

GREATER ROCKFORD AIRPORT AUTHORITY

ROCKFORD, ILLINOIS CONSTRUCTION PLANS FOR CHICAGO ROCKFORD INTERNATIONAL AIRPORT

INDEX TO SHEETS



DESIGN INFORMATION

TOWNSHIP: 43 NORTH ROCKFORD TOWNSHIP
 RANGE: 1 EAST (SECTIONS: 11, 14, 15, 16,
 WINNEBAGO COUNTY 21, 22, & 23)

MAXIMUM EQUIPMENT HEIGHT = 25 FEET

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PROFESSIONAL ENGINEER
 BRIAN WELKER
 STATE OF ILLINOIS
 2/21/08
 Exp: 11/30/09

SUBMITTED BY: *Brian Welker P.E.*
 BRIAN WELKER, P.E.
 DATE: FEBRUARY 29, 2008

**GREATER ROCKFORD
AIRPORT AUTHORITY
ROCKFORD, ILLINOIS**

APPROVED BY: _____
 ROBERT W. O'BRIEN, JR., AAE
 EXECUTIVE DIRECTOR
 DATE: FEBRUARY 29, 2008

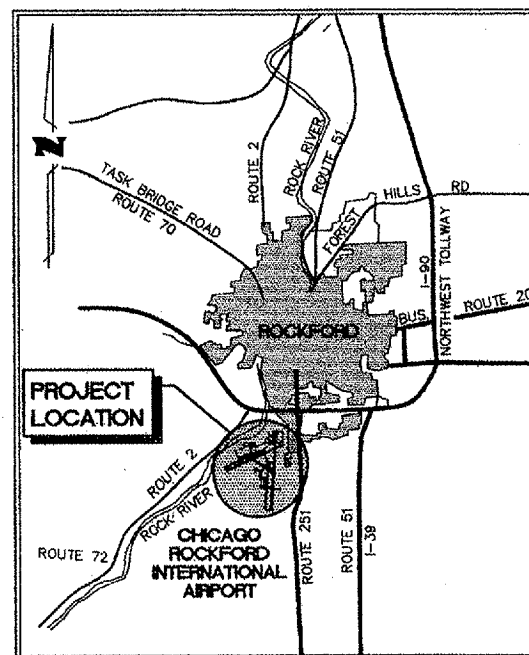
NORTHWEST CARGO APRON AND SITEWORK - PHASE 2

PROFESSIONAL ENGINEER
 CRAIG A. WILKINSON
 LICENSED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS
 062-05662
 3/21/08
 Exp: 11/30/09

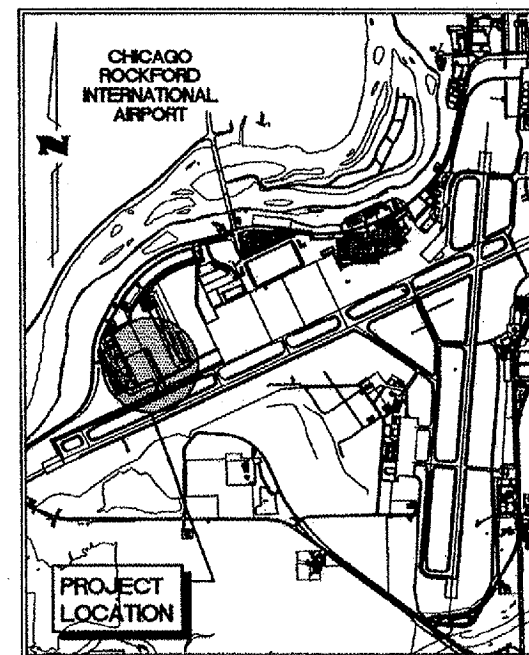
PROFESSIONAL ENGINEER
 ASAD M. BAIRIA
 LICENSED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS
 062-05662
 3/21/08
 Exp: 11/30/09

A.I.P. PROJECT: 3-17-0088-XX
 ILLINOIS PROJECT: RFD-3787

FEBRUARY 29, 2008



LOCATION MAP

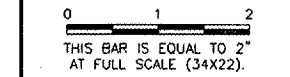


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FILE: Nw-qly.dwg
 LAYOUT: Layout1
 UPDATE BY: Jeremy Linke
 SURVEY BOOK #
 DATE: Thursday, April 03, 2008 11:22:53 AM
 XREF DWG: tblint.dwg

REVISIONS		
NUMBER	BY	DATE



ITEM NUMBER	DESCRIPTION	UNIT	F/S/L QUANTITY	LOCAL ONLY QUANTITY	TOTAL QUANTITY	F/S/L RECORD QUANTITY	LOCAL ONLY RECORD QUANTITY	TOTAL RECORD QUANTITY
AR108504	APRON LIGHT POLE W/QUAD FIXTURE	EACH	3		3			
AR108030	1/C #3/O 600V UG CABLE	LF	500		500			
AR108088	1/C #6 XLP-USE	LF	3,400		3,400			
AR108090	1/C #10 XLP-USE	LF	3,000		3,000			
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	5,082		5,082			
AR108752	1/C #2 GROUND	LF	150		150			
AR109120	ERECT ELECTRICAL TRANSCLOSURE	LS	1		1			
AR110213	3" STEEL DUCT, DIRECT BURY	LF	1,150		1,150			
AR110502	2-WAY CONCRETE ENCASED DUCT	LF	210		210			
AR110504	4-WAY CONCRETE ENCASED DUCT	LF	925		925			
AR110610	ELECTRICAL HANDHOLE	EACH	6		6			
AR110900	REMOVE DUCT	LF	240		240			
AR125100	ELEVATED RETROREFLECTIVE MARKER	EACH	16		16			
AR125415	MITL - BASE MOUNTED	EACH	32		32			
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	2		2			
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	1		1			
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	8		8			
AR150510	ENGINEER'S FIELD OFFICE	LS	1		1			
AR150515	FIELD LABORATORY	LS	1		1			
AR150520	MOBILIZATION	LS	1		1			
AR150540	HAUL ROUTE	LS	1		1			
AR152410	UNCLASSIFIED EXCAVATION	CY	40,000		40,000			
AR152442	OFFSITE BORROW EXCAVATION	CY	81,000		81,000			
AR152540	SOIL STABILIZATION FABRIC	SY	49,045	755	49,800			
AR156510	SILT FENCE	LF	3,215		3,215			
AR156511	DITCH CHECK	EACH	15		15			
AR156520	INLET PROTECTION	EACH	30		30			
AR156531	EROSION CONTROL BLANKET	SY	68,600		68,600			
AR156540	RIPRAP	SY	250		250			
AR162410	CLASS E FENCE, VINYL - 10'	LF	1,670		1,670			
AR162620	CLASS E GATE - 20'	EACH	2		2			
AR162900	REMOVE CLASS E FENCE	LF	900		900			
AR162960	RELOCATE CLASS E FENCE	LF	2,400		2,400			
AR201610	BITUMINOUS BASE COURSE	TON	2,200	200	2,400			
AR208515	POROUS GRANULAR EMBANKMENT	CY	1,225		1,225			
AR209606	CRUSHED AGG. BASE COURSE - 6"	SY	3,850		3,850			
AR209608	CRUSHED AGG. BASE COURSE - 8"	SY	50,350	755	51,105			
AR401610	BITUMINOUS SURFACE COURSE	TON	1,924	121	2,045			
AR401650	BITUMINOUS PAVEMENT MILLING	SY	10,600		10,600			
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SY	335		335			
AR501516	16" PCC PAVEMENT	SY	36,500		36,500			
AR501530	PCC TEST BATCH	EACH	1		1			
AR501910	REMOVE AND REPLACE PCC PAVEMENT	SY	20		20			
AR510515	GROUND ROD	EACH	22		22			
AR602510	BITUMINOUS PRIME COAT	GAL	4,580	230	4,810			
AR603510	BITUMINOUS TACK COAT	GAL	3,025	340	3,365			
AR620520	PAVEMENT MARKING - WATERBORNE	SF	9,310		9,310			
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	5,350		5,350			
AR620900	PAVEMENT MARKING REMOVAL	SF	800		800			
AR701006	6" PVC STORM SEWER	LF	370		370			
AR701224	24" CMP	LF	190		190			

ITEM NUMBER	DESCRIPTION	UNIT	F/S/L QUANTITY	LOCAL ONLY QUANTITY	TOTAL QUANTITY	F/S/L RECORD QUANTITY	LOCAL ONLY RECORD QUANTITY	TOTAL RECORD QUANTITY
AR701512	12" RCP, CLASS IV	LF	567		567			
AR701518	18" RCP, CLASS IV	LF	486		486			
AR701524	24" RCP, CLASS IV	LF	195		195			
AR701530	30" RCP, CLASS IV	LF	115		115			
AR701536	36" RCP, CLASS IV	LF	228		228			
AR701542	42" RCP, CLASS IV	LF	341		341			
AR701548	48" RCP, CLASS IV	LF	698		698			
AR701572	72" RCP, CLASS IV	LF	1,380		1,380			
AR701900	REMOVE PIPE	LF	400		400			
AR705900	REMOVE UNDERDRAIN	LF	840		840			
AR705904	REMOVE UNDERDRAIN CLEANOUT	EACH	2		2			
AR751001	TRENCH DRAIN	LF	300		300			
AR751412	INLET - TYPE B	EACH	3		3			
AR751550	MANHOLE 5'	EACH	2		2			
AR751560	MANHOLE 6'	EACH	5		5			
AR751567	MANHOLE 7'	EACH	3		3			
AR751568	MANHOLE 8'	EACH	5		5			
AR751903	REMOVE MANHOLE	EACH	1		1			
AR752224	METAL END SECTION 24"	EACH	6		6			
AR752412	PRECAST REINFORCED CONC. FES 12"	EACH	4		4			
AR752472	PRECAST REINFORCED CONC. FES 72"	EACH	1		1			
AR752512	GRATING FOR CONC. FES 12"	EACH	4		4			
AR752572	GRATING FOR CONC. FES 72"	EACH	1		1			
AR752900	REMOVE END SECTION	EACH	5		5			
AR760301	1" WATER MAIN	LF	150		150			
AR770508	8" SANITARY SEWER	LF		1,218	1,218			
AR770700	SANITARY LIFT STATION	LS	1		1			
AR770704	SANITARY MANHOLE 4'	EACH	4	5	9			
AR800002	48" CCFRPP	LF	398		398			
AR800004	72" RCCP ELBOW	EACH	2		2			
AR800006	DUCKBILL CHECK VALVE	EACH	1		1			
AR800018	MAGNETIC FLOW METER AND VAULT	LS	1		1			
AR800020	BORING AND JACKING	LF	415		415			
AR800053	SOIL GUARD	SY	2,500		2,500			
AR800055	BITUMINOUS MILLING PLACEMENT	CY	1,300		1,300			
AR800060	AIR RELEASE VALVE AND VAULT	LS	1		1			
AR800070	TRAFFIC CONTROL AND PROTECTION	LS	1		1			
AR800072	12' X 12' BOX MANHOLE	EACH	1		1			
AR800073	7' X 12' BOX MANHOLE	EACH	3		3			
AR800090	7' X 15.5' BOX MANHOLE	EACH	1		1			
AR800094	DIVERSION STRUCTURE	LS	1		1			
AR800095	15" SANITARY SEWER	LF	1,450		1,450			
AR800096	10" FORCE MAIN	LF	2,890		2,890			
AR800126	STORM WATER SAMPLING EQUIPMENT	LS	1		1			
AR800131	STORM WATER SAMPLING BUILDING ELECTRICAL	LS	1		1			
AR800132	CHEMICAL/ELECTRICAL BUILDING MODIFICATIONS	LS	1		1			
AR800195	STORM WATER SAMPLING BUILDING	LS	1		1			
AR800196	BUILDING FOUNDATION AND FLOOR	LS	1		1			
AR901510	SEEDING	ACRE	26.0		26.0			
AR908510	MULCHING	ACRE	11.0		11.0			

**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**

SUMMARY OF QUANTITIES

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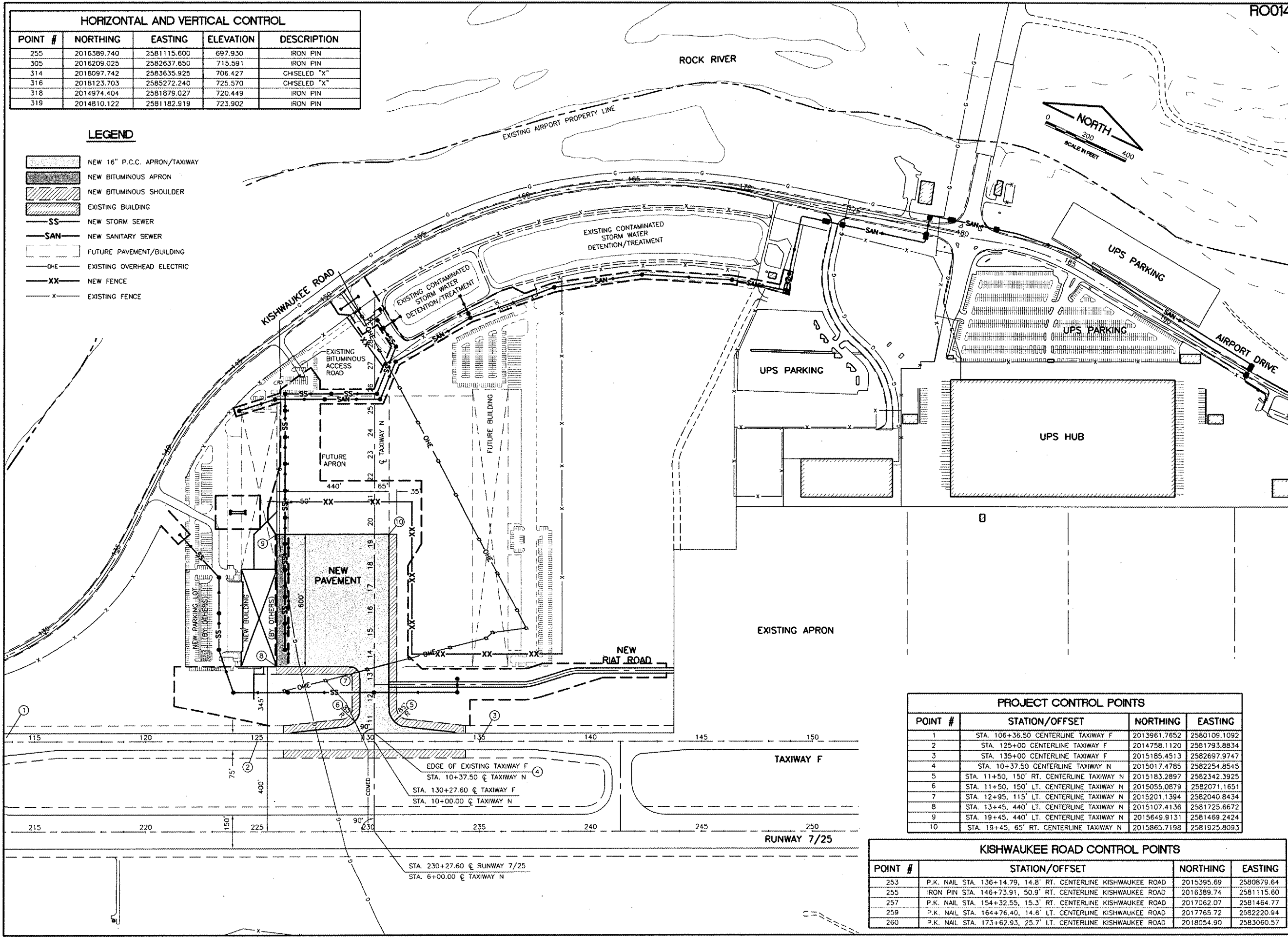
Chicago Rockford International Airport

DESIGN BY:	ARR
DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX FINAL SUBMITTAL	
SHEET 2 OF 83 SHEETS	

HORIZONTAL AND VERTICAL CONTROL				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
255	2016389.740	2581115.600	697.930	IRON PIN
305	2016209.025	2582637.650	715.591	IRON PIN
314	2018097.742	2583635.925	706.427	CHISELED "X"
316	2018123.703	2585272.240	725.570	CHISELED "X"
318	2014974.404	2581879.027	720.449	IRON PIN
319	2014810.122	2581182.919	723.902	IRON PIN

LEGEND

- NEW 16" P.C.C. APRON/TAXIWAY
- NEW BITUMINOUS APRON
- NEW BITUMINOUS SHOULDER
- EXISTING BUILDING
- NEW STORM SEWER
- NEW SANITARY SEWER
- FUTURE PAVEMENT/BUILDING
- EXISTING OVERHEAD ELECTRIC
- NEW FENCE
- EXISTING FENCE



REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

SITE PLAN/
 HORIZONTAL AND VERTICAL CONTROL

PROJECT CONTROL POINTS			
POINT #	STATION/OFFSET	NORTHING	EASTING
1	STA. 106+36.50 CENTERLINE TAXIWAY F	2013961.7652	2580109.1092
2	STA. 125+00 CENTERLINE TAXIWAY F	2014758.1120	2581793.8834
3	STA. 135+00 CENTERLINE TAXIWAY F	2015185.4513	2582697.9747
4	STA. 10+37.50 CENTERLINE TAXIWAY N	2015017.4785	2582254.8545
5	STA. 11+50, 150' RT. CENTERLINE TAXIWAY N	2015183.2897	2582342.3925
6	STA. 11+50, 150' LT. CENTERLINE TAXIWAY N	2015055.0879	2582071.1651
7	STA. 12+95, 115' LT. CENTERLINE TAXIWAY N	2015201.1394	2582040.8434
8	STA. 13+45, 440' LT. CENTERLINE TAXIWAY N	2015107.4136	2581725.6672
9	STA. 19+45, 440' LT. CENTERLINE TAXIWAY N	2015649.9131	2581469.2424
10	STA. 19+45, 65' RT. CENTERLINE TAXIWAY N	2015865.7198	2581925.8093

