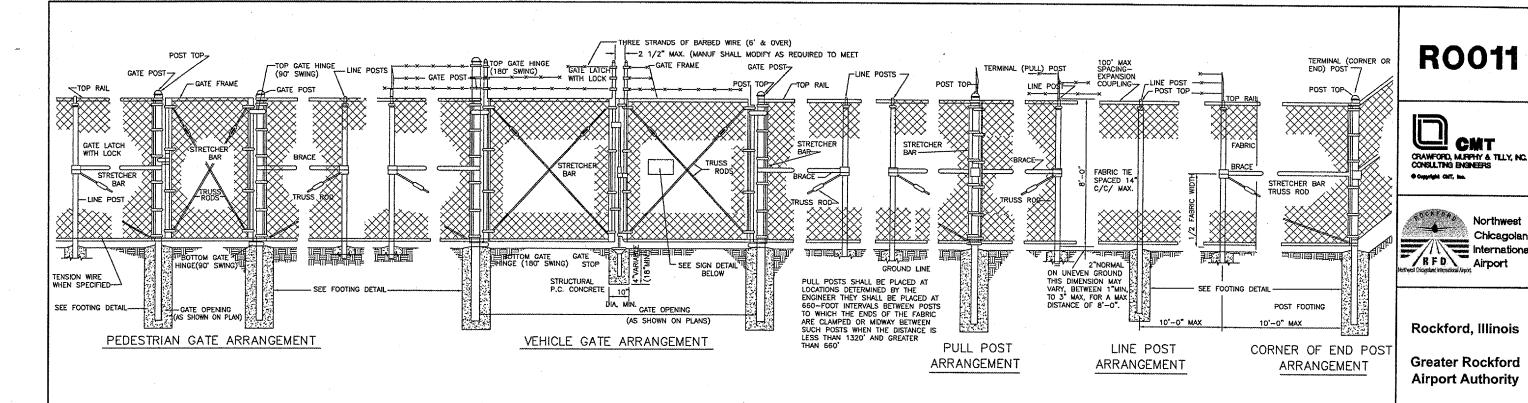
 JOB No:
 05258~06~00

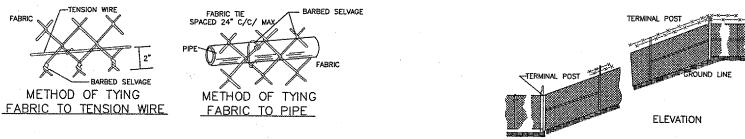
UTILITY DETAILS

18 (UTD1)

SHEET 18 OF 26 SHEETS



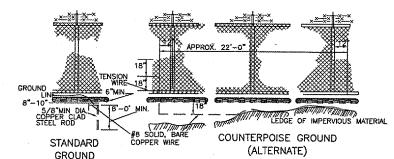






NOTE: EACH GATE SHALL REQUIRE TWO SIGNS, EVERY 100' OF FENCE SHALL REQUIRE ONE SIGN, COST INCIDENTAL TO PROPOSED FENCE

STRETCHER BAR



## PROTECTIVE ELECTRICAL GROUND

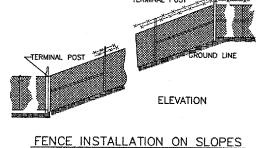
NOTE.—CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.

—FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.

WIRE OR CABLE CROSSING.

-THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF
AN IMPERVIOUS EARTH STRUCTURES.

-THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF
CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS
REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.



GROUND

### **FENCING AND GATE DETAILS**

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

DLP

CMT

DLP

DLP

6.10.2005

05258--06--00

DESIGN BY:

DRAWN BY:

DATE:

CHECKED BY:

APPROVED BY:

Northwest Chicagoland

International

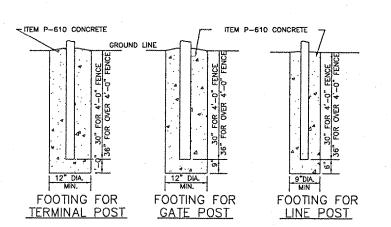
AIP: 3-17-0088-XX RFD-3507

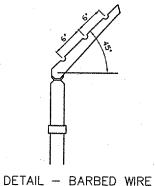
> **NW Air Cargo** Sitework (Phase 2)

> > Revisions

20 (FMD1)

SHEET 20 OF 25 SHEETS

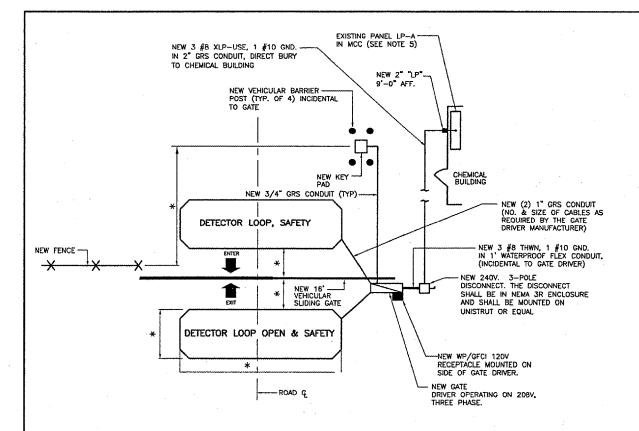




ARM ON LINE POST



METHOD OF FASTENING STRETCHER BAR TO POST

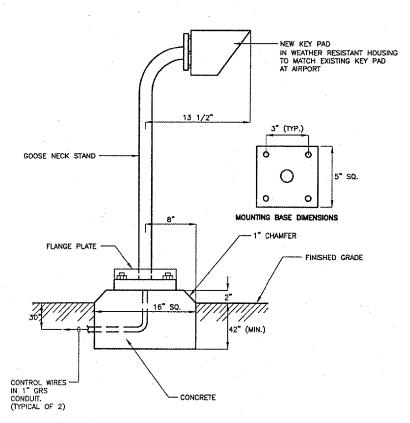


### PROPOSED KEY PAD OPERATED GATE AND DETECTOR LOOP LAYOUT

SHALL COORDINATE THIS WORK WITH ENGINEEER.