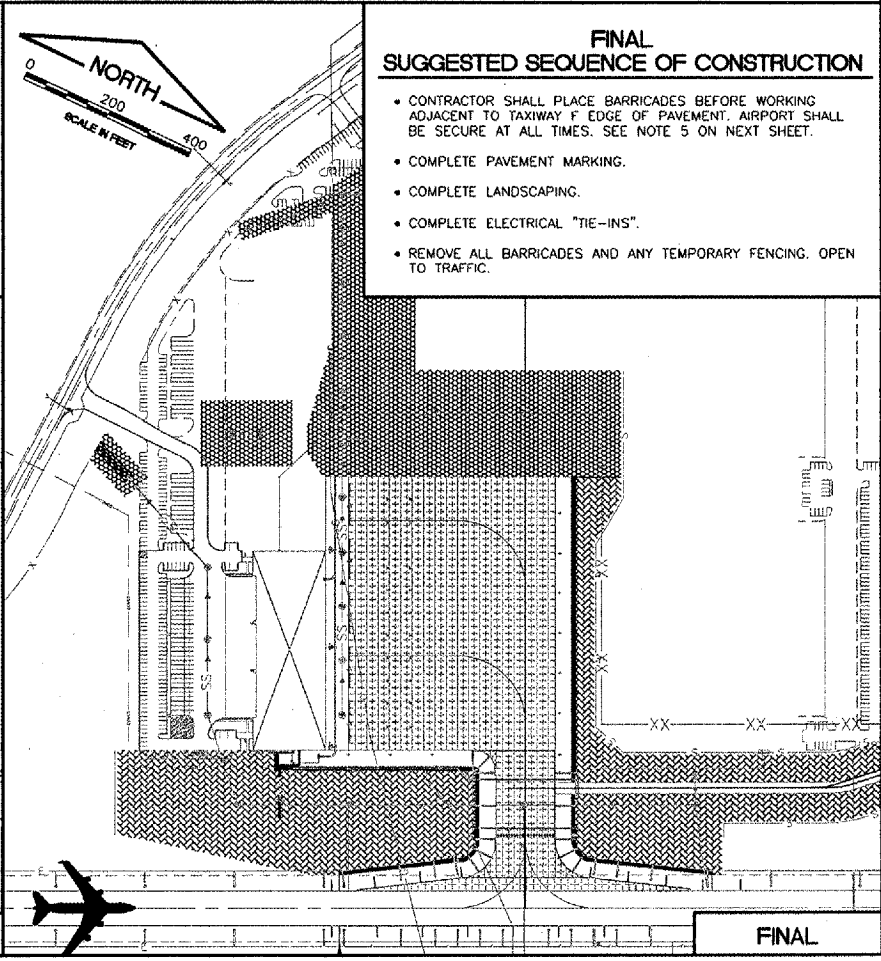
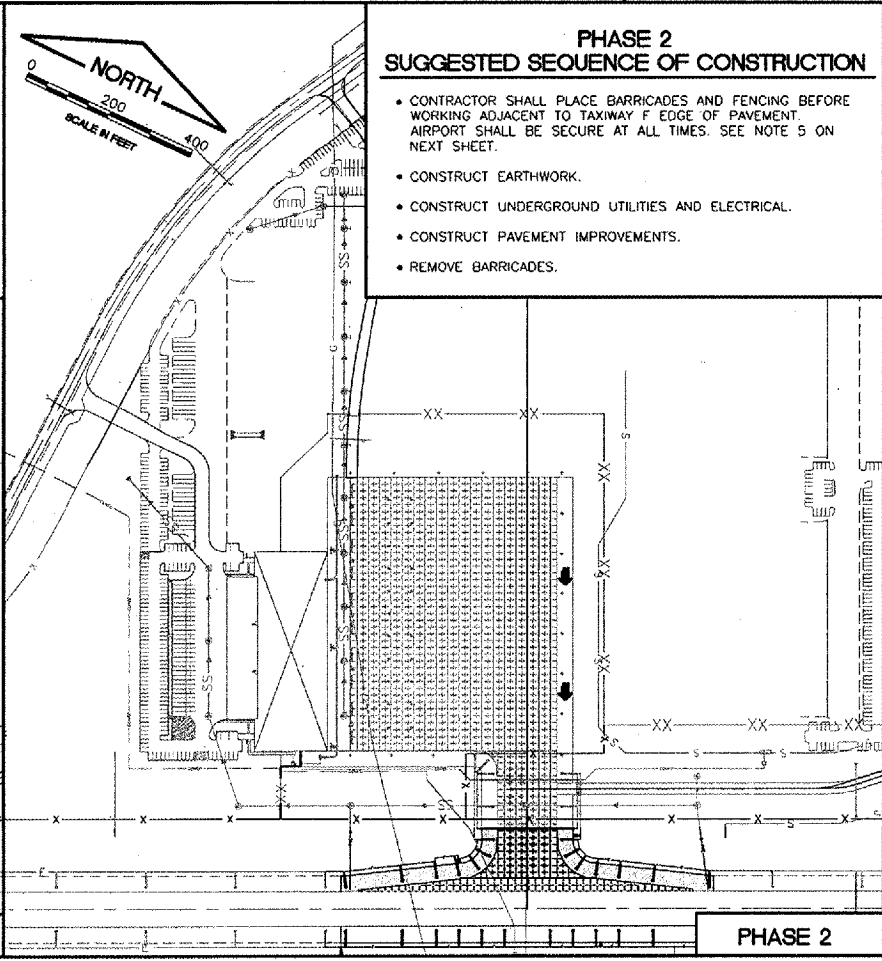
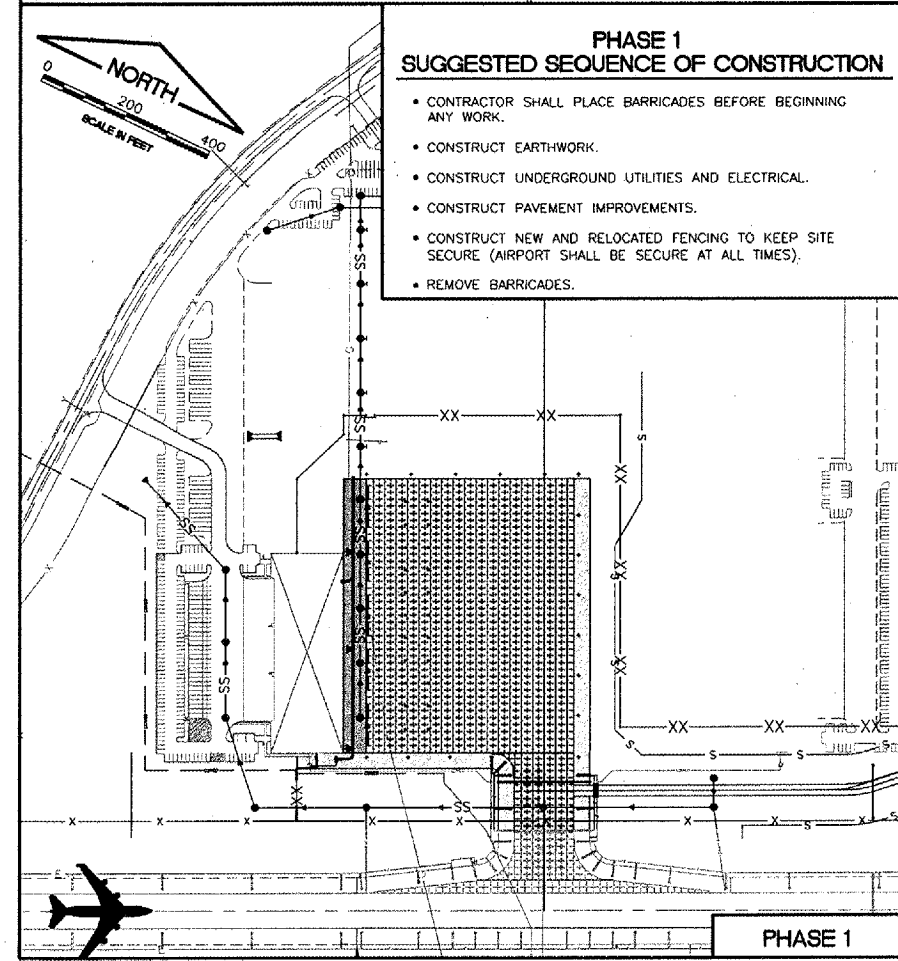
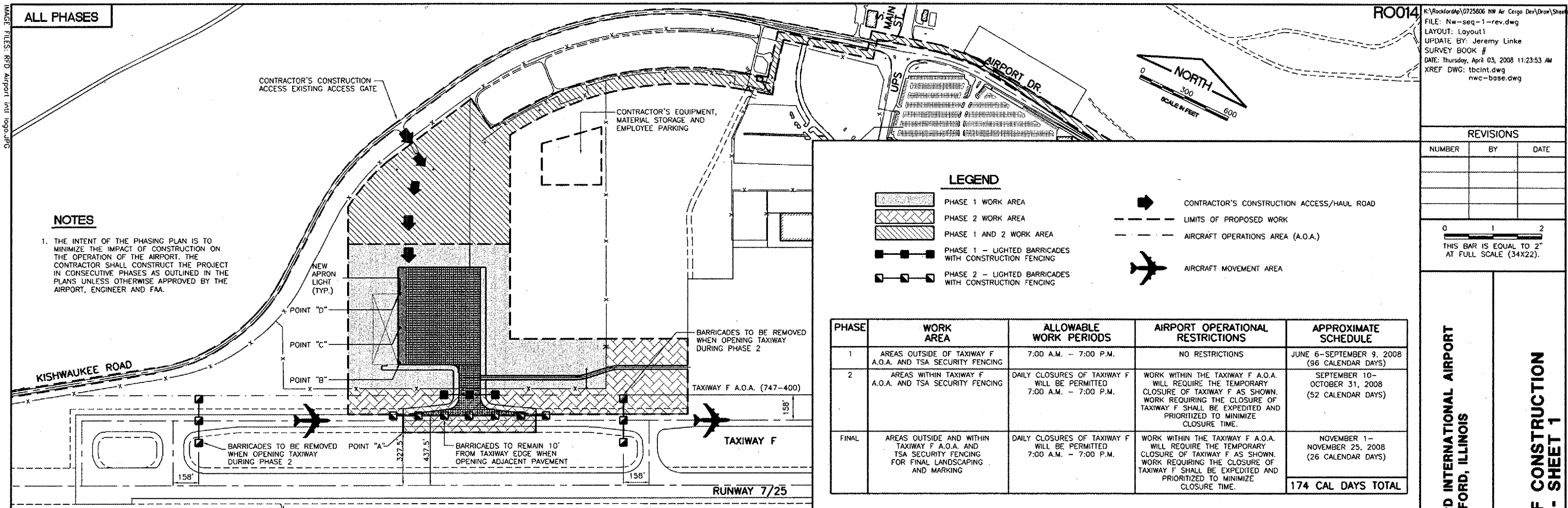
KISHWAUKEE ROAD CONTROL POINTS			
POINT #	STATION/OFFSET	NORTHING	EASTING
253	P.K. NAIL STA. 136+14.79, 14.8' RT. CENTERLINE KISHWAUKEE ROAD	2015395.69	2580879.64
255	IRON PIN STA. 146+73.91, 50.9' RT. CENTERLINE KISHWAUKEE ROAD	2016389.74	2581115.60
257	P.K. NAIL STA. 154+32.55, 15.3' RT. CENTERLINE KISHWAUKEE ROAD	2017062.07	2581464.77
259	P.K. NAIL STA. 164+76.40, 14.6' LT. CENTERLINE KISHWAUKEE ROAD	2017765.72	2582220.94
260	P.K. NAIL STA. 173+62.93, 25.7' LT. CENTERLINE KISHWAUKEE ROAD	2018054.90	2583060.57

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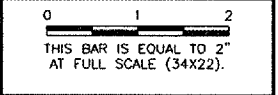
Chicago Rockford International Airport

DESIGN BY: DKP
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 DATE: 02/29/08
 JOB No: 07258-06
 ILLINOIS PROJECT: RFD-3787
 A.I.P. PROJECT: 3-17-0088-XX
FINAL SUBMITTAL
 SHEET 3 OF 83 SHEETS



REVISIONS

NUMBER	BY	DATE



CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS
 SEQUENCE OF CONSTRUCTION
 PLAN - SHEET 1

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Chicago Rockford International Airport

DESIGN BY: JRL
 DRAWN BY: JRO
 CHECKED BY: RFD
 APPROVED BY:
 DATE: 02/29/08
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 ILLINOIS PROJECT: RFD-3787
 A.I.P. PROJECT: 3-17-0088-XX
FINAL SUBMITTAL
 SHEET 4 OF 83 SHEETS

SEQUENCE OF CONSTRUCTION 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.

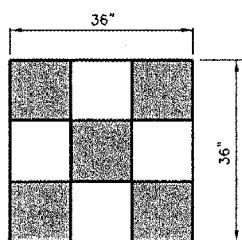
3. CONSTRUCTION SITE ACCESS AND STAGING AREA:

THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE 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.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE

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.

DESIGN AIRCRAFT APPROACH CATEGORY: D
AIRPLANE DESIGN GROUP: V

POINT 'A'
MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25'
CLOSEST CONSTRUCTION POINT TO RUNWAY 7/25 CENTERLINE:
ELEVATION: 723.3
LATITUDE: 42°11'36.07"
LONGITUDE: 89°06'49.13"

NEW APRON LIGHT DATA				
POINT	LATITUDE	LONGITUDE	ELEVATION AT TOP OF OBJECT	MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT ABOVE TOP OF OBJECT
B	42°11'39.81"	89°06'51.75"	755	15'
C	42°11'41.75"	89°06'52.95"	775	15'
D	42°11'43.69"	89°06'54.14"	775	15'

SEQUENCE OF CONSTRUCTION PLAN GENERAL NOTES:

1. SUGGESTED SEQUENCE OF CONSTRUCTION:

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

2. 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.

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 WHATSOEVER 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 PAID FOR AS ARB00070 - TRAFFIC CONTROL AND PROTECTION. 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. FOR ROADWAY PROTECTION, SEE TEMPORARY TRAFFIC CONTROL PLAN AND GENERAL NOTES AND DETAILS 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/erp/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:

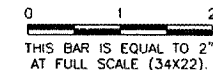
WEEKLY COORDINATION MEETINGS SHALL BE REQUIRED TO DISCUSS PROJECT PROGRESS. AS A MINIMUM, PROJECT SCHEDULE AND GATE VISITOR LOGS SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY.

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 BUILDING
- NEW N.W. AIR CARGO AUTO PARKING LOT AND ENTRANCE ROAD

REVISIONS

NUMBER	BY	DATE



CHICAGO ROCKFORD INTERNATIONAL AIRPORT
ROCKFORD, ILLINOIS

SEQUENCE OF CONSTRUCTION
GENERAL NOTES AND DETAILS - SHEET 2

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DRAWN BY: JRO

CHECKED BY: RFD

APPROVED BY:

DATE: 02/29/08

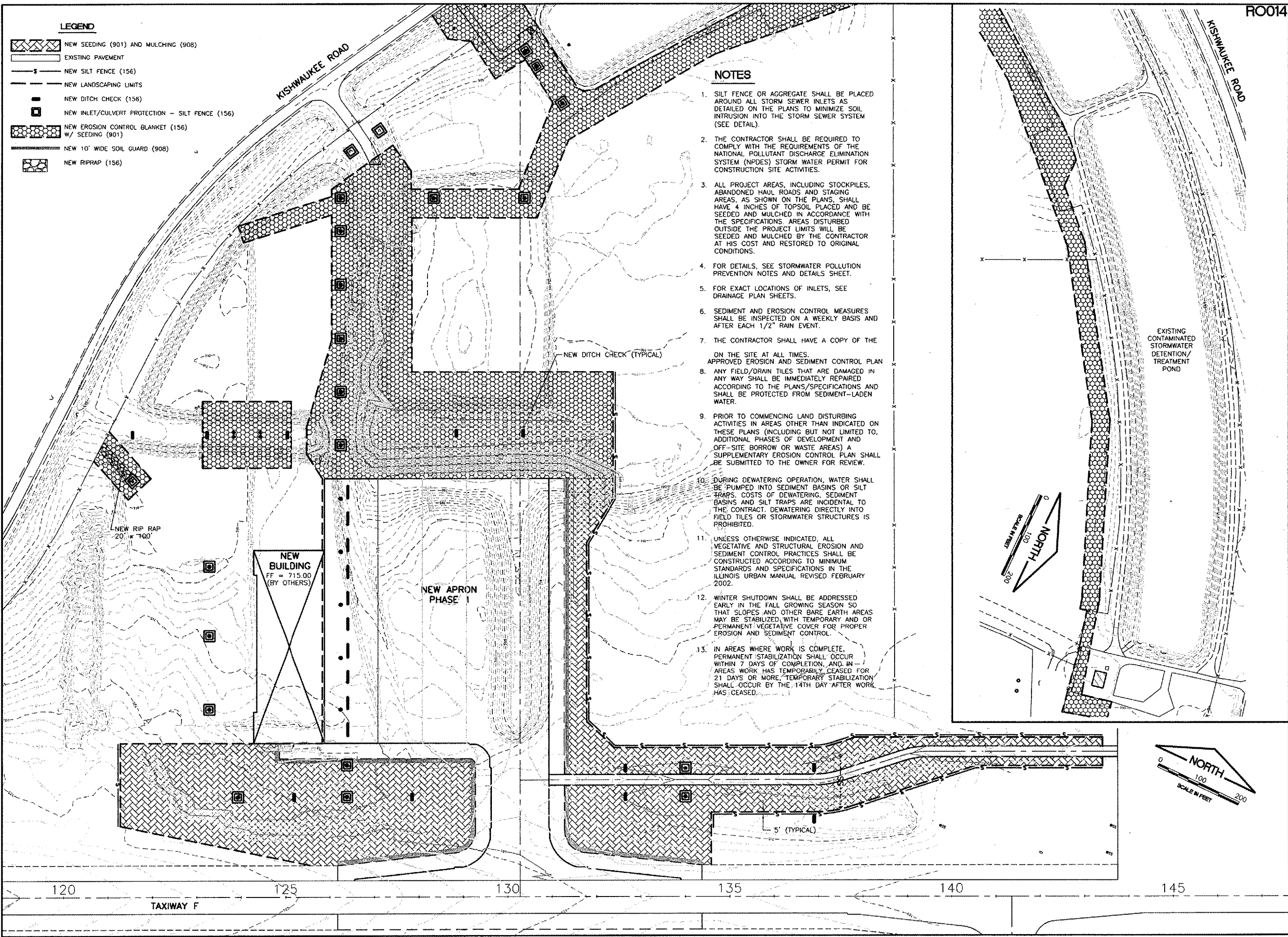
JOB No: 07258-06

ILLINOIS PROJECT: RFD-3787

A.I.P. PROJECT: 3-17-0088-XX

FINAL SUBMITTAL

SHEET 5 OF 83 SHEETS



LEGEND

	NEW SEEDING (901) AND MULCHING (908)
	EXISTING PAVEMENT
	NEW SILT FENCE (156)
	NEW LANDSCAPING LIMITS
	NEW DITCH CHECK (156)
	NEW INLET/CULVERT PROTECTION - SILT FENCE (156)
	NEW EROSION CONTROL BLANKET (156) W/ SEEDING (901)
	NEW 10' WIDE SOIL GUARD (908)
	NEW RIPRAP (156)

- NOTES**
- SILT FENCE OR AGGREGATE SHALL BE PLACED AROUND ALL STORM SEWER INLETS AS DETAILED ON THE PLANS TO MINIMIZE SOIL INTRUSION INTO THE STORM SEWER SYSTEM (SEE DETAIL).
 - THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT FOR CONSTRUCTION SITE ACTIVITIES.
 - ALL PROJECT AREAS, INCLUDING STOCKPILES, ABANDONED HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS, SHALL HAVE 4 INCHES OF TOPSOIL PLACED AND BE SEEDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED OUTSIDE THE PROJECT LIMITS WILL BE SEEDED AND MULCHED BY THE CONTRACTOR AT HIS COST AND RESTORED TO ORIGINAL CONDITIONS.
 - FOR DETAILS, SEE STORMWATER POLLUTION PREVENTION NOTES AND DETAILS SHEET.
 - FOR EXACT LOCATIONS OF INLETS, SEE DRAINAGE PLAN SHEETS.
 - SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER EACH 1/2" RAIN EVENT.
 - THE CONTRACTOR SHALL HAVE A COPY OF THE ON THE SITE AT ALL TIMES. APPROVED EROSION AND SEDIMENT CONTROL PLAN
 - ANY FIELD/DRAIN TILES THAT ARE DAMAGED IN ANY WAY SHALL BE IMMEDIATELY REPAIRED ACCORDING TO THE PLANS/SPECIFICATIONS AND SHALL BE PROTECTED FROM SEDIMENT-LADEN WATER.
 - PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW.
 - DURING DEWATERING OPERATION, WATER SHALL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. COSTS OF DEWATERING, SEDIMENT BASINS AND SILT TRAPS ARE INCIDENTAL TO THE CONTRACT. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
 - UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
 - WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
 - IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 21 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 14TH DAY AFTER WORK HAS CEASED.

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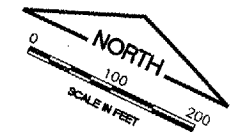
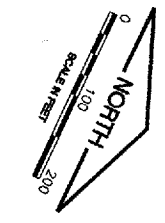
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 AT FULL SCALE (34X22).

CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

STORMWATER POLLUTION PREVENTION PLAN



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CHECKED BY:	DKP
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX	
FINAL SUBMITTAL	
SHEET 6 OF 83 SHEETS	

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 NPDES.

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

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

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

SITE DESCRIPTION

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

THIS PROJECT CONSISTS OF CONSTRUCTING A NEW APRON AND CONNECTING TAXIWAY AT THE GREATER ROCKFORD AIRPORT. THE PROJECT INCLUDES GRADING, DRAINAGE, EXCAVATION, FILL, TOPSOIL PLACEMENT, PAVEMENT CONSTRUCTION, LANDSCAPING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

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

1. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER SILT FENCE, TEMPORARY DITCH CHECKS AND INLET PROTECTION.
2. INSTALL STORM SEWER NETWORK FOR DRAINAGE.
3. EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS.
4. 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 40.0 ACRES OF WHICH 40.0 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:

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

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

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

CONTROLS--EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

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

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

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

1. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

- A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
- B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
- C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.

D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

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

5. THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD.

6. SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

7. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

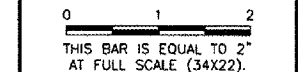
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

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

MAINTENANCE AFTER CONSTRUCTION

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

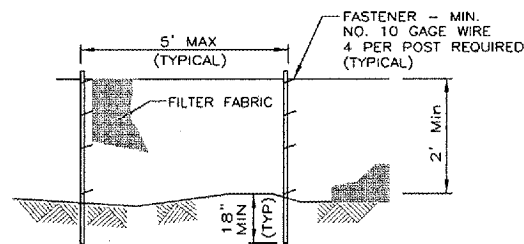
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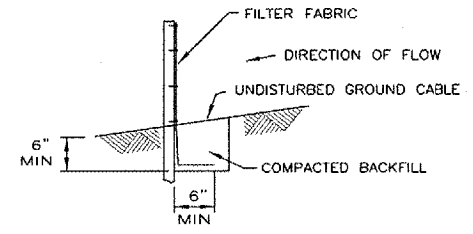
<p>CHICAGO ROCKFORD INTERNATIONAL AIRPORT ROCKFORD, ILLINOIS</p>	<p>STORMWATER POLLUTION PREVENTION PLAN NOTES</p>
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DATE:	02/29/08
JOB No:	07258-06
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A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET	7 OF 83 SHEETS



ELEVATION



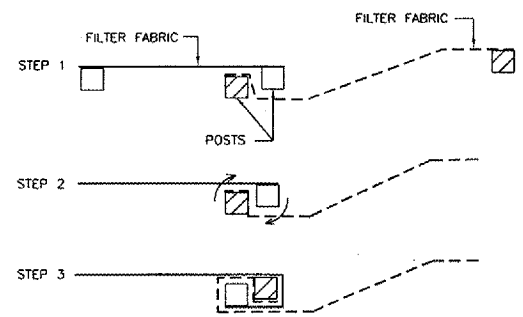
FABRIC ANCHOR DETAIL
 NOT TO SCALE
 FROM NRCS STANDARD DRAWING NO. IL-620

NOTES:

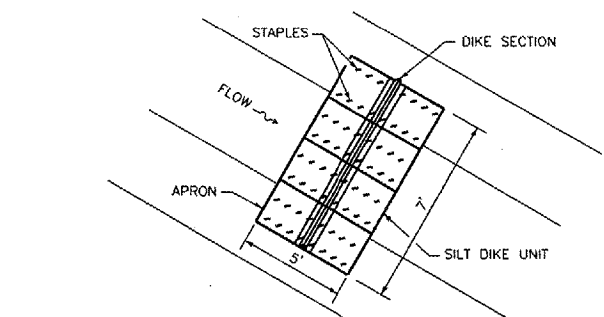
1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR ITEM AR156000 EROSION CONTROL IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
4. SILT FENCE SHALL BE INSTALLED PER STORM WATER POLLUTION PREVENTION PLAN OR AS DIRECTED BY THE ENGINEER.
5. FENCE POSTS SHALL BE EITHER STANDARD STEEL POSTS OR WOOD POSTS WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN..
6. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
7. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
8. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.

NOTES FOR ALL INLET PROTECTION

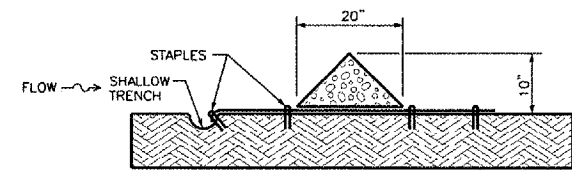
1. SILT FENCE AND SPACERS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT WILL BE INCLUDED IN THE UNIT PRICE FOR INLET PROTECTION.
2. INSPECTION SHALL BE FREQUENT AND REPAIR / REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
3. AFTER FINAL APPROVAL OF THE ENGINEER, SILT FENCE MAY BE REMOVED. CONTRACTOR SHALL PLACE SEED AND MULCH OVER THE DISTURBED AREAS.
4. SILT FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR ITEM AR156000 EROSION CONTROL IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.



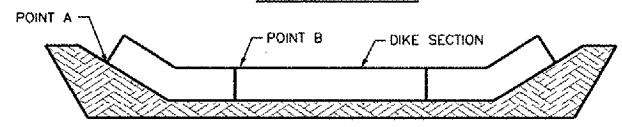
ATTACHING TWO SILT FENCES
 NOT TO SCALE
 FROM NRCS STANDARD DRAWING NO. IL-620



PLAN



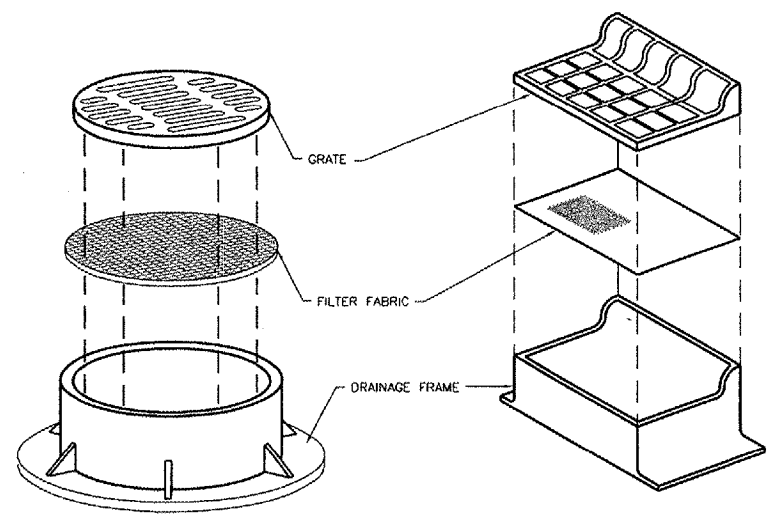
SIDE ELEVATION



POINT A MUST BE HIGHER THAN POINT B TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

FRONT ELEVATION

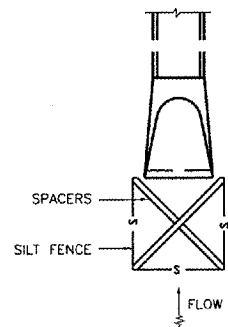
URETHANE FOAM/GEOTEXTILE DITCH CHECK
 NOT TO SCALE



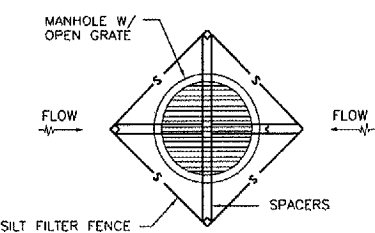
NOTES:

1. FILTER WRAP TO BE PLACED IN ALL SLOPE BOXES, INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR FABRIC FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2-INCH (MINIMUM).
4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
5. FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MINIMUM OF 80% OF COVERAGE.
6. COST OF FILTER WRAP SHALL BE CONSIDERED INCIDENTAL TO AR156000 EROSION CONTROL.

DRAINAGE STRUCTURE FILTER WRAP
 NOT TO SCALE



INLET PROTECTION (END SECTION)
 NOT TO SCALE
 IDOT STANDARD 280001-03



INLET PROTECTION (INLET/MANHOLES)
 NOT TO SCALE
 IDOT STANDARD 280001-03

REVISIONS		
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).

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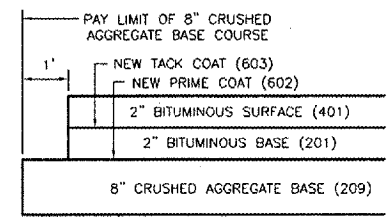
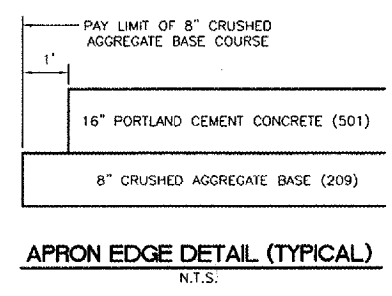
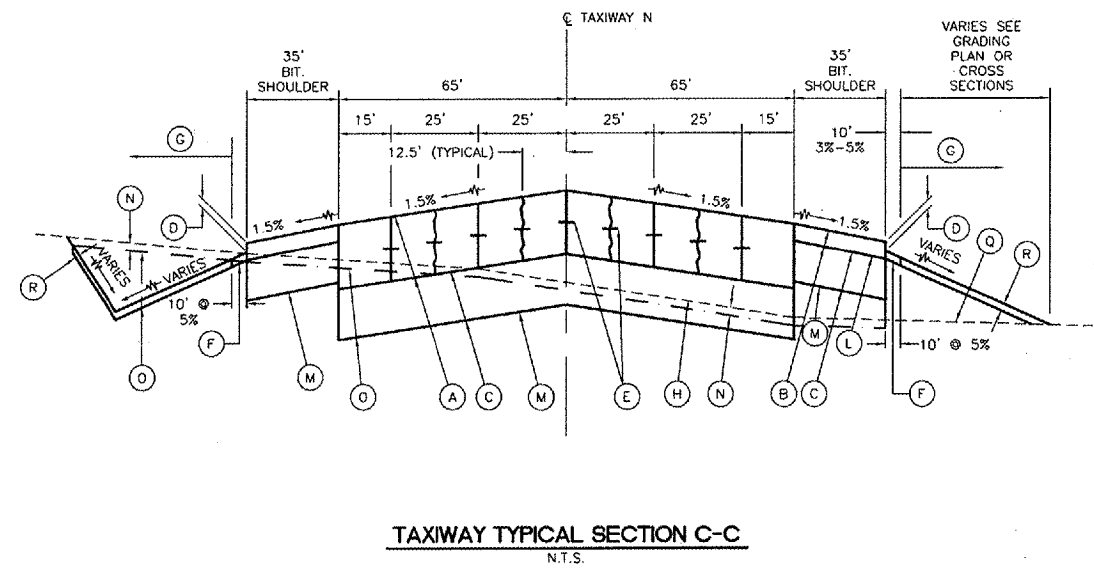
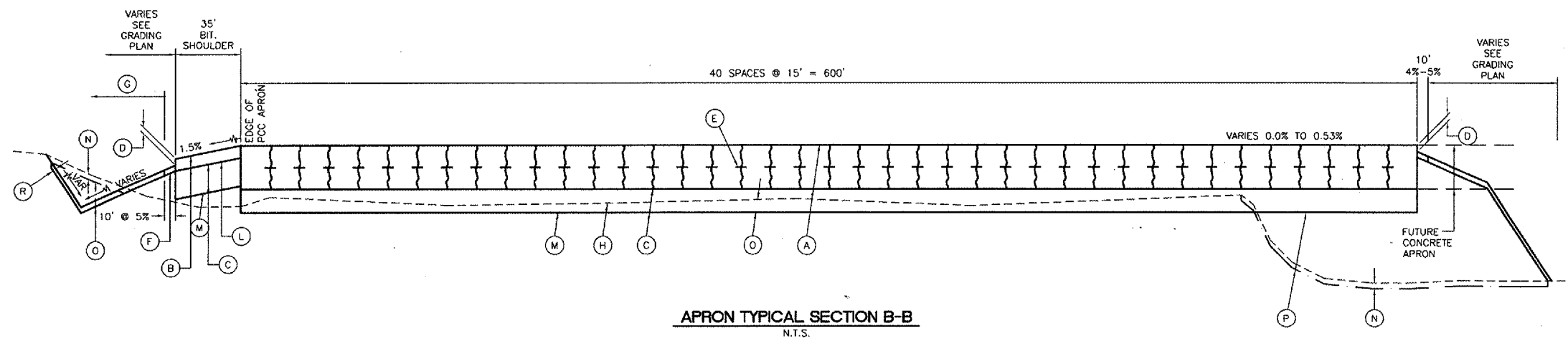
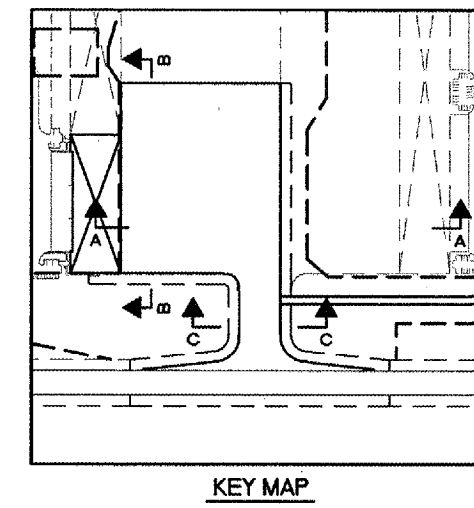
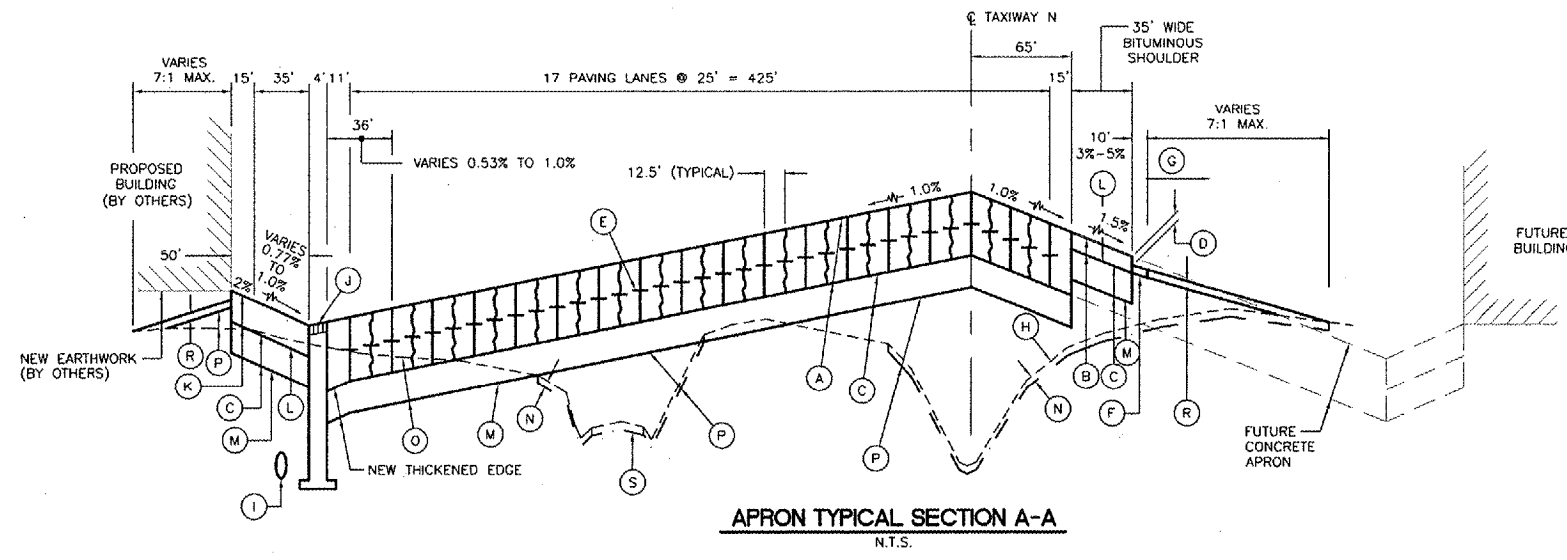
STORMWATER POLLUTION
 PREVENTION PLAN DETAILS

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DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX	
FINAL SUBMITTAL	
SHEET 8 OF 83 SHEETS	

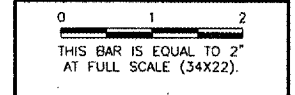
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 SURVEY BOOK #
 DATE: Thursday, April 03, 2008 11:25:12 AM
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 nwc-base.DWG



- LEGEND**
- (A) NEW 16" PORTLAND CEMENT CONCRETE (501)
 - (B) NEW 2" BITUMINOUS SURFACE COURSE (401)
NEW 2" BITUMINOUS BASE COURSE (201)
NEW TACK COAT (603) BETWEEN LIFTS
 - (C) NEW 8" CRUSHED AGGREGATE BASE COURSE (209)
 - (D) NEW 1-1/2" DROP FROM EDGE OF PAVEMENT TO TURF
 - (E) NEW DOWEL BAR
 - (F) NEW SEEDING AND SOIL GUARD (901 AND 800)
 - (G) NEW SEEDING AND MULCHING (901 AND 908)
 - (H) EXISTING GROUNDLINE
 - (I) NEW STORM SEWER
 - (J) NEW TRENCH DRAIN STRUCTURE
 - (K) NEW 3" BITUMINOUS SURFACE COURSE (401)
NEW 5" BITUMINOUS BASE COURSE (201)
NEW TACK COAT (603) BETWEEN LIFTS
 - (L) NEW BITUMINOUS PRIME COAT (602)
 - (M) NEW SOIL STABILIZATION FABRIC (152)
 - (N) NEW 4" AVERAGE TOPSOIL STRIPPING (152)(SEE CROSS SECTIONS)
 - (O) NEW UNCLASSIFIED EXCAVATION (152)
 - (P) NEW EMBANKMENT FILL (152)
 - (Q) NEW SHOULDER FILL (152)
 - (R) NEW 4" TOPSOIL PLACEMENT (152)
 - (S) NEW BITUMINOUS PAVEMENT REMOVAL (401)

REVISIONS

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ROCKFORD, ILLINOIS
TYPICAL SECTIONS

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 SHEET 9 OF 83 SHEETS

MATCHLINE STA. 18+75

RO014

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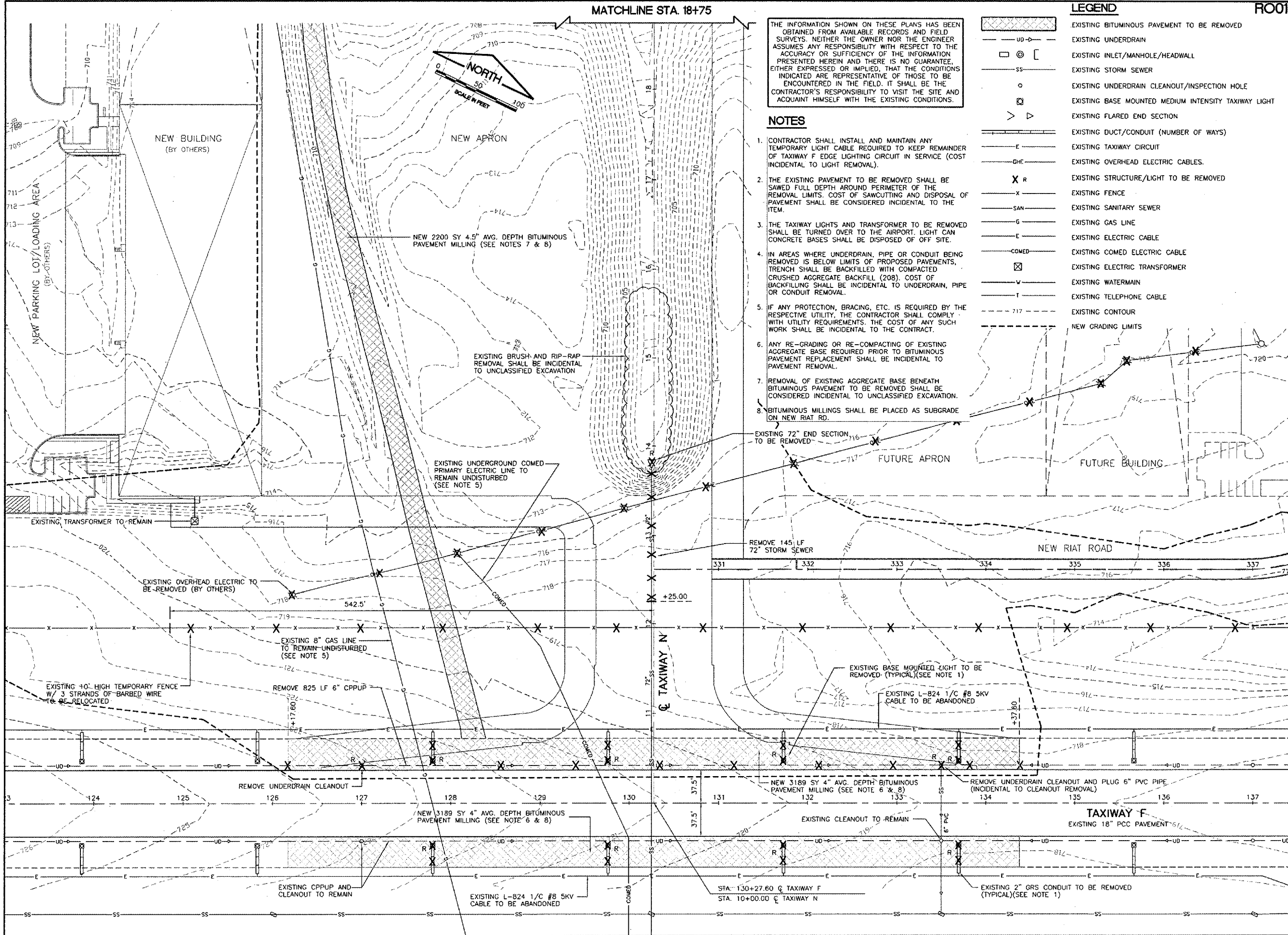
THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS AND FIELD SURVEYS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WITH RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION PRESENTED HEREIN AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE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

LEGEND

[Symbol]	EXISTING BITUMINOUS PAVEMENT TO BE REMOVED
[Symbol]	EXISTING UNDERDRAIN
[Symbol]	EXISTING INLET/MANHOLE/HEADWALL
[Symbol]	EXISTING STORM SEWER
[Symbol]	EXISTING UNDERDRAIN CLEANOUT/INSPECTION HOLE
[Symbol]	EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
[Symbol]	EXISTING FLARED END SECTION
[Symbol]	EXISTING DUCT/CONDUIT (NUMBER OF WAYS)
[Symbol]	EXISTING TAXIWAY CIRCUIT
[Symbol]	EXISTING OVERHEAD ELECTRIC CABLES.
[Symbol]	EXISTING STRUCTURE/LIGHT TO BE REMOVED
[Symbol]	EXISTING FENCE
[Symbol]	EXISTING SANITARY SEWER
[Symbol]	EXISTING GAS LINE
[Symbol]	EXISTING ELECTRIC CABLE
[Symbol]	EXISTING COMED ELECTRIC CABLE
[Symbol]	EXISTING ELECTRIC TRANSFORMER
[Symbol]	EXISTING WATERMAIN
[Symbol]	EXISTING TELEPHONE CABLE
[Symbol]	EXISTING CONTOUR
[Symbol]	NEW GRADING LIMITS

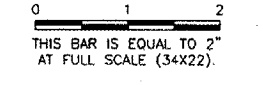
NOTES

- CONTRACTOR SHALL INSTALL AND MAINTAIN ANY TEMPORARY LIGHT CABLE REQUIRED TO KEEP REMAINDER OF TAXIWAY F EDGE LIGHTING CIRCUIT IN SERVICE (COST INCIDENTAL TO LIGHT REMOVAL).
- THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CAN CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
- IN AREAS WHERE UNDERDRAIN, PIPE OR CONDUIT BEING REMOVED IS BELOW LIMITS OF PROPOSED PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (208). COST OF BACKFILLING SHALL BE INCIDENTAL TO UNDERDRAIN, PIPE OR CONDUIT REMOVAL.
- IF ANY PROTECTION, BRACING, ETC. IS REQUIRED BY THE RESPECTIVE UTILITY, THE CONTRACTOR SHALL COMPLY WITH UTILITY REQUIREMENTS. THE COST OF ANY SUCH WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- ANY RE-GRADING OR RE-COMPACTING OF EXISTING AGGREGATE BASE REQUIRED PRIOR TO BITUMINOUS PAVEMENT REPLACEMENT SHALL BE INCIDENTAL TO PAVEMENT REMOVAL.
- REMOVAL OF EXISTING AGGREGATE BASE BENEATH BITUMINOUS PAVEMENT TO BE REMOVED SHALL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION.
- BITUMINOUS MILLINGS SHALL BE PLACED AS SUBGRADE ON NEW RIAT RD.