NOT TO SCALE

PER MANUFACTURERS RECOMENDATION CONTRACTOR



#### KEY PAD READER MOUNTING DETAIL

NOT TO SCALE

#### NOTES:

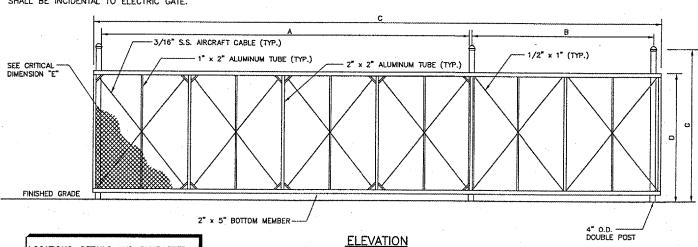
- THE LOCATION OF THE PROPOSED KEY PAD OPERATED GATE DRIVER, DISCONNECT, CARD READER, AND DETECTOR LOOPS ARE FOR INFORMATION ONLY AND SHALL BE FIELD ADJUSTED PER THE MANUFACTURER RECOMMENDATION.
- 2. THE MINIMUM BURIAL DEPTH FOR GRS CONDUIT IS 24" BELOW FINISHED GRADE.
- NO DIRECT BURIED CABLE WILL BE ALLOWED IN THE INSTALLATION OF THE NEW KEY PAD OPERATED GATE DRIVER.
- 4. NEW KEY PAD SHALL BE MODEL # 55-LCK1000 BY LINK CONTROLS OR EQUAL
- INSTALL (1) 20A, 3-POLE CIRCUIT BREAKER FOR GATE OPERATOR IN EXISTING PANEL "LP-A".

	GATE TYPE	GATE
A	DISTANCE BETWEEN GATE POSTS (INSIDE FACE TO INSIDE FACE)	16'-0"
В	DISTANCE BETWEEN HANGER POSTS (CENTER TO CENTER)	10"-0" *
Ç	OVERALL GATE LENGTH	26'-6"*
D	OVERALL GATE HEIGHT	8"-0"
Ε	HEIGHT OF FABRIC IN GATE	8'0"
F	COUNTER BALANCE LENGTH	10-6*
G	HEIGHT OF 4" POSTS ABOVE GRADE	8'-6"

\* OR AS RECOMMENDED BY MFG.

#### NOTES:

- 1. CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
- CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO THE GATE, GATE OPERATOR AND FOUNDATION, AND POWER CABLES CONDUIT, KEY PAD, TRENCHING, CIRCUIT BREAKERS, VEHICULAR BARRIERS AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION.
- LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER,
- THE FABRIC TYPE AND FINISH OF THE GATE SHALL MATCH WITH THE NEW FENCE OR AS DIRECTED BY THE ENGINEER,
- 5. ALL NEW SLIDING VEHICULAR GATES AND ASSEMBLIES SHALL BE TYMETAL FORTRESS HEAVY DUTY OR EQUAL.
- 6. THE 2" CONDUIT, DIRECT BURIED TO CHEMICAL BUILDING, PAVEMENT REMOVAL/
  REPLACEMENT POWER CABLES, 20A, 3-POLE CIRCUIT BREAKER AND WORK NECESSARY TO INSTALL A COMPLETE OPERATIONAL SYSTEM AT CHEMICAL BUILDING SHALL BE INCIDENTAL TO ELECTRIC GATE.



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

CANTILEVER SLIDE GATE

NOT TO SCALE

RO011





Greater Rockford Airport Authority

Rockford, Illinois

AIP: 3-17-0088-XX RFD-3507

> NW Air Cargo Sitework (Phase 2)

	Revisions			
No.	Date	Description		
	0 1			
	THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).			
DES	DESIGN BY: DLP			
DRAWN BY: CMT				
CHECKED BY: D		DLP		
APPROVED BY: DLP		DLP		
DATE: 6.10.2005		6.10.2005		

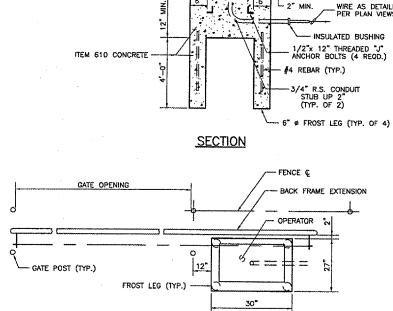
FENCING AND GATE DETAILS

05258--06--00

JOB No:

21 (FMD2)

SHEET 21 OF 25 SHEETS



<u>PLAN</u>

GATE OPERATOR DETAIL

NOT TO SCALE

C OF ROLLER

(BACKFRAME)

OPERATOR