REVISIONS

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**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**

**EXISTING CONDITIONS/PROPOSED REMOVALS
 SHEET 1**

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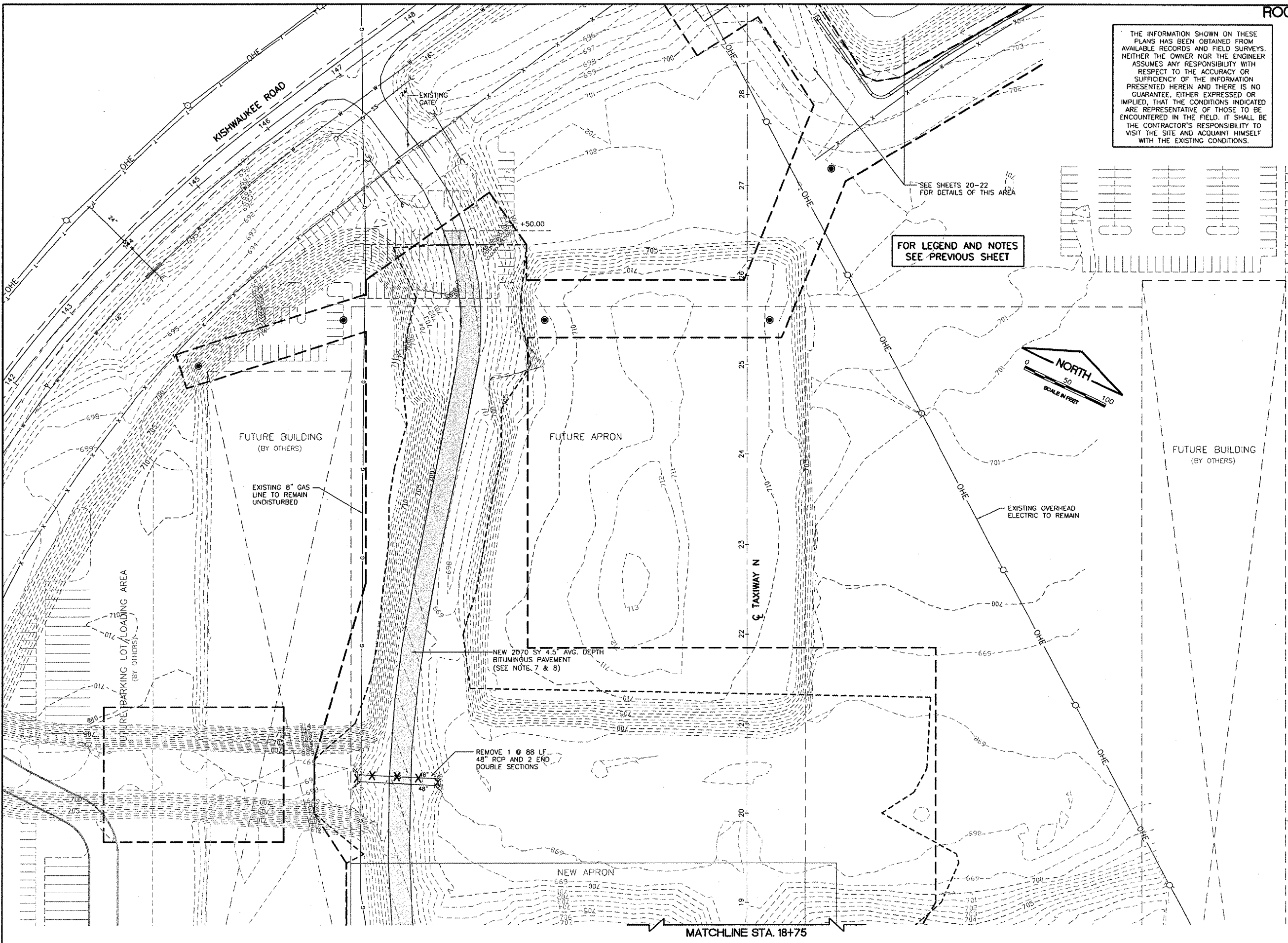
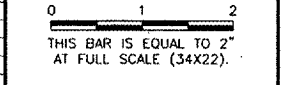
Chicago Rockford International Airport

DESIGN BY:	CAL
DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 10 OF 83 SHEETS	

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UPDATE BY: Jeremy Linke
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DATE: Thursday, April 03, 2008 11:25:56 AM
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topo.dwg
newllwest.DWG
etapo by others.dwg

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FOR LEGEND AND NOTES SEE PREVIOUS SHEET



CHICAGO ROCKFORD INTERNATIONAL AIRPORT
ROCKFORD, ILLINOIS

EXISTING CONDITIONS/PROPOSED REMOVALS
SHEET 2

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A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 11 OF 83 SHEETS	

MATCHLINE STA. 18+75

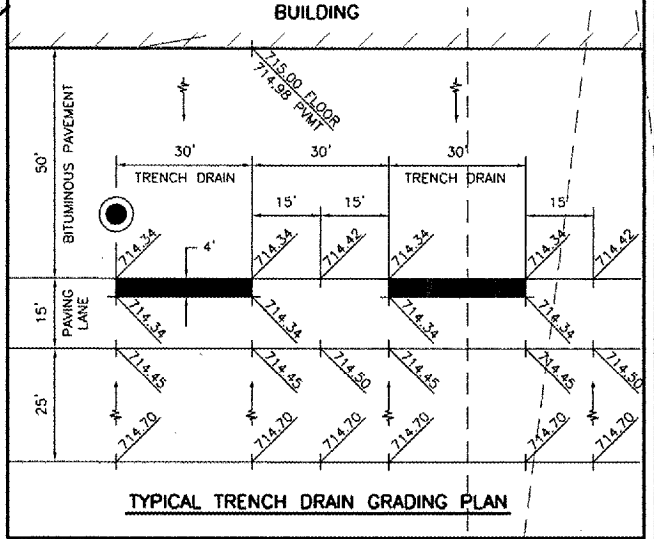
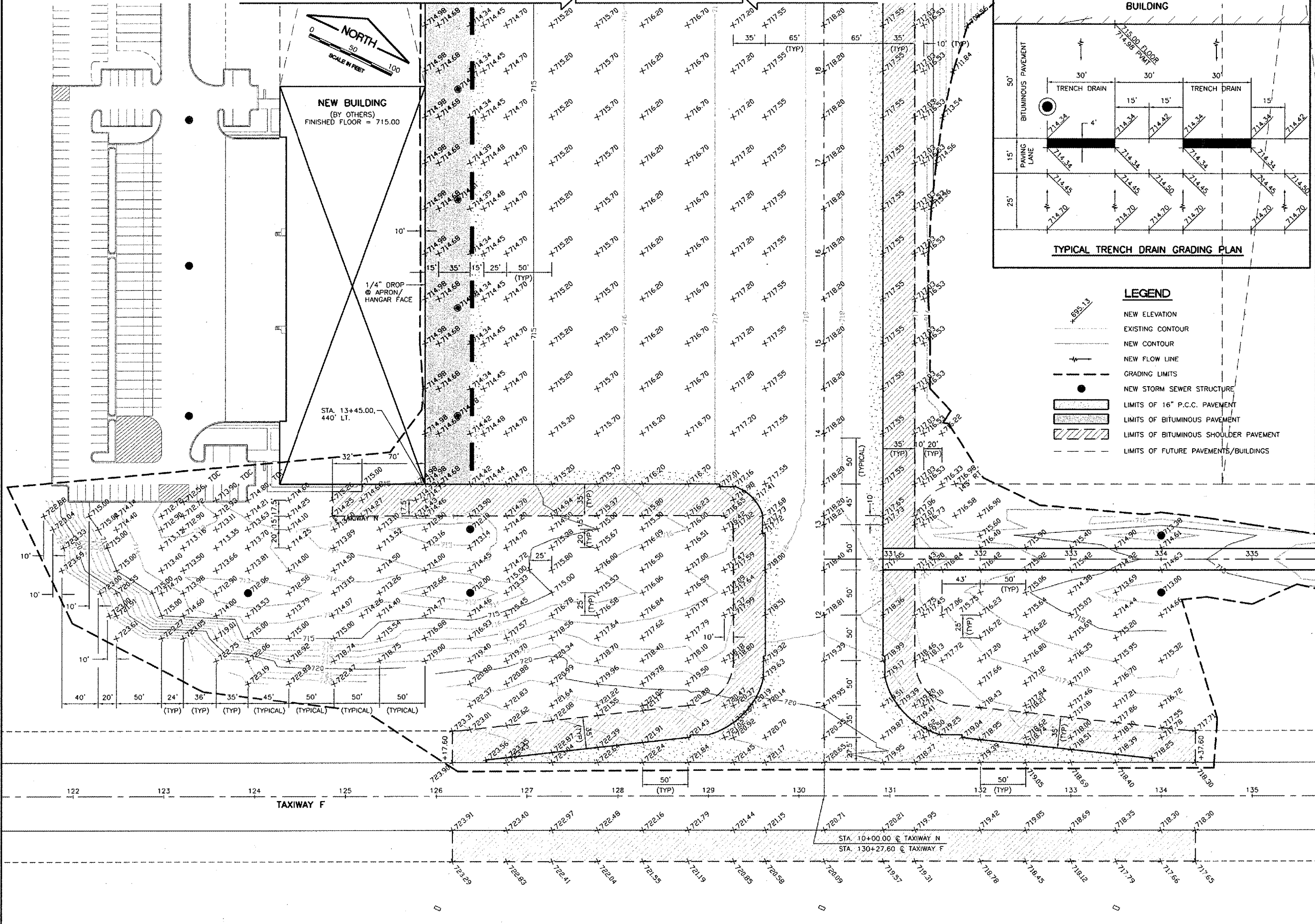
MATCHLINE STA. 18+75

RO014

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REVISIONS		
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0 1 2
 THIS BAR IS EQUAL TO 2' AT FULL SCALE (34X22).



- LEGEND**
- NEW ELEVATION
 - EXISTING CONTOUR
 - NEW CONTOUR
 - NEW FLOW LINE
 - GRADING LIMITS
 - NEW STORM SEWER STRUCTURE
 - LIMITS OF 16" P.C.C. PAVEMENT
 - LIMITS OF BITUMINOUS PAVEMENT
 - LIMITS OF BITUMINOUS SHOULDER PAVEMENT
 - LIMITS OF FUTURE PAVEMENTS/BUILDINGS

CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

GRADING PLAN - SHEET 1

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JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 12 OF 83 SHEETS	

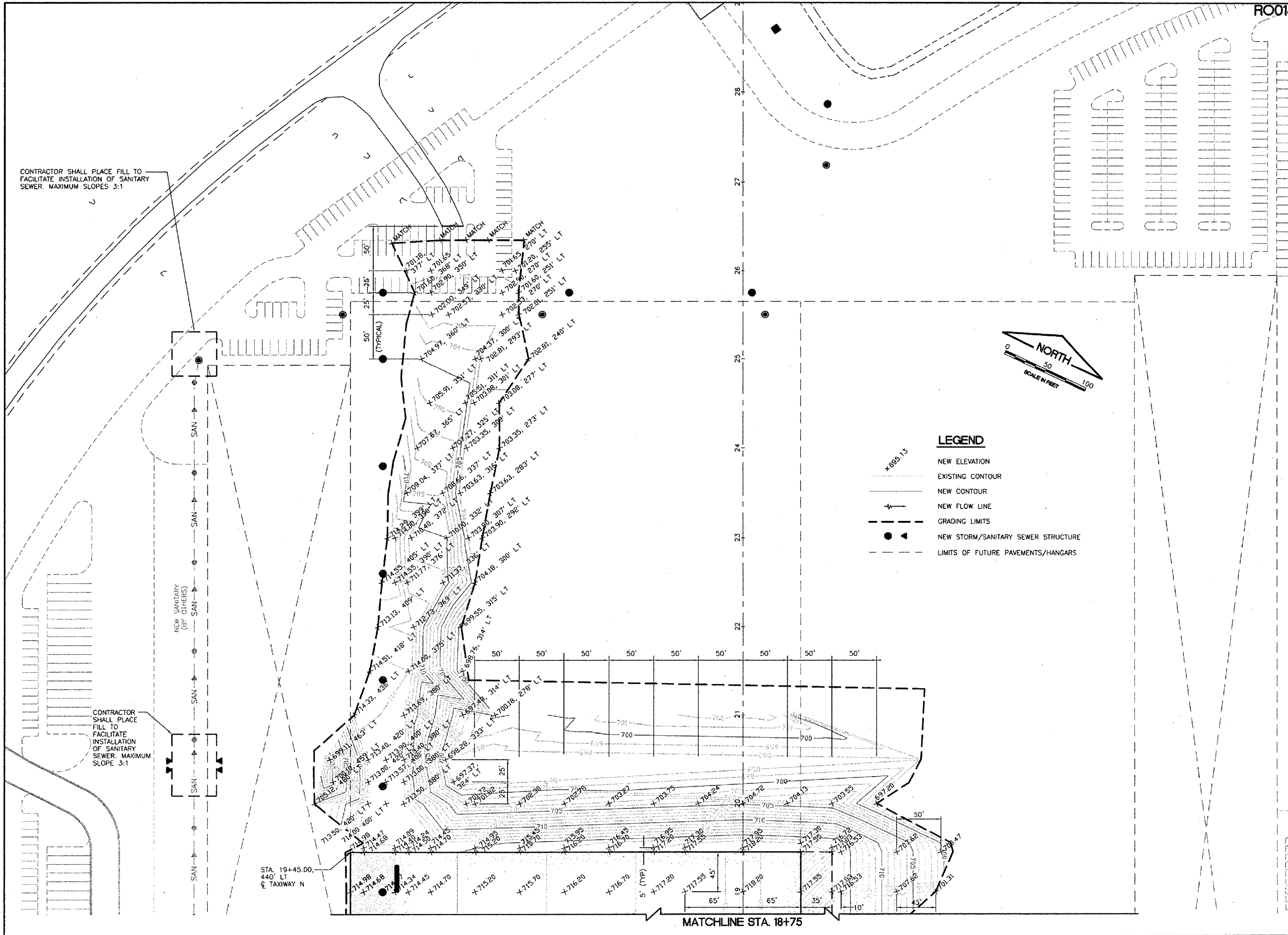
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REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34x22).

CONTRACTOR SHALL PLACE FILL TO FACILITATE INSTALLATION OF SANITARY SEWER. MAXIMUM SLOPES 3:1

CONTRACTOR SHALL PLACE FILL TO FACILITATE INSTALLATION OF SANITARY SEWER. MAXIMUM SLOPE 3:1



LEGEND

- +695.13 NEW ELEVATION
- EXISTING CONTOUR
- NEW CONTOUR
- NEW FLOW LINE
- GRADING LIMITS
- NEW STORM/SANITARY SEWER STRUCTURE
- LIMITS OF FUTURE PAVEMENTS/HANGARS

CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

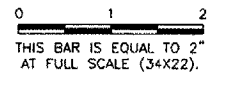
GRADING PLAN - SHEET 2

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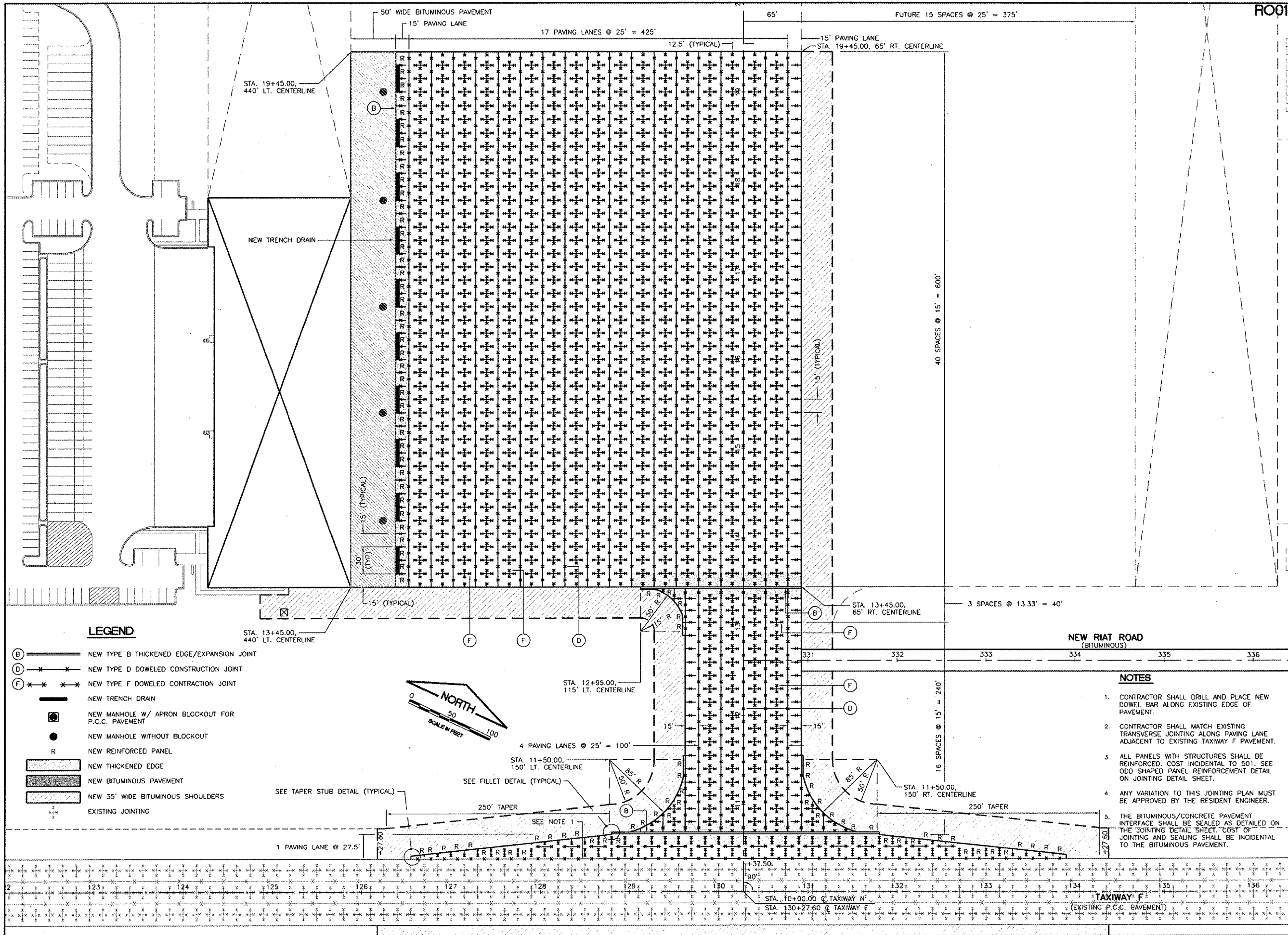
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DATE:	02/29/08
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ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX	
FINAL SUBMITTAL	
SHEET 13 OF 83 SHEETS	

REVISIONS		
NUMBER	BY	DATE



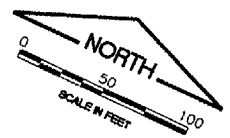
CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

JOINTING PLAN



LEGEND

- (B) ——— NEW TYPE B THICKENED EDGE/EXPANSION JOINT
- (D) * * * * * NEW TYPE D DOWELED CONSTRUCTION JOINT
- (F) * * * * * NEW TYPE F DOWELED CONTRACTION JOINT
- NEW TRENCH DRAIN
- NEW MANHOLE W/ APRON BLOCKOUT FOR P.C.C. PAVEMENT
- NEW MANHOLE WITHOUT BLOCKOUT
- R NEW REINFORCED PANEL
- ▨ NEW THICKENED EDGE
- ▨ NEW BITUMINOUS PAVEMENT
- ▨ NEW 35' WIDE BITUMINOUS SHOULDERS
- EXISTING JOINTING



NOTES

- CONTRACTOR SHALL DRILL AND PLACE NEW DOWEL BAR ALONG EXISTING EDGE OF PAVEMENT.
- CONTRACTOR SHALL MATCH EXISTING TRANSVERSE JOINTING ALONG PAVING LANE ADJACENT TO EXISTING TAXIWAY F PAVEMENT.
- ALL PANELS WITH STRUCTURES SHALL BE REINFORCED. COST INCIDENTAL TO 501. SEE ODD SHAPED PANEL REINFORCEMENT DETAIL ON JOINTING DETAIL SHEET.
- ANY VARIATION TO THIS JOINTING PLAN MUST BE APPROVED BY THE RESIDENT ENGINEER.
- THE BITUMINOUS/CONCRETE PAVEMENT INTERFACE SHALL BE SEALED AS DETAILED ON THE JOINTING DETAIL SHEET. COST OF JOINTING AND SEALING SHALL BE INCIDENTAL TO THE BITUMINOUS PAVEMENT.

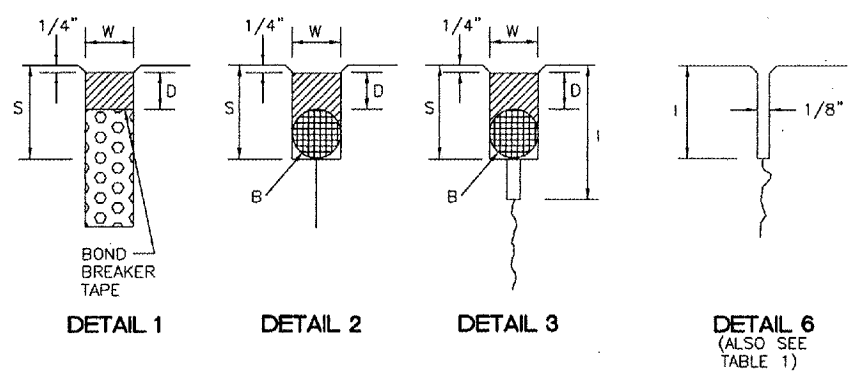
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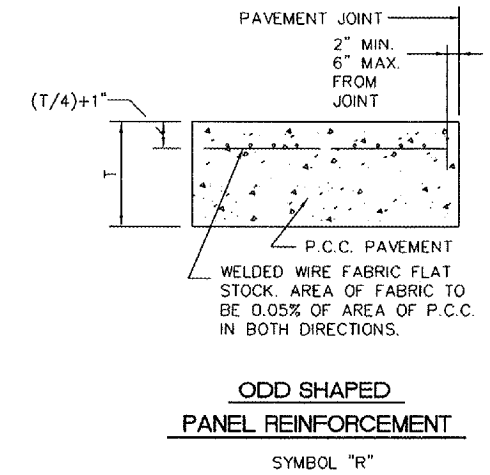
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DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX	
FINAL SUBMITTAL	
SHEET 14 OF 83 SHEETS	

JOINT SEALING DETAILS



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

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



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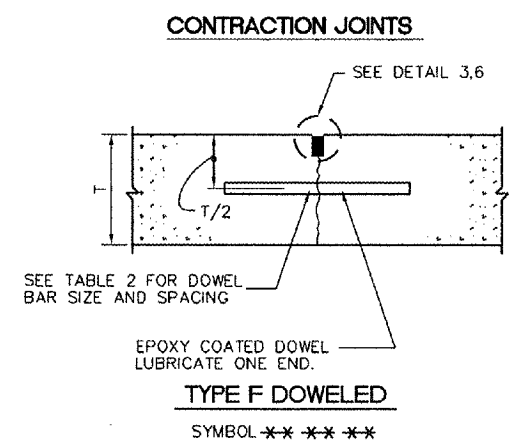
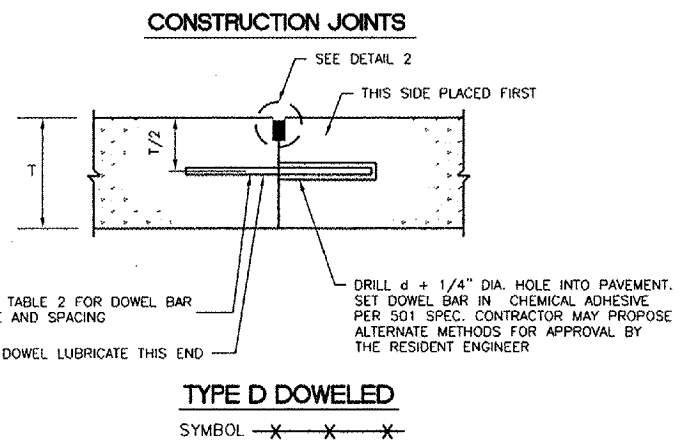
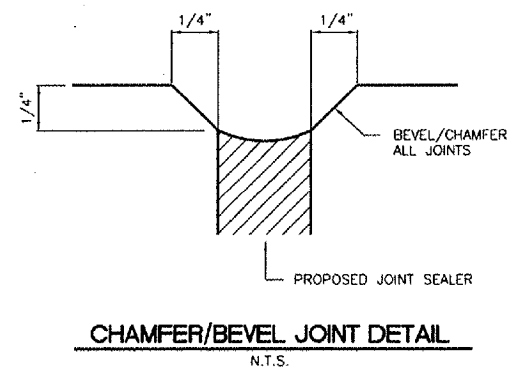
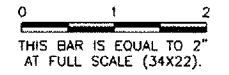
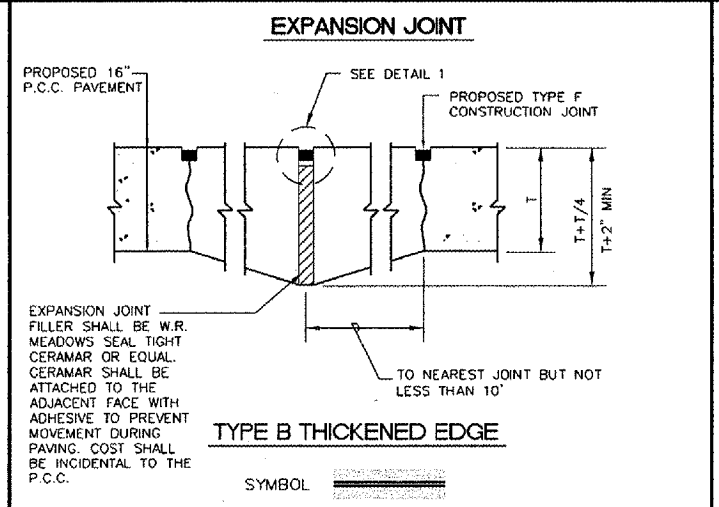


TABLE 1

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

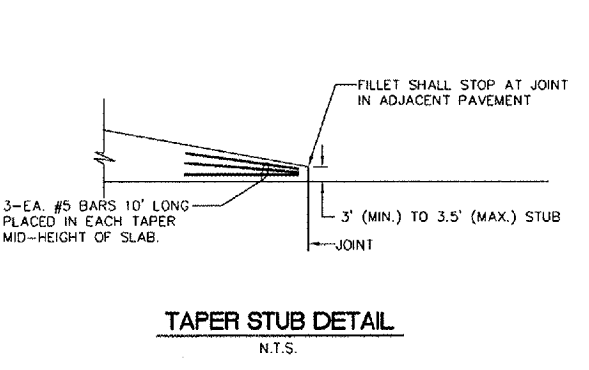
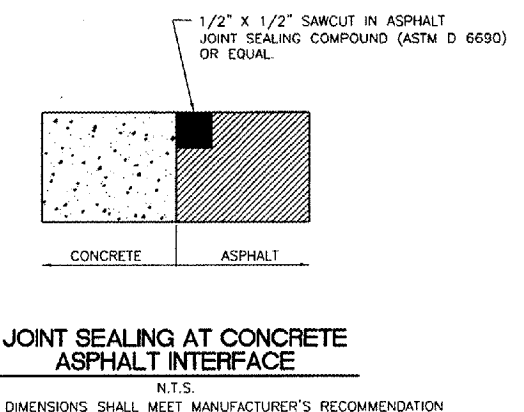
TABLE 2

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



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. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- REINFORCED PANELS NOT SHOWN FOR CLARITY. SEE DETAILS THIS SHEET FOR REQUIREMENTS OF LOCATIONS. NEW TAPERS SHALL REQUIRE REINFORCED PANELS PER "JOINTING AT SKEWED EDGE DETAIL".
- ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- 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 DETAIL THIS SHEET.
- 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.



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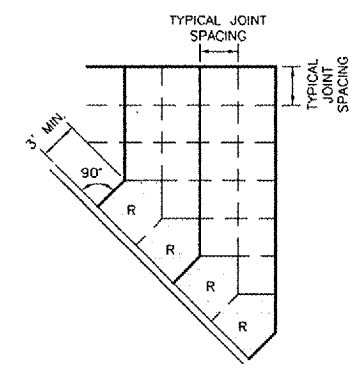
JOINTING DETAILS - SHEET 1

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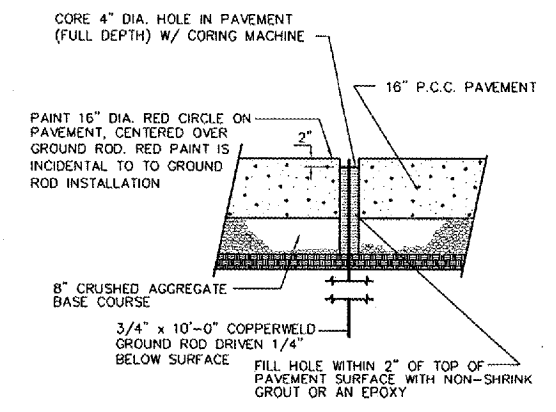
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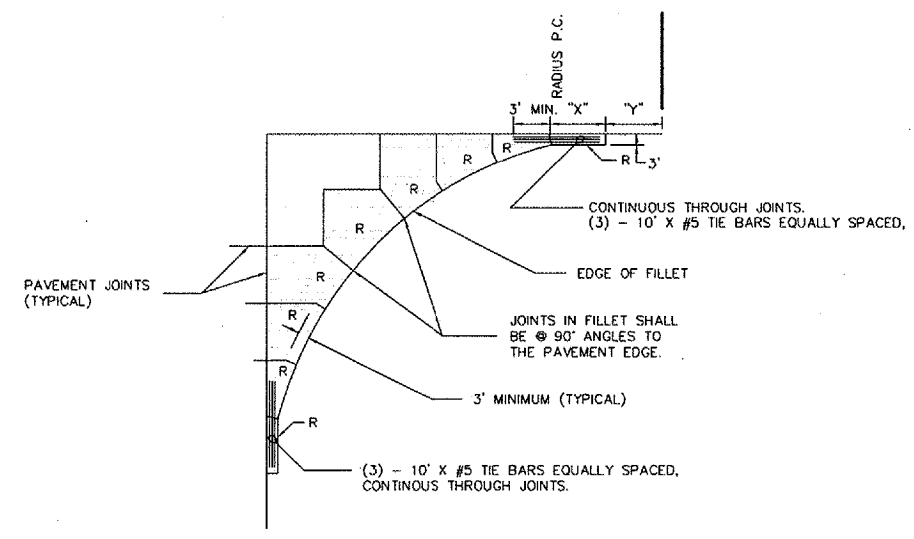
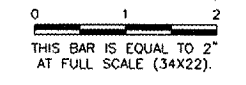


JOINTING AT SKEWED EDGE
 N.T.S.



GROUND ROD DETAIL
 NO SCALE

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

Ⓡ DENOTES ODD SHAPED REINFORCED PANELS TO BE REINFORCED WITH DEFORMED WIRE FABRIC AS SHOWN ON JOINTING DETAILS SHEET. ALL NON RECTANGULAR SHAPED PANELS SHALL BE REINFORCED. (REINFORCEMENT NOT SHOWN)

FILLET RADIUS	"X" (IN FEET)	"Y" (IN FEET)
20	4.30	6.24
25	4.88	7.00
30	5.40	7.68
50	7.11	9.95
75	8.79	12.21
85	9.38	13.00
100	10.21	14.11
125	11.44	15.78
150	12.56	17.29
175	13.58	18.68
200	14.53	19.98

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JOINTING DETAILS - SHEET 2

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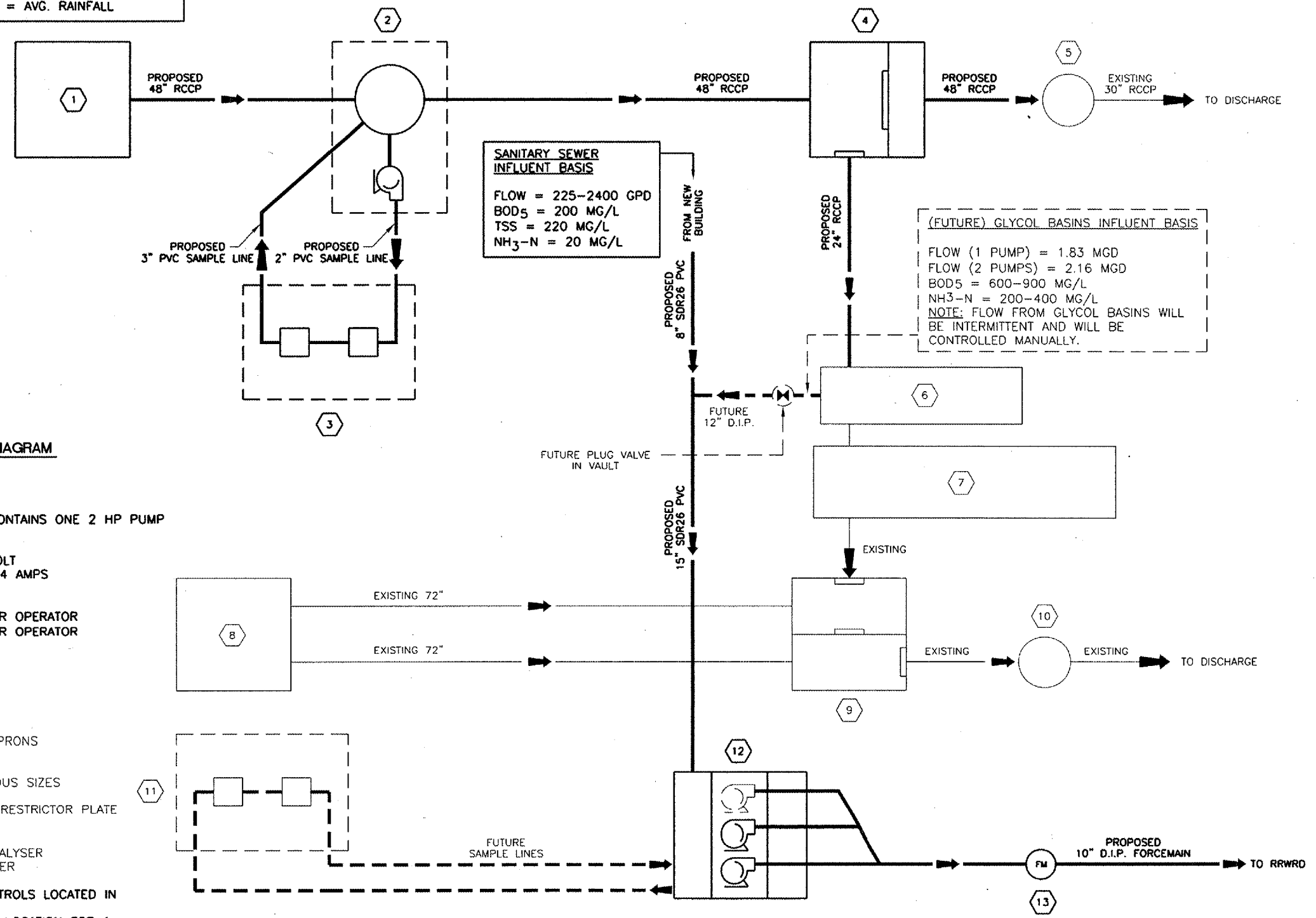
CARGO APRON INFLUENT/FLOW:
 DMF = 45.69 MGD
 DAF = AVG. RAINFALL

SANITARY SEWER INFLUENT BASIS
 FLOW = 225-2400 GPD
 BOD₅ = 200 MG/L
 TSS = 220 MG/L
 NH₃-N = 20 MG/L

(FUTURE) GLYCOL BASINS INFLUENT BASIS
 FLOW (1 PUMP) = 1.83 MGD
 FLOW (2 PUMPS) = 2.16 MGD
 BOD₅ = 600-900 MG/L
 NH₃-N = 200-400 MG/L
 NOTE: FLOW FROM GLYCOL BASINS WILL BE INTERMITTENT AND WILL BE CONTROLLED MANUALLY.

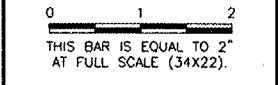
NOMENCLATURE FOR PROCESS DIAGRAM

- 1 NEW APRON
- 2 PROPOSED SAMPLING MANHOLE - CONTAINS ONE 2 HP PUMP
- 3 PROPOSED CONTROL BUILDING
 -ONE AMMONIA ANALYSER - 115 VOLT
 -ONE BOD ANALYSER - 230 VOLT, 4 AMPS
- 4 PROPOSED DIVERSION STRUCTURE
 -ONE 36" SQUARE GATE WITH MOTOR OPERATOR
 -ONE 48" SQUARE GATE WITH MOTOR OPERATOR
- 5 EXISTING DISCHARGE MANHOLE
- 6 EXISTING SMALL POND
- 7 EXISTING LARGE POND
- 8 EXISTING UPS AND COMMON AREA APRONS
- 9 EXISTING DIVERSION STRUCTURE
 -CONTAINS 4 SLIDE GATES OF VARIOUS SIZES
- 10 EXISTING DISCHARGE MANHOLE WITH RESTRICTOR PLATE
- 11 EXISTING CONTROL BUILDING
 -WILL CONTAIN FUTURE AMMONIA ANALYSER
 -WILL CONTAIN FUTURE BOD ANALYSER
- 12 PROPOSED PUMP STATION WITH CONTROLS LOCATED IN EXISTING CONTROL BUILDING
 -CONTAINS TWO 25 HP PUMPS AND LOCATION FOR A FUTURE 3RD PUMP
- 13 PROPOSED MAGNETIC FLOW METER WITH REMOTE READ IN CONTROL BUILDING



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PROCESS FLOW DIAGRAM

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SHEET 17 OF 83 SHEETS	

MATCHLINE STA. 19+00
 (SEE NEXT SHEET)

FOR DRAINAGE SCHEDULE
 SEE SHEET 26

LEGEND

- [Symbol] NEW 16" P.C.C. PAVEMENT
- [Symbol] NEW BITUMINOUS PAVEMENT
- [Symbol] NEW BITUMINOUS SHOULDER
- [Symbol] NEW BITUMINOUS RIAT ROAD
- [Symbol] EXISTING UNDERDRAIN
- [Symbol] EXISTING STORM SEWER
- [Symbol] NEW STORM SEWER
- [Symbol] EXISTING MANHOLE/INLET / SLOPE BOX
- [Symbol] NEW MANHOLE
- [Symbol] NEW 6" PVC STORM SEWER
- [Symbol] NEW TRENCH DRAIN
- [Symbol] EXISTING GAS LINE
- [Symbol] EXISTING OVERHEAD ELECTRIC
- [Symbol] EXISTING TELEPHONE CABLE
- [Symbol] EXISTING COMED CABLE
- [Symbol] EXISTING DUCT BANK
- [Symbol] FUTURE COMED CABLE
- [Symbol] EXISTING ELECTRIC TRANSFORMER
- [Symbol] NEW INLET/CLEANOUT (BY OTHERS)
- [Symbol] NEW BUILDING ELECTRIC, TELEPHONE AND CABLE TV LINES IN COMMON TRENCH (BY OTHERS)
- [Symbol] NEW WATERMAIN (BY OTHERS)
- [Symbol] NEW STORM SEWER (BY OTHERS)
- [Symbol] NEW SANITARY SEWER (BY OTHERS)
- [Symbol] NEW GAS LINE (BY OTHERS)
- [Symbol] NEW COMED LINE (BY OTHERS)
- [Symbol] NEW ELECTRICAL HANDHOLE
- [Symbol] NEW DUCT/CONDUIT

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0 1 2
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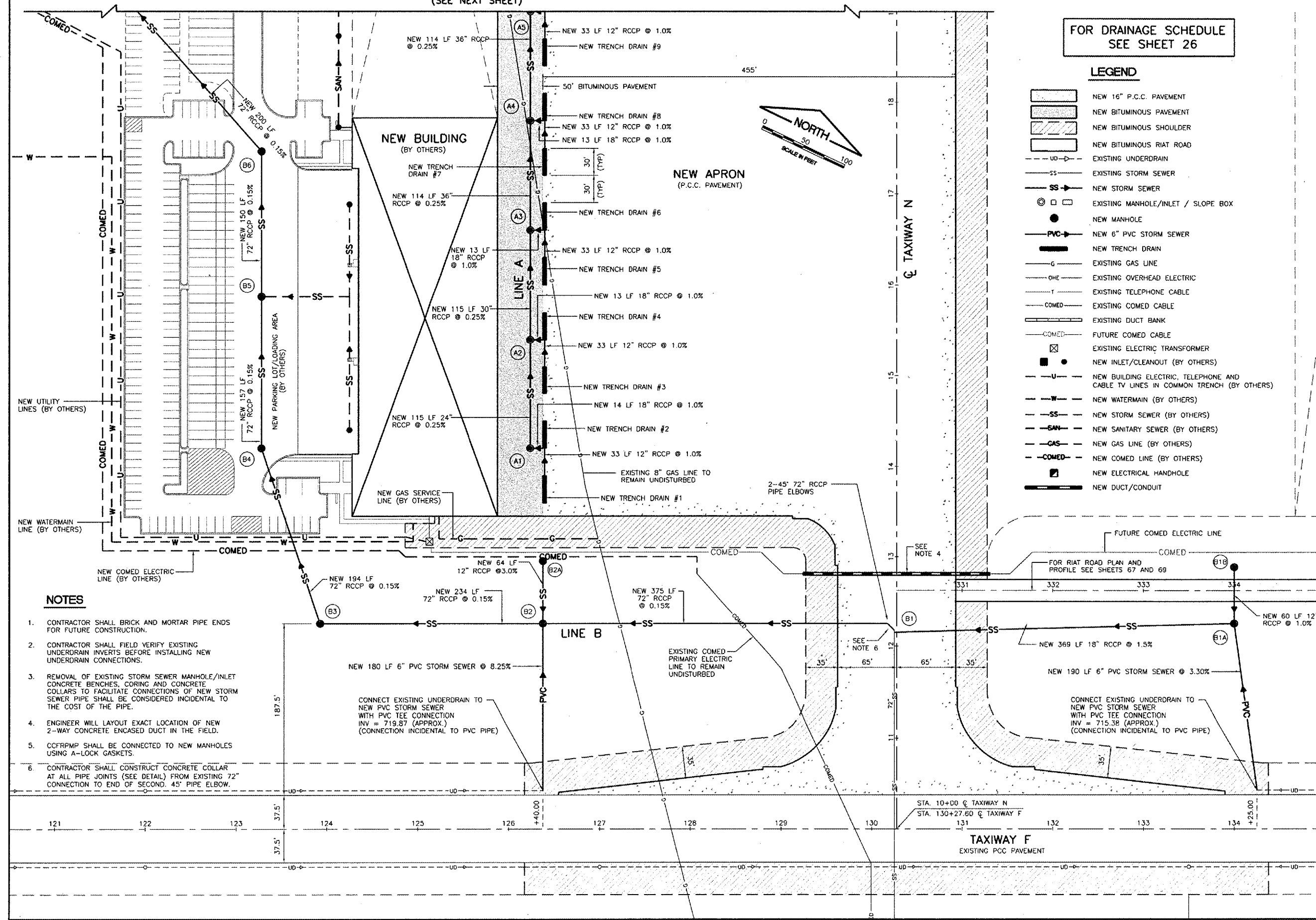
**DRAINAGE, SANITARY AND UTILITY PLAN
 APRON - SHEET 1**

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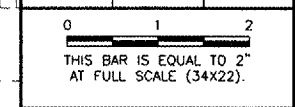
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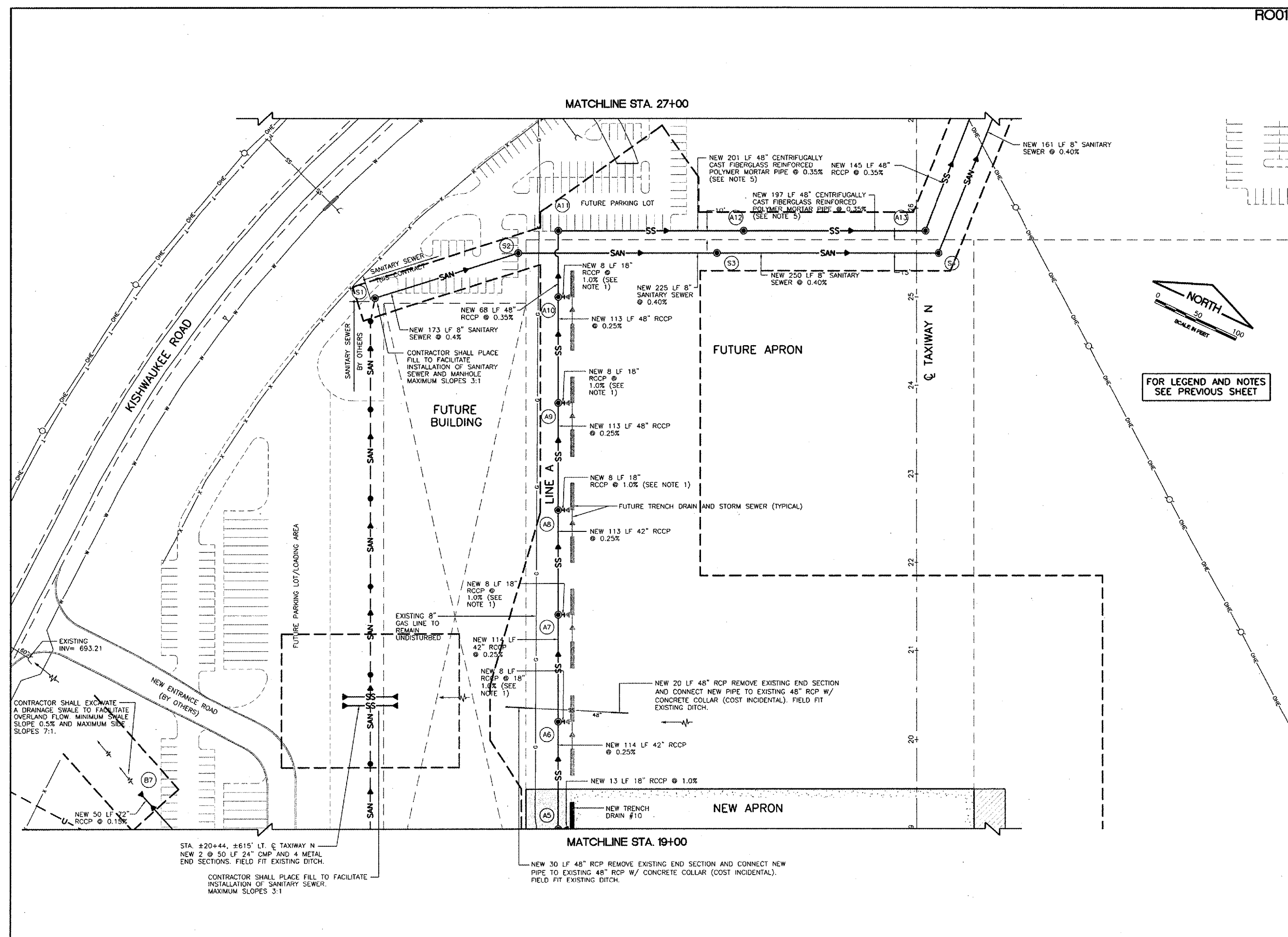
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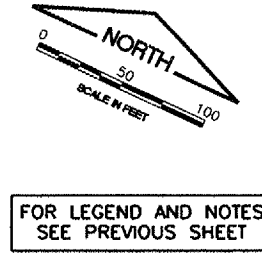
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CONTRACTOR SHALL EXCAVATE A DRAINAGE SWALE TO FACILITATE OVERLAND FLOW. MINIMUM SWALE SLOPE 0.5% AND MAXIMUM SIDE SLOPES 7:1.

STA. ±20+44, ±615' LT. © TAXIWAY N
 NEW 2 @ 50 LF 24" CMP AND 4 METAL END SECTIONS. FIELD FIT EXISTING DITCH.

CONTRACTOR SHALL PLACE FILL TO FACILITATE INSTALLATION OF SANITARY SEWER. MAXIMUM SLOPES 3:1

CONTRACTOR SHALL PLACE FILL TO FACILITATE INSTALLATION OF SANITARY SEWER AND MANHOLE. MAXIMUM SLOPES 3:1

NEW 30 LF 48" RCP REMOVE EXISTING END SECTION AND CONNECT NEW PIPE TO EXISTING 48" RCP W/ CONCRETE COLLAR (COST INCIDENTAL). FIELD FIT EXISTING DITCH.

NEW 20 LF 48" RCP REMOVE EXISTING END SECTION AND CONNECT NEW PIPE TO EXISTING 48" RCP W/ CONCRETE COLLAR (COST INCIDENTAL). FIELD FIT EXISTING DITCH.

FENCING NOTE

1. AT THE CONTRACTOR'S OPTION, THE EXISTING FENCE MAY BE REMOVED AND REPLACED TO FACILITATE CONSTRUCTION OF THE RESPECTIVE UTILITY. FENCING REMOVAL AND REPLACEMENT SHALL OCCUR THE SAME DAY AND THE FENCING SHALL BE SECURE EACH NIGHT TO THE SATISFACTION OF THE AIRPORT. DURING THE DAY, AREAS OF FENCE REMOVALS SHALL BE CONSIDERED GATES AND ARE SUBJECT TO THE CONDITIONS OF THE GATE SECURITY NOTES SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. FENCE REMOVAL AND REPLACEMENT SHALL BE INCIDENTAL TO THE RESPECTIVE UTILITY.

ELECTRICAL NOTES

1. EXISTING UTILITY POLE. CONTRACTOR SHALL INSTALL 2" RISER FOR NEW ELECTRIC SERVICE PER UTILITY'S REQUIREMENTS. COORDINATE NEW ELECTRIC SERVICE WITH UTILITY COMPANY.
2. NEW 3 #2 XHHW, 1 #6 GND. IN 2" GRS CONDUIT, DIRECT BURIED. INSTALL NEW METER BASE AND GROUND ROD PER UTILITY'S REQUIREMENTS. NEW ELECTRIC SERVICE SHALL BE 100A, 120/240V, 1-PHASE.
3. EXISTING HANDHOLE. CONNECT NEW 4-WAY DUCT BANK TO EXISTING HANDHOLE. CAST INCIDENTAL TO NEW DUCT BANK.
4. INSTALL PULL-STRINGS IN ALL SPARE CONDUITS.
5. NEW 2 #10 XLP-USE, 1 #10 GND. IN 1" GRS CONDUIT.

6. NEW (2) 1" GRS CONDUITS WITH 8 #12 XLP-USE, 1 #12 GND. AND 1-2/C #16 SHIELDED IN EACH CONDUIT AND (2) 1" GRS CONDUITS WITH 2 #10 XLP-USE, 1 #10 GND. IN EACH CONDUIT.

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER 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 ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

ALL CABLING/CONDUIT BETWEEN SAMPLING MANHOLE, DIVERSION STRUCTURE AND SAMPLING BUILDING AND NEW ELECTRIC SERVICE SHALL BE PAID UNDER LUMP SUM PAY ITEM OF STORM WATER SAMPLING BUILDING ELECTRICAL, PAY ITEM 800131

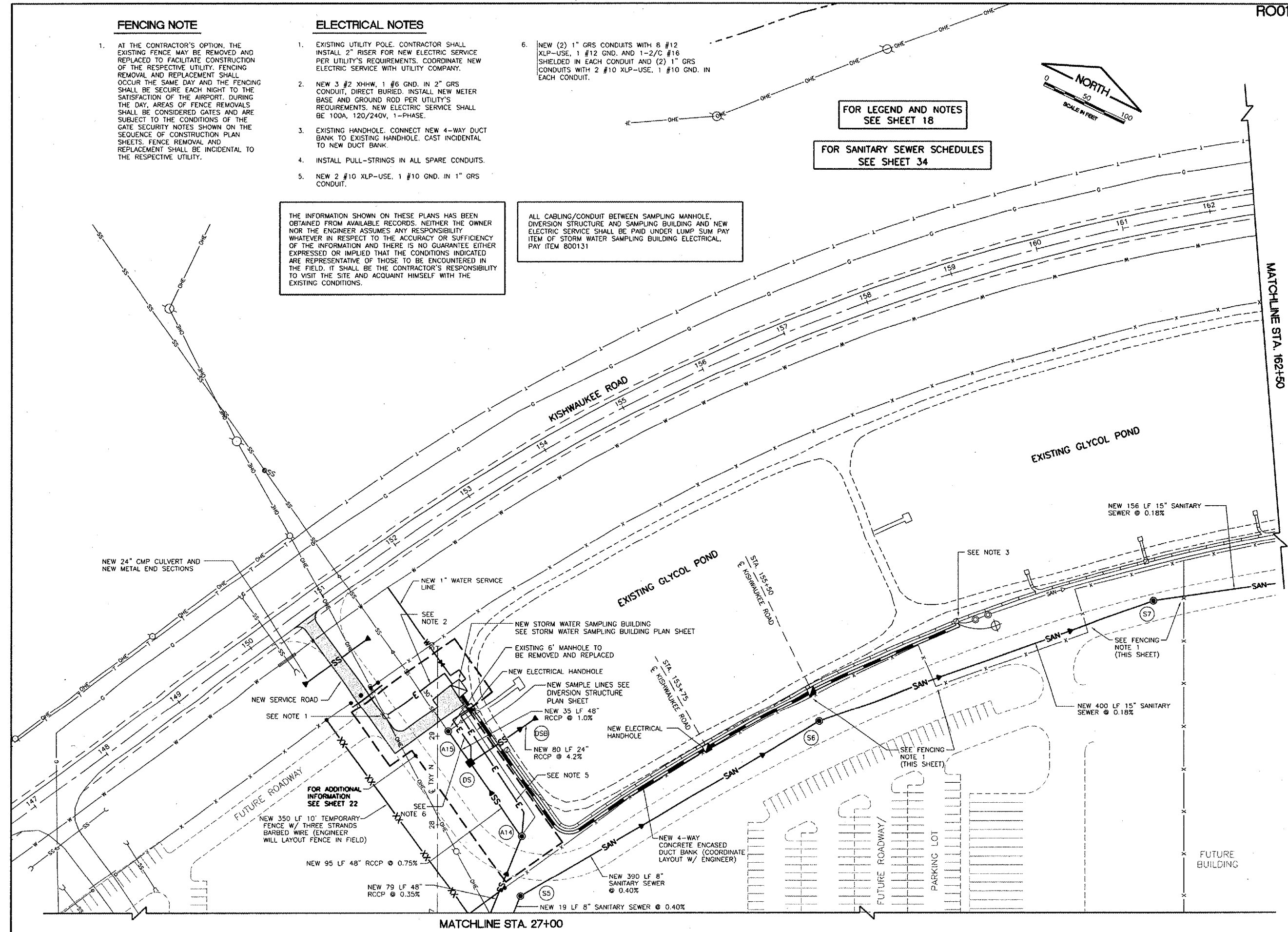
FOR LEGEND AND NOTES
SEE SHEET 18

FOR SANITARY SEWER SCHEDULES
SEE SHEET 34



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DRAINAGE, SANITARY AND UTILITY PLAN
APRON - SHEET 3

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FOR LEGEND AND NOTES
 SEE SHEET 18



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MATCHLINE STA. 176+00

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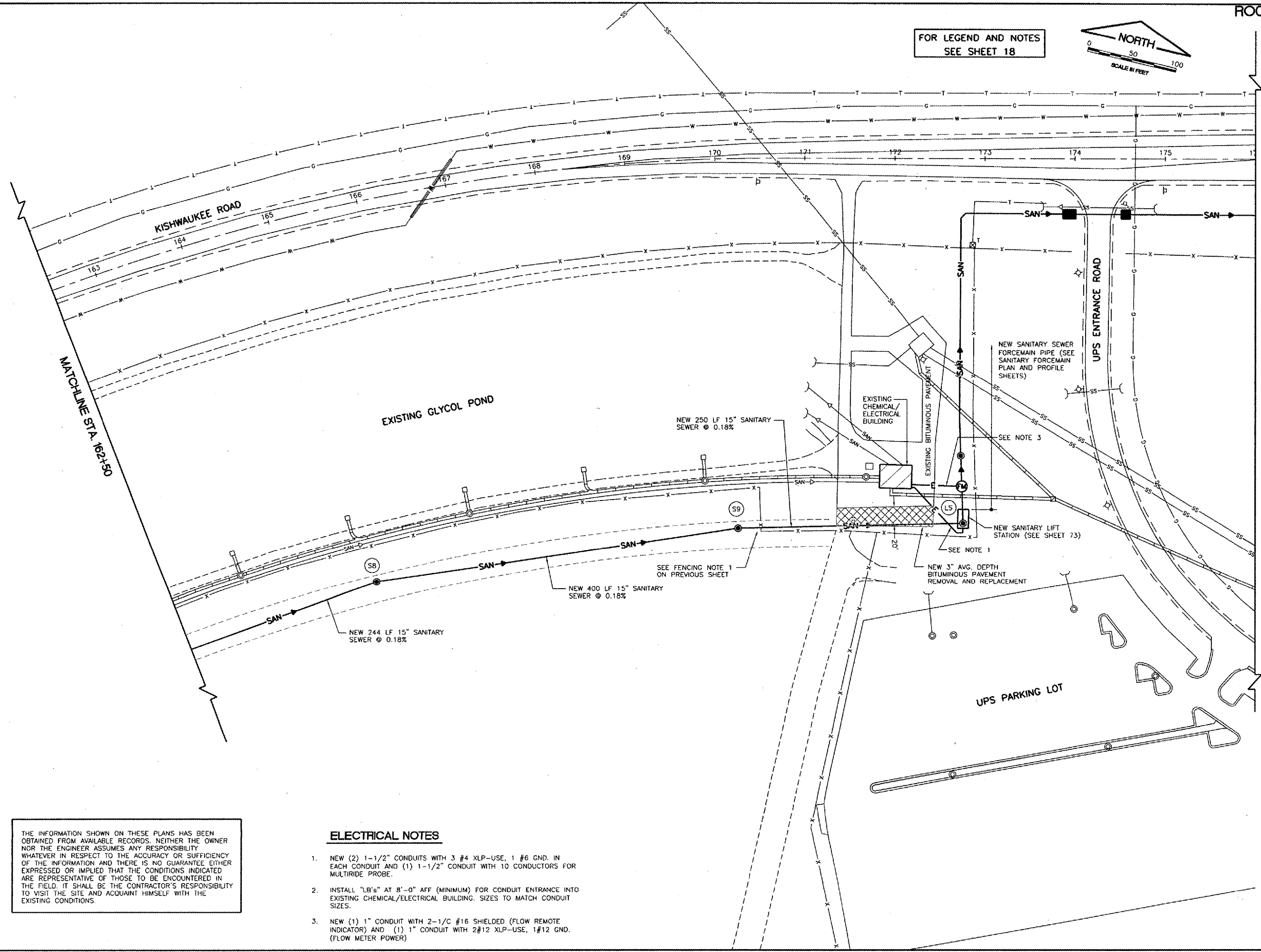
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 APRON - SHEET 4**

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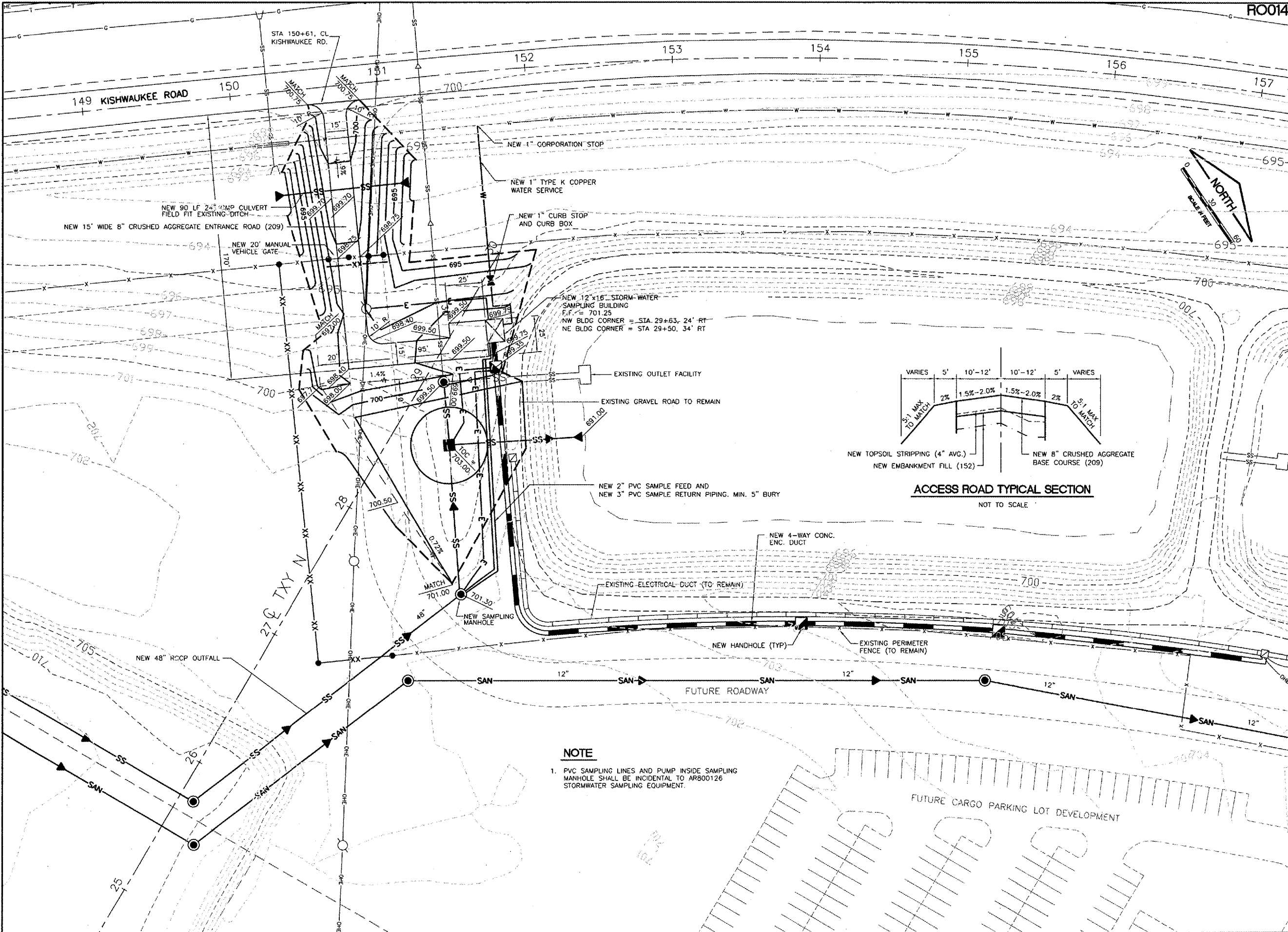
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- ELECTRICAL NOTES**
- NEW (2) 1-1/2" CONDUITS WITH 3 #4 XLP-USE, 1 #6 GND. IN EACH CONDUIT AND (1) 1-1/2" CONDUIT WITH 10 CONDUCTORS FOR MULTIRIDE PROBE.
 - INSTALL "LB's" AT 8'-0" AFF (MINIMUM) FOR CONDUIT ENTRANCE INTO EXISTING CHEMICAL/ELECTRICAL BUILDING. SIZES TO MATCH CONDUIT SIZES.
 - NEW (1) 1" CONDUIT WITH 2-1/C #16 SHIELDED (FLOW REMOTE INDICATOR) AND (1) 1" CONDUIT WITH 2#12 XLP-USE, 1#12 GND. (FLOW METER POWER)

K:\Rockford\0725806 HW Air Cargo Dev\Draw\Sheet
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 LAYOUT: Layout1
 UPDATE BY: Jeremy Linke
 SURVEY BOOK #
 DATE: Thursday, April 03, 2008 11:27:49 AM
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 etopo.dwg
 topo.dwg
 newfillwest.DWG
 etopo by others.dwg

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DIVERSION STRUCTURE SITE PLAN

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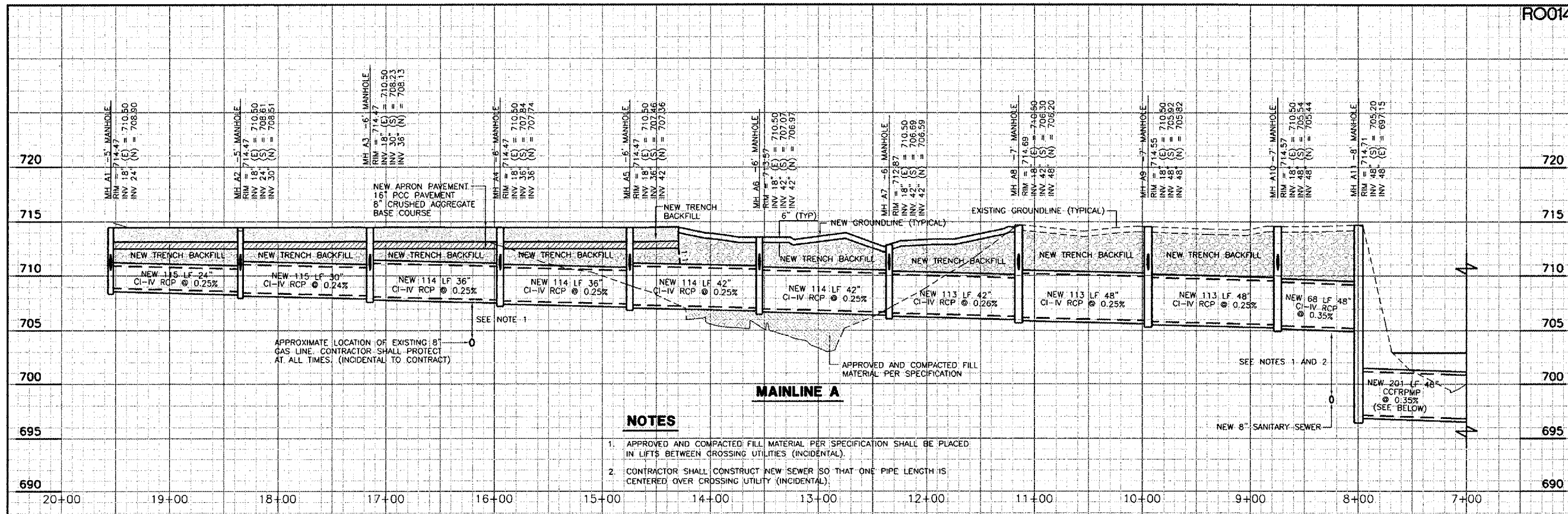
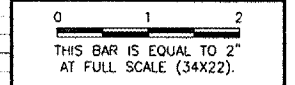
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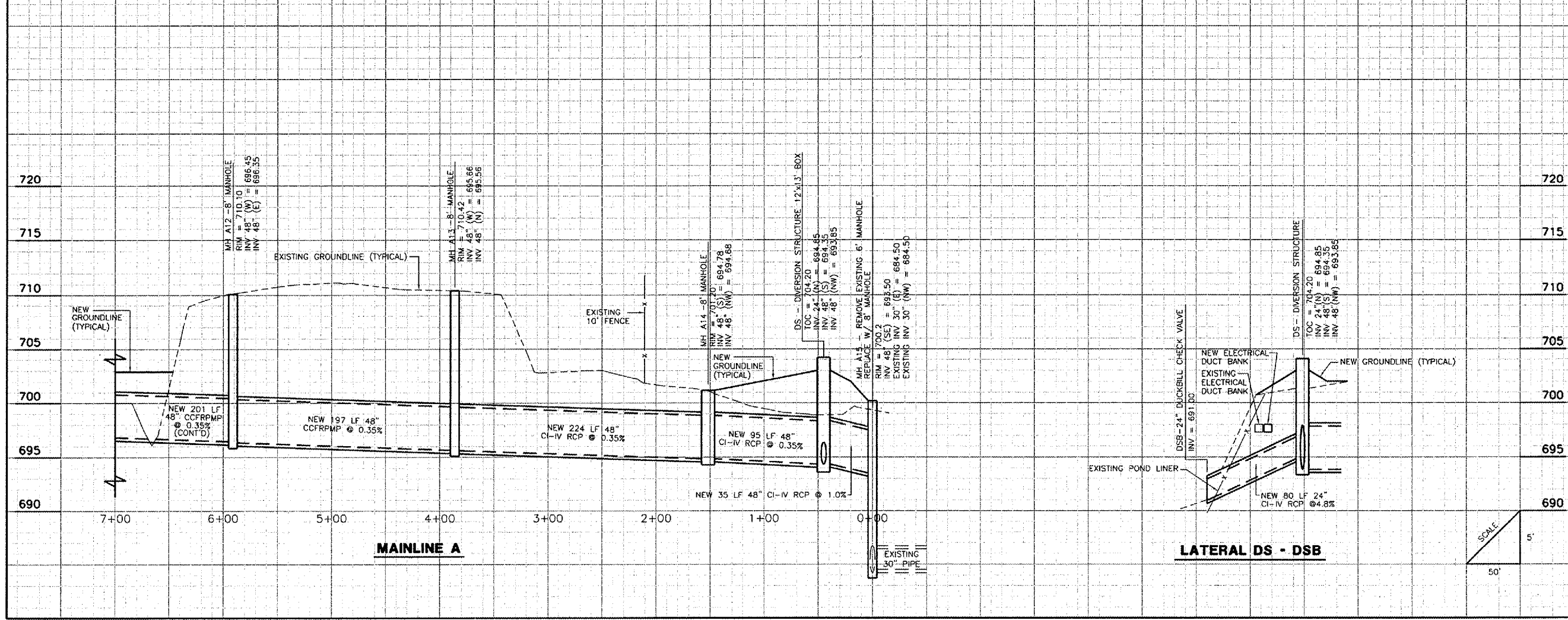
NOTE

1. PVC SAMPLING LINES AND PUMP INSIDE SAMPLING MANHOLE SHALL BE INCIDENTAL TO AR800126 STORMWATER SAMPLING EQUIPMENT.

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- NOTES**
1. APPROVED AND COMPACTED FILL MATERIAL PER SPECIFICATION SHALL BE PLACED IN LIFTS BETWEEN CROSSING UTILITIES (INCIDENTAL).
 2. CONTRACTOR SHALL CONSTRUCT NEW SEWER SO THAT ONE PIPE LENGTH IS CENTERED OVER CROSSING UTILITY (INCIDENTAL).



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DRAINAGE PROFILES - SHEET 1

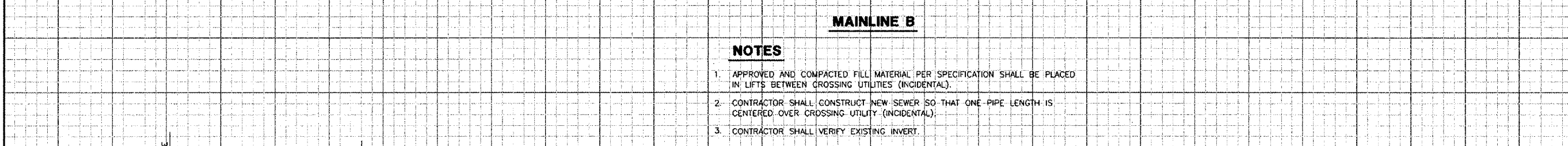
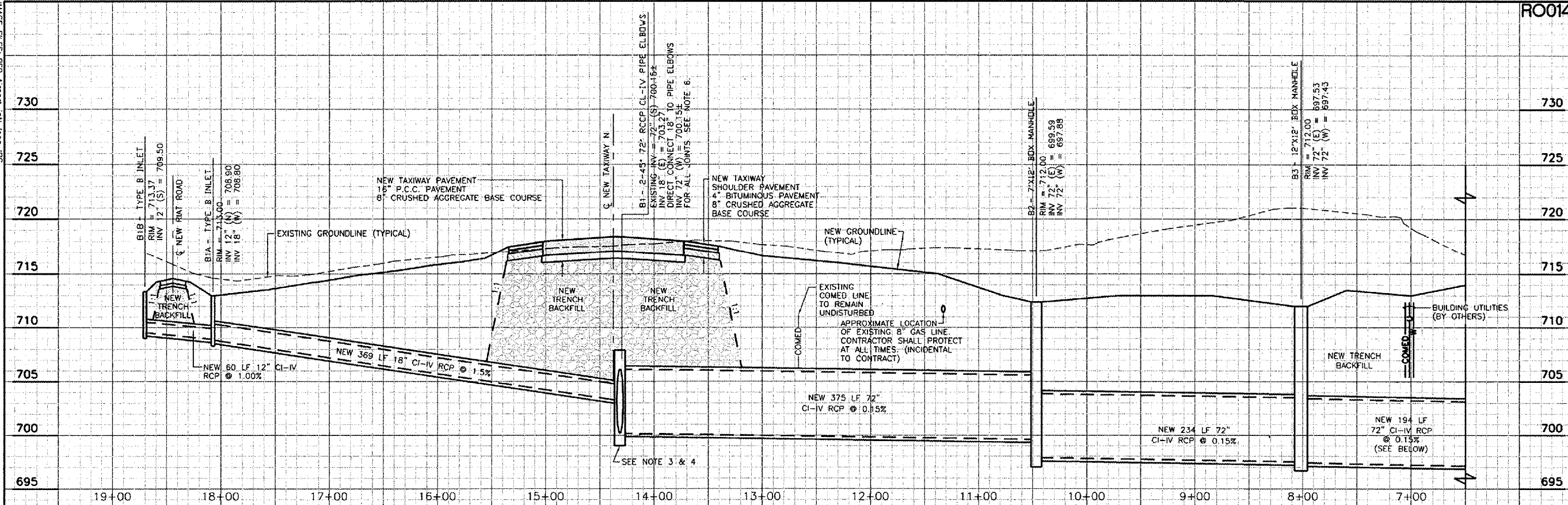
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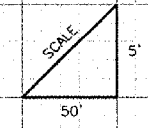
Chicago Rockford International Airport

DESIGN BY:	JRL
DRAWN BY:	JRO
CHECKED BY:	JRL
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
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SHEET 23 OF 83 SHEETS	

IMAGE FILES: RFD Airport int topo.jpg

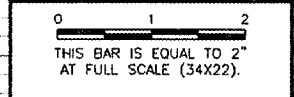


- NOTES**
1. APPROVED AND COMPACTED FILL MATERIAL PER SPECIFICATION SHALL BE PLACED IN LIFTS BETWEEN CROSSING UTILITIES (INCIDENTAL).
 2. CONTRACTOR SHALL CONSTRUCT NEW SEWER SO THAT ONE PIPE LENGTH IS CENTERED OVER CROSSING UTILITY (INCIDENTAL).
 3. CONTRACTOR SHALL VERIFY EXISTING INVERT.
 4. CONTRACTOR SHALL CONSTRUCT CONCRETE COLLAR AT ALL PIPE JOINTS (SEE DETAIL) FROM EXISTING 72" CONNECTION TO END OF SECOND, 45" PIPE ELBOW.



RO014
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 LAYOUT: Layout1
 UPDATE BY: Jeremy Linke
 SURVEY BOOK #
 DATE: Thursday, April 03, 2008 11:28:03 AM
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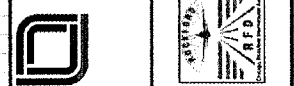
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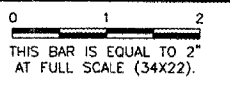
DRAINAGE PROFILES - SHEET 2

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SHEET 24 OF 83 SHEETS	

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DRAINAGE PROFILES - SHEET 3

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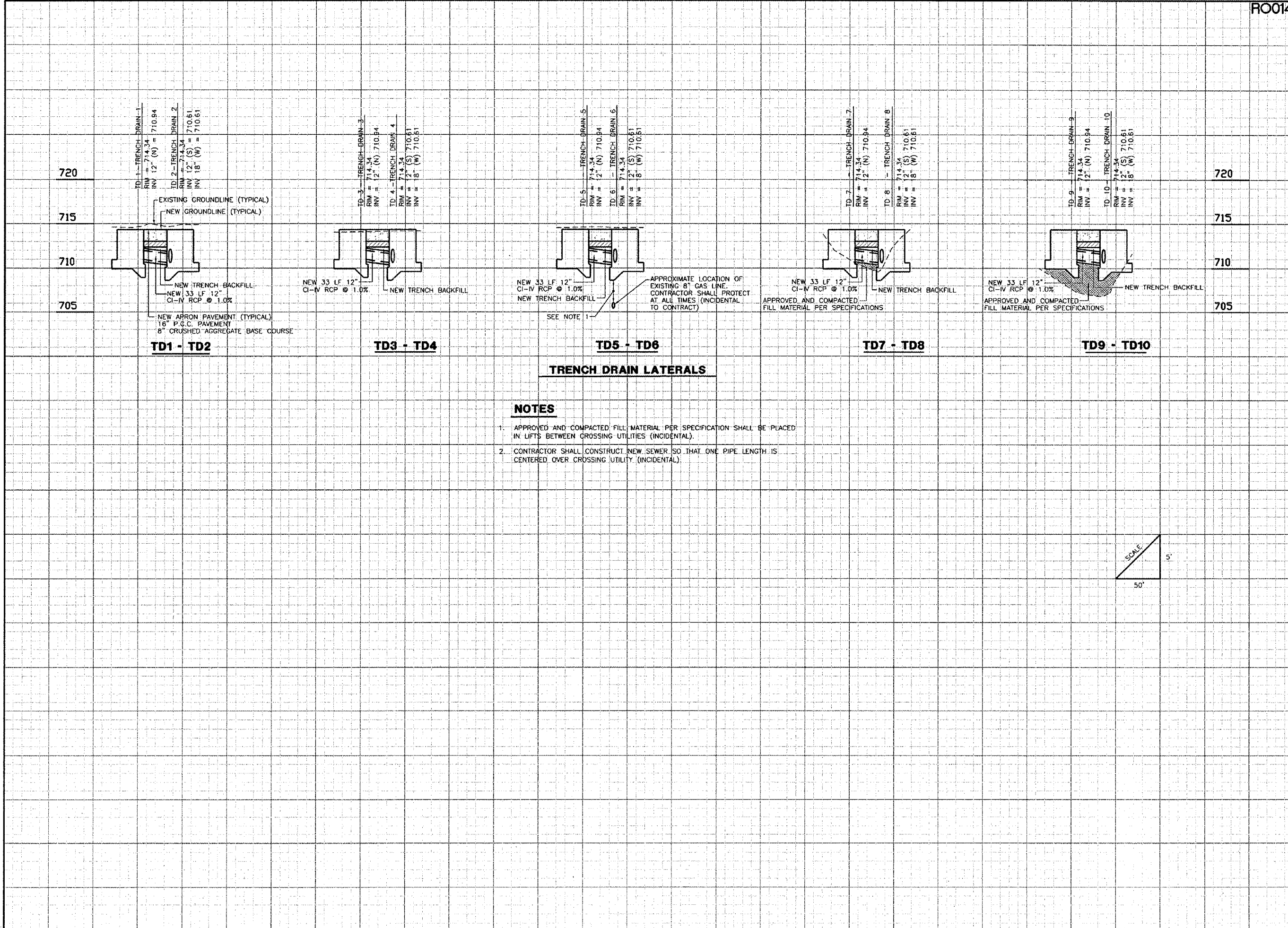


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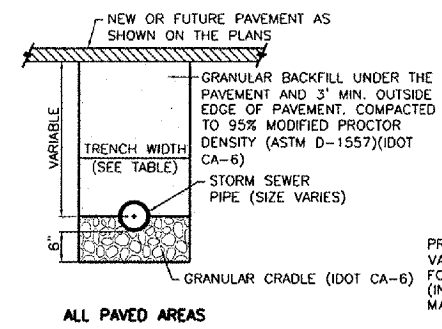


Chicago
 Rockford
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 Airport

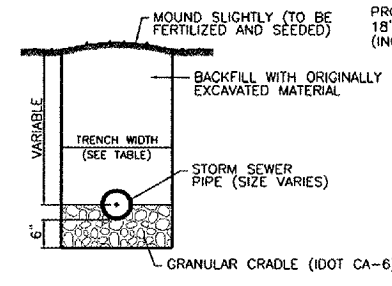
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DATE:	02/29/08
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SHEET 25 OF 83 SHEETS	



INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH
6	3'-7"
8	3'-9"
12	4'-2"
15	4'-6"
18	4'-9"
21	5'-0"
24	5'-4"
27	5'-7"
30	5'-11"
36	6'-6"
42	7'-1"
48	7'-8"
54	8'-3"
60	8'-10"
66	9'-5"
72	10'-0"
78	10'-7"
84	11'-2"
90	11'-9"
96	12'-4"
102	12'-11"
108	13'-6"

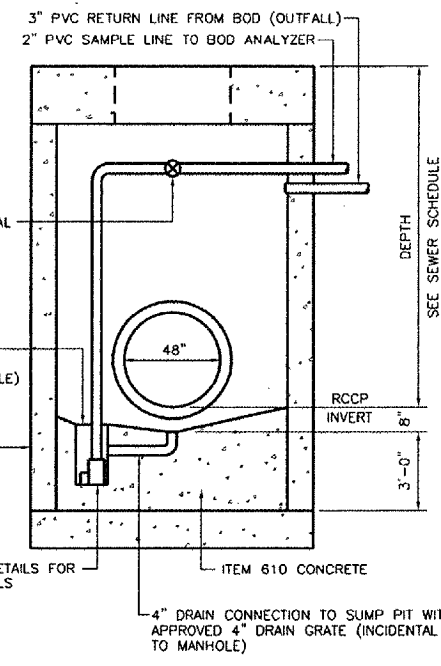


ALL PAVED AREAS



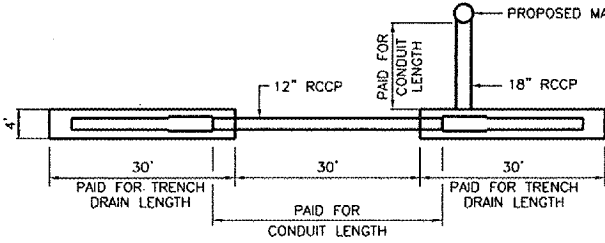
NON-PAVED AREAS

TRENCH DETAILS - STORM SEWER
N.T.S.

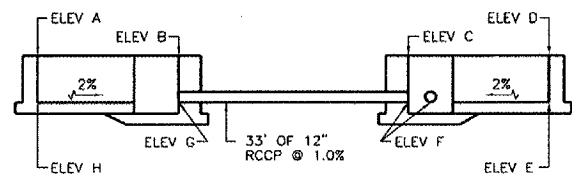


8' TYPE A SAMPLING MANHOLE SUMP DETAIL

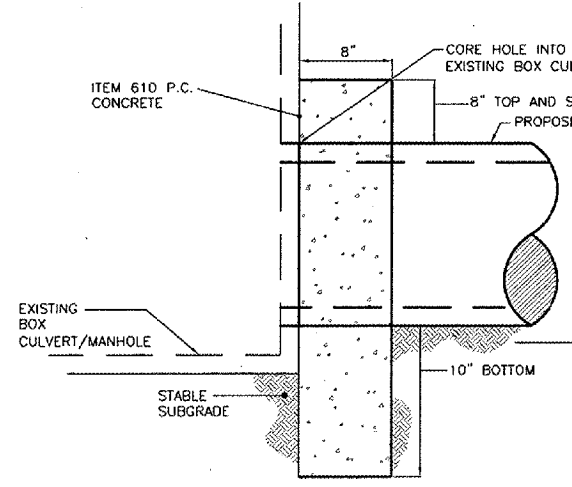
NOTE: SEE IDOT TYPE A MANHOLE DETAIL FOR STRUCTURE DETAILS N.T.S.



PLAN VIEW TRENCH DRAIN DETAIL FOR #1 - #10
NO SCALE

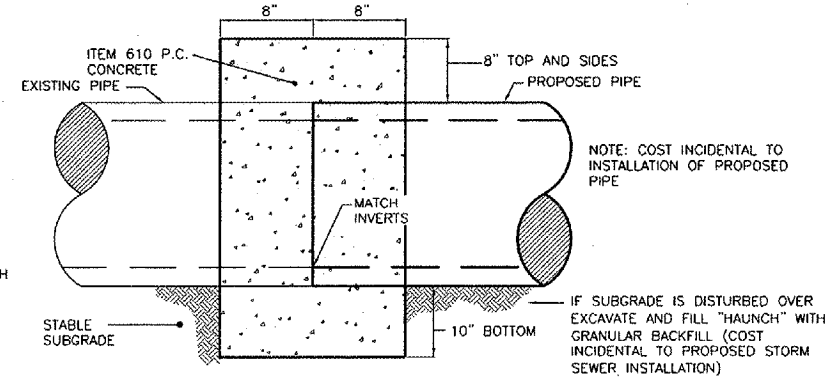


PROFILE TRENCH DRAINS #1 - #10
NO SCALE



CONCRETE COLLAR - STORM SEWER
NOT TO SCALE

NOTE: IF EXISTING STRUCTURE THAT IS BEING CORED INTO HAS A BENCH THE CONTRACTOR MUST CUT NEW FLOWLINE. (COST INCIDENTAL TO PROPOSED STORM SEWER INSTALLATION)



CONCRETE COLLAR - STORM SEWER
NOT TO SCALE

DRAINAGE SEWER SCHEDULE

RO014

NO.	DESCRIPTION	STATION	OFFSET	RIM ELEV.	FLOW IN			FLOW OUT		
					INVERT	DIA. (INCHES)	INVERT ELEV.	INVERT	DIA. (INCHES)	INVERT ELEV.
A1	5' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	14+20 CL TWY N	404' LT	714.47	E	18	710.50	N	24	708.90
A2	5' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	15+40 CL TWY N	404' LT	714.47	S	24	708.61	N	30	708.51
A3	6' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	16+60 CL TWY N	404' LT	714.47	S	30	708.23	N	36	708.13
A4	6' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	17+80 CL TWY N	404' LT	714.47	S	36	707.84	N	36	707.74
A5	6' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	19+00 CL TWY N	404' LT	714.47	S	36	707.46	N	42	707.36
A6	6' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	20+20 CL TWY N	404' LT	713.57	S	42	707.07	N	42	706.97
A7	6' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	21+40 CL TWY N	404' LT	712.87	S	42	706.69	N	42	706.59
A8	7' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	22+60 CL TWY N	404' LT	714.69	S	42	706.30	N	48	706.20
A9	7' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	23+80 CL TWY N	404' LT	714.55	S	48	705.92	N	48	705.82
A10	7' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	25+00 CL TWY N	404' LT	714.57	S	48	705.54	N	48	705.44
A11	8' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	25+75 CL TWY N	404' LT	714.71	S	48	705.20	E	48	697.15
A12	8' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	25+75 CL TWY N	200' LT	710.10	W	48	696.45	E	48	696.35
A13	8' TYPE A MANHOLE W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	25+75 CL TWY N	10' RT	710.42	W	48	696.86	N	48	695.66
A14	8' TYPE A FLAT SLAB TOP SAMPLING MANHOLE WITH SUMP (SEE SUMP MANHOLE DETAILS) W/ NEEHAH R-3492 (OR EQUAL) FRAME AND OPEN LID	27+87 CL TWY N	95' RT	701.20	S	48	694.78	NW	48	694.68
DS	12'x13' CAST IN PLACE DIVERSION STRUCTURE W/ GRATING (SEE DIVERSION STRUCTURE DETAILS)	28+69 CL TWY N	37' RT	TOC	S	48	694.35	NW	48	693.85
A15	REMOVE EXISTING 8' MANHOLE AND REPLACE WITH 8' TYPE A MANHOLE W/ TYPE 1 FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL)	29+05 CL TWY N	12' RT	699.50	SE	48	693.50	EXIST NW	30	684.50
B1A	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL)	12+25 CL TWY N	372.4' RT	713.00	N	12	708.90	W	18	708.80
B1B	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL)	12+88 CL TWY N	372.4' RT	713.37				S	12	709.50
B1	2 - 45 DEGREE 72" CL-4V PIPE ELBOWS	12+25 CL TWY N	3' LT	718.37	EXIST S	72	700.15	W	72	700.15
B2A	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL)	12+95 CL TWY N	390' LT	712.10				S	12	705.32
B2	7'x12' CAST-IN-PLACE BOX MANHOLE W/ TYPE I FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL) (SEE MANHOLE DETAILS - SHEET 1)	12+25 CL TWY N	390' LT	712.00	E	72	699.59	W	72	697.88
B3	12'x12' CAST-IN-PLACE BOX MANHOLE W/ TYPE I FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL) (SEE MANHOLE DETAILS - SHEET 2)	12+25 CL TWY N	635' LT	712.00	E	72	697.53	W	72	697.43
B4	7'x12' CAST-IN-PLACE BOX MANHOLE W/ TYPE I FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL) (SEE MANHOLE DETAILS - SHEET 3)	14+20 CL TWY N	700' LT	709.10	SE	72	697.14	N	72	697.04
B5	7'x12' CAST-IN-PLACE BOX MANHOLE W/ TYPE I FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL) (SEE MANHOLE DETAILS - SHEET 4)	15+87 CL TWY N	700' LT	709.10	S	72	696.80	N	72	696.70
B6	7'x15.5' CAST-IN-PLACE BOX MANHOLE W/ TYPE I FRAME AND OPEN LID (NEENAH R-2504 OR EQUAL) (SEE MANHOLE DETAILS - SHEET 5)	17+47 CL TWY N	700' LT	709.10	S	72	696.48	NW	72	696.38
B7	72" DIA. PRECAST FLARED END SECTION	18+39 CL TWY N	872' LT					SE	72	696.00

NOTE: STATION AND OFFSET IS TO CENTER OF STRUCTURE (AT REFERENCE POINT #1 FOR BOX MANHOLES - SEE MANHOLE DETAIL SHEETS)

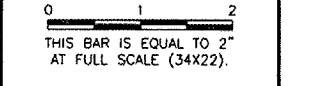
TRENCH DRAIN SCHEDULE

TRENCH DRAIN NO.	STATION	OFFSET	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G	ELEV. H
TD1	13+90 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.41
TD2	14+50 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.08	710.61	-	-
TD3	15+10 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.41
TD4	15+70 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.08	710.61	-	-
TD5	16+30 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.41
TD6	16+90 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.08	710.61	-	-
TD7	17+50 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.41
TD8	18+10 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.08	710.61	-	-
TD9	18+70 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.41
TD10	19+30 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.08	710.61	-	-
TD11	19+90 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.41
TD12	20+50 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.08	710.61	-	-
TD13	21+10 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.41
TD14	21+70 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.08	710.61	-	-
TD15	22+30 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.42
TD16	22+90 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.09	710.62	-	-
TD17	23+50 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.42
TD18	24+10 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.09	710.62	-	-
TD19	24+70 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	-	-	710.94	711.42
TD20	25+30 CL TWY N	388' LT.	714.34	714.34	714.34	714.34	711.09	710.62	-	-

NOTE: STATION AND OFFSET IS TO NORTH EDGE OF TRENCH DRAIN ON TRENCH DRAIN CENTERLINE

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UPDATE BY: Jeremy Linke
SURVEY BOOK #
DATE: Thursday, April 03, 2008 11:28:13 AM
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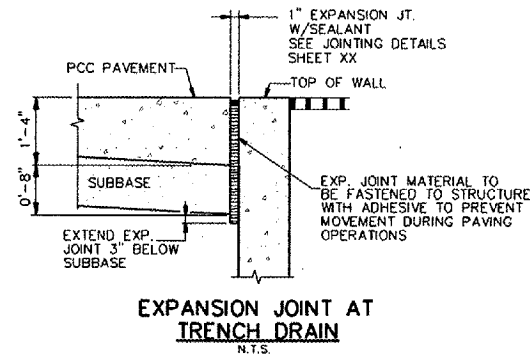
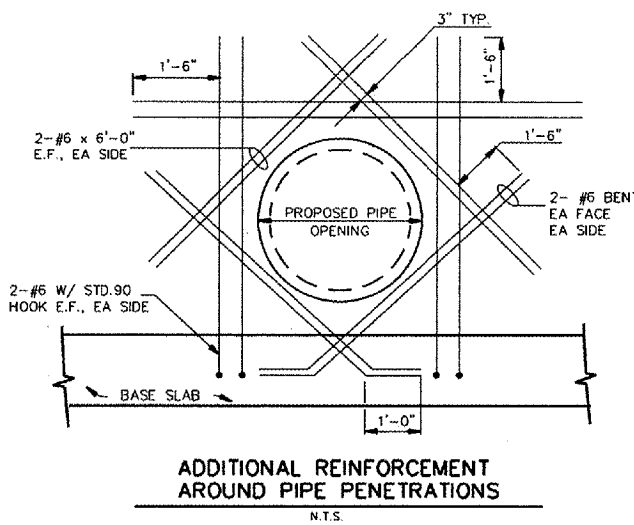
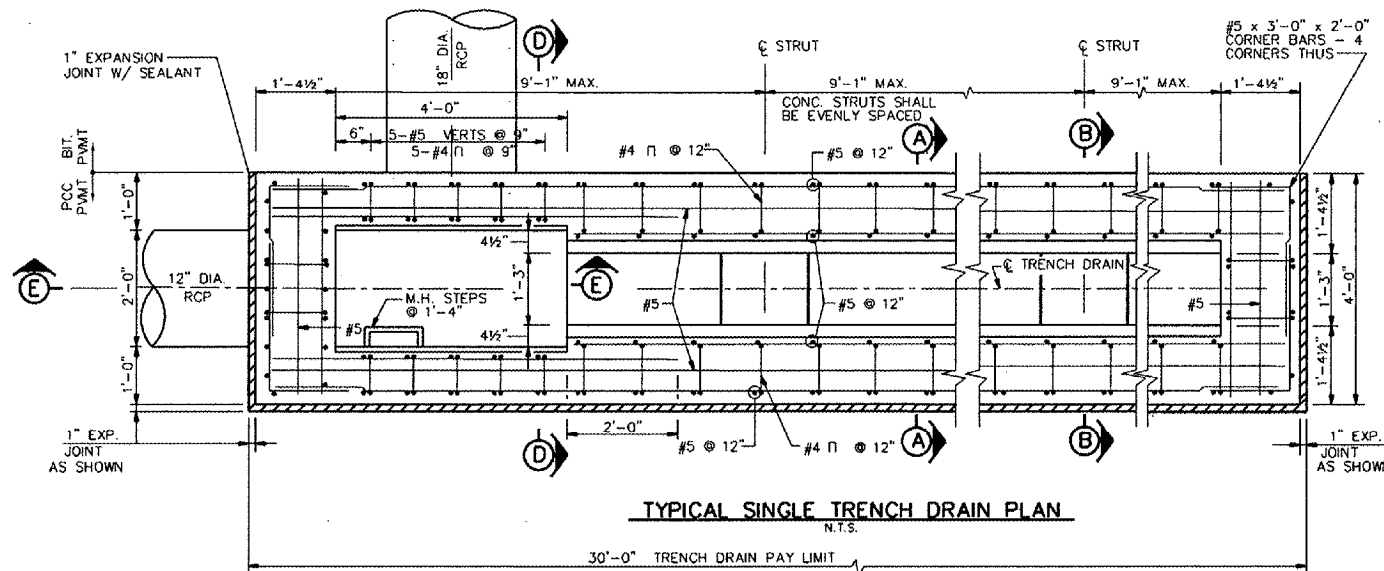
DRAINAGE SCHEDULE AND DETAILS

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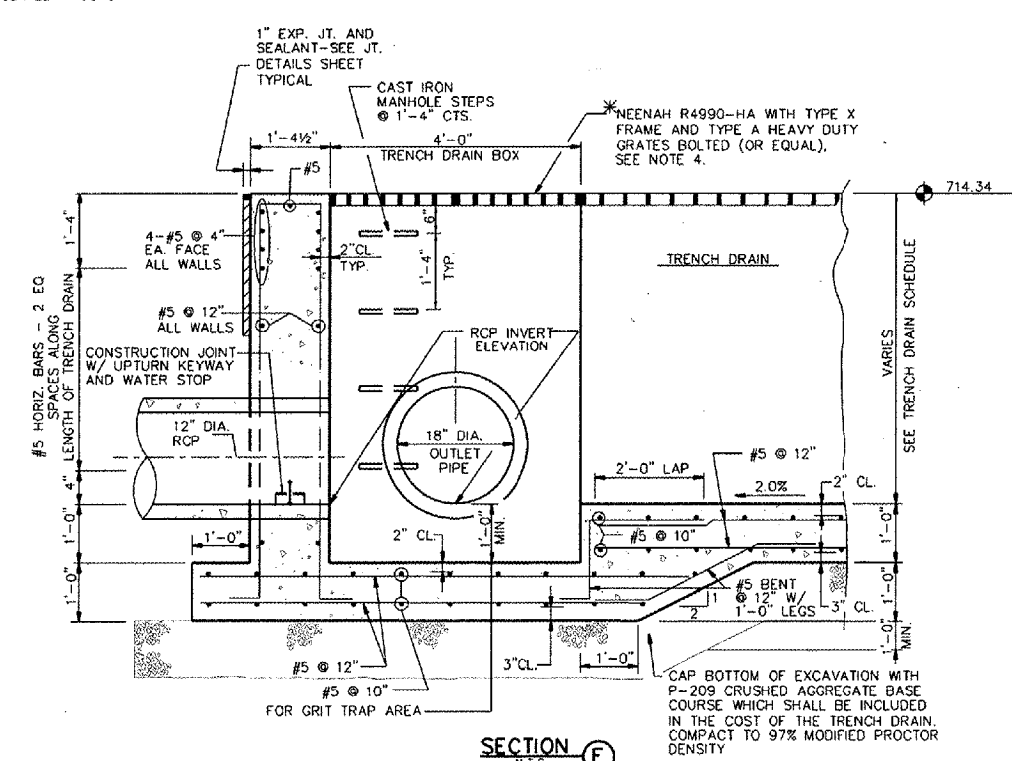
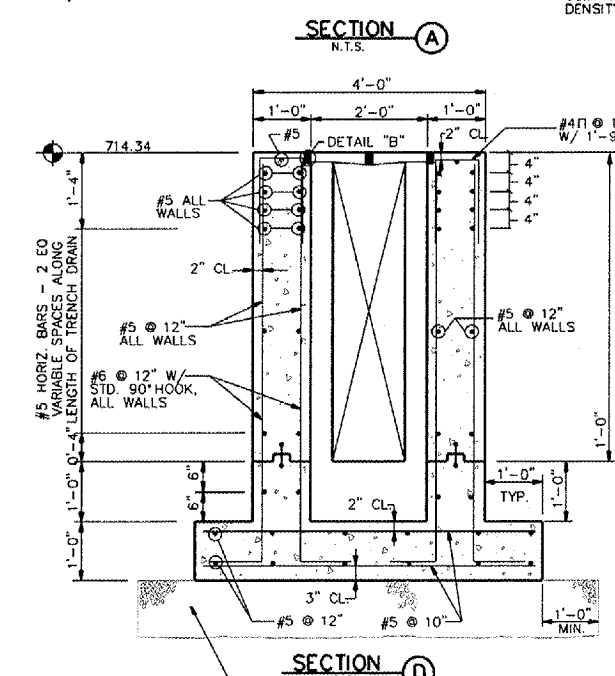
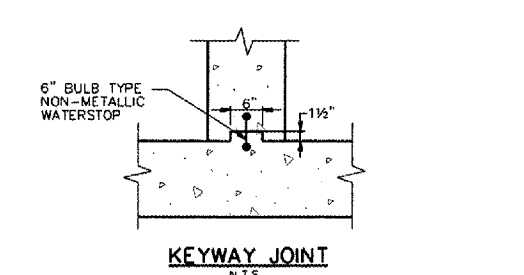
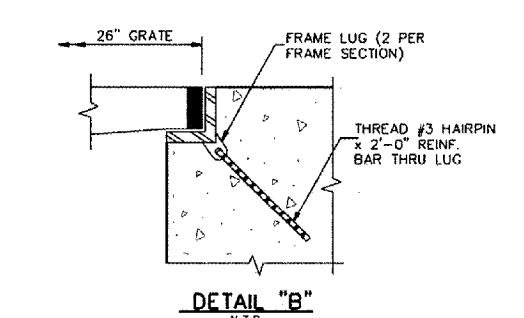
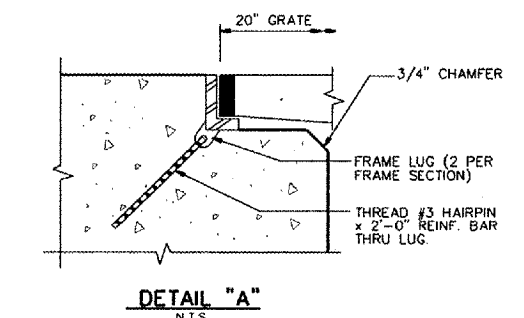
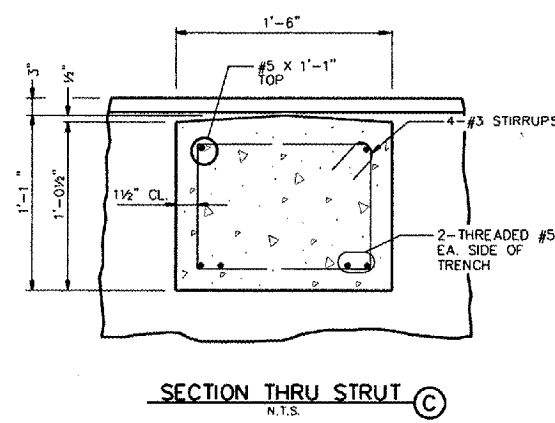
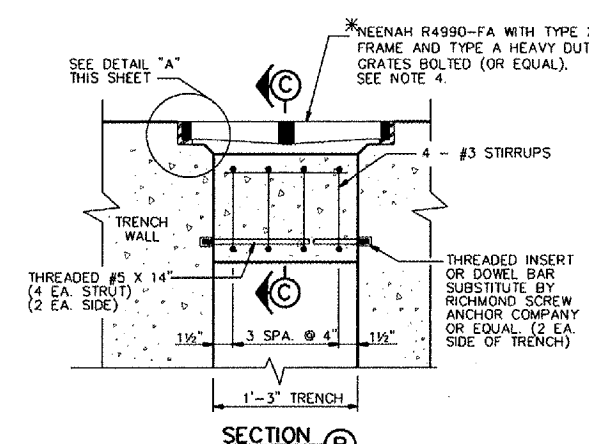
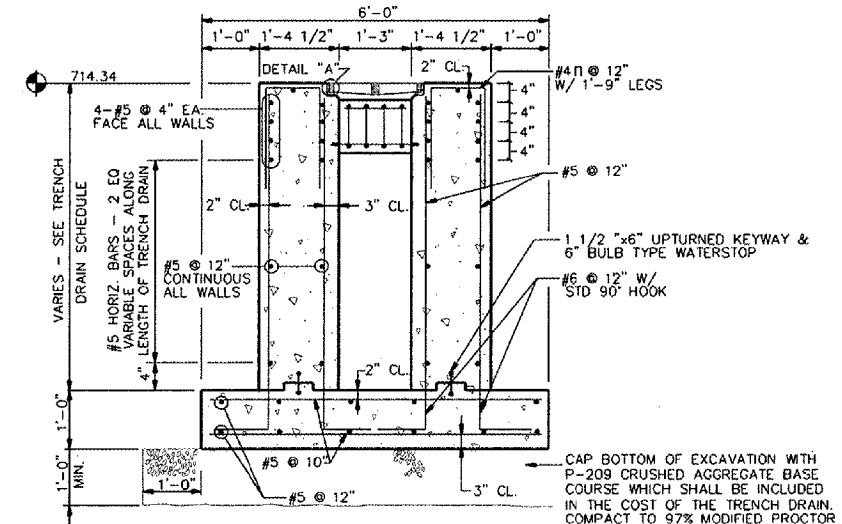
Chicago Rockford International Airport

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DRAWN BY: JRO
CHECKED BY: CAL
APPROVED BY:
DATE: 02/29/08
JOB No: 07258-06
ILLINOIS PROJECT: RFD-3787
A.I.P. PROJECT: 3-17-0088-XX
FINAL SUBMITTAL
SHEET 26 OF 83 SHEETS

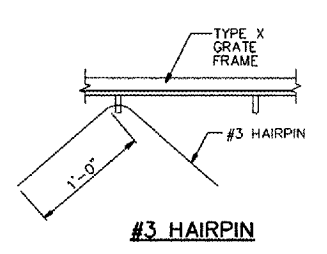


REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22).



* NOTE:
 AT NO TIME SHALL BOLTED UNITS BE DISASSEMBLED DURING INSTALLATION.



- NOTES:**
- COST OF EXCAVATION AND BACKFILL BELOW PAVEMENT SUBGRADE SHALL BE INCLUDED IN UNIT PRICE FOR TRENCH DRAINS.
 - TRENCH DRAINS SHALL BE CONSTRUCTED WITH CAST-IN-PLACE CONCRETE TO THE LINES DIMENSIONS AND DETAILS SHOWN HEREIN.
 - SEE DRAINAGE SCHEDULE SHEET 27 FOR TRENCH DRAIN SCHEDULE.
 - SUBMIT MANUFACTURER'S MATERIAL CERTIFICATION AND PROOF LOAD TEST DATA FOR GRATES & FRAMES.
 - FRAME & GRATES WILL UTILIZE STANDARD 2'-0" LENGTH SECTIONS.
 - FORMING SYSTEMS MAY BE UTILIZED IF APPROPRIATE SHOP DRAWINGS ARE SUBMITTED AND REVIEWED BY THE ENGINEER.

**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**

TRENCH DRAIN DETAILS

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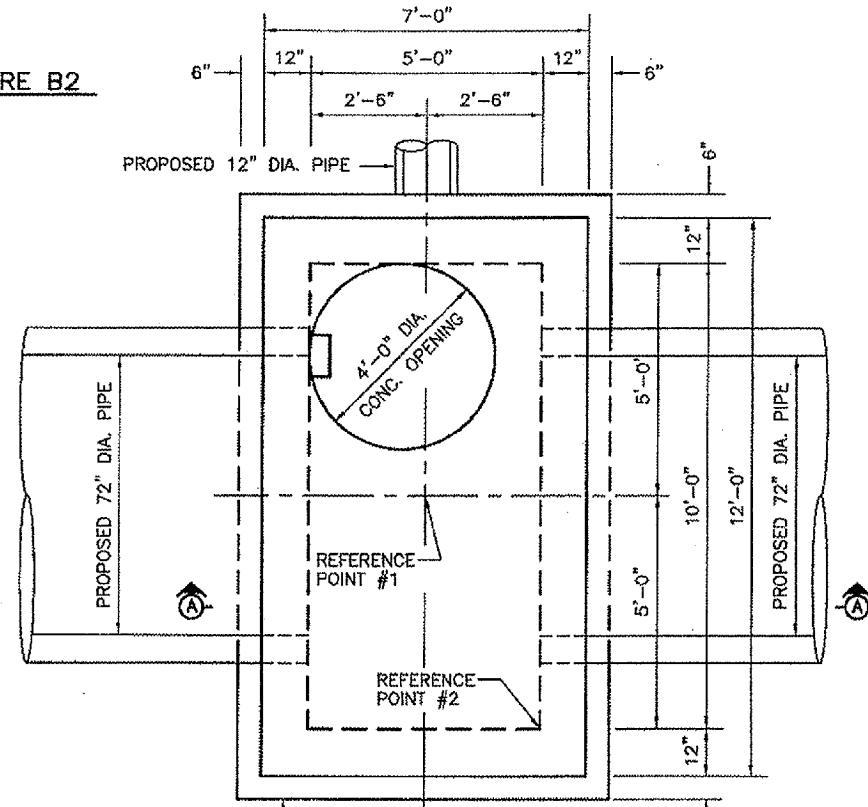
Chicago Rockford International Airport

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 CHECKED BY: CAL
 APPROVED BY:
 DATE: 02/29/08
 JOB No: 07258-06
 ILLINOIS PROJECT: RFD-3787
 A.I.P. PROJECT: 3-17-0088-XX
FINAL SUBMITTAL

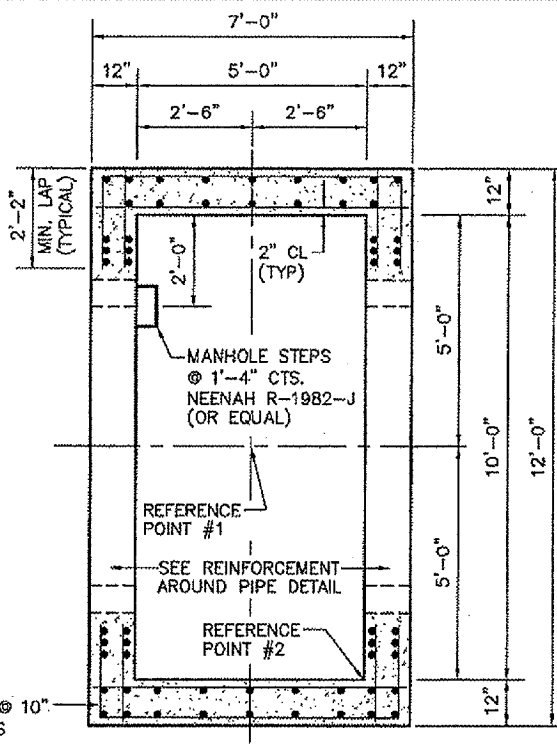
SHEET 27 OF 83 SHEETS

STRUCTURE B2

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 UPDATE BY: Jeremy Linke
 SURVEY BOOK #
 DATE: Thursday, April 03, 2008 11:28:27 AM
 XREF DWG: Tb.dwg
 tbcint.dwg



PLAN VIEW
 1/2" = 1'-0"



WALL REINFORCEMENT PLAN
 1/2" = 1'-0"

DESIGN CRITERIA

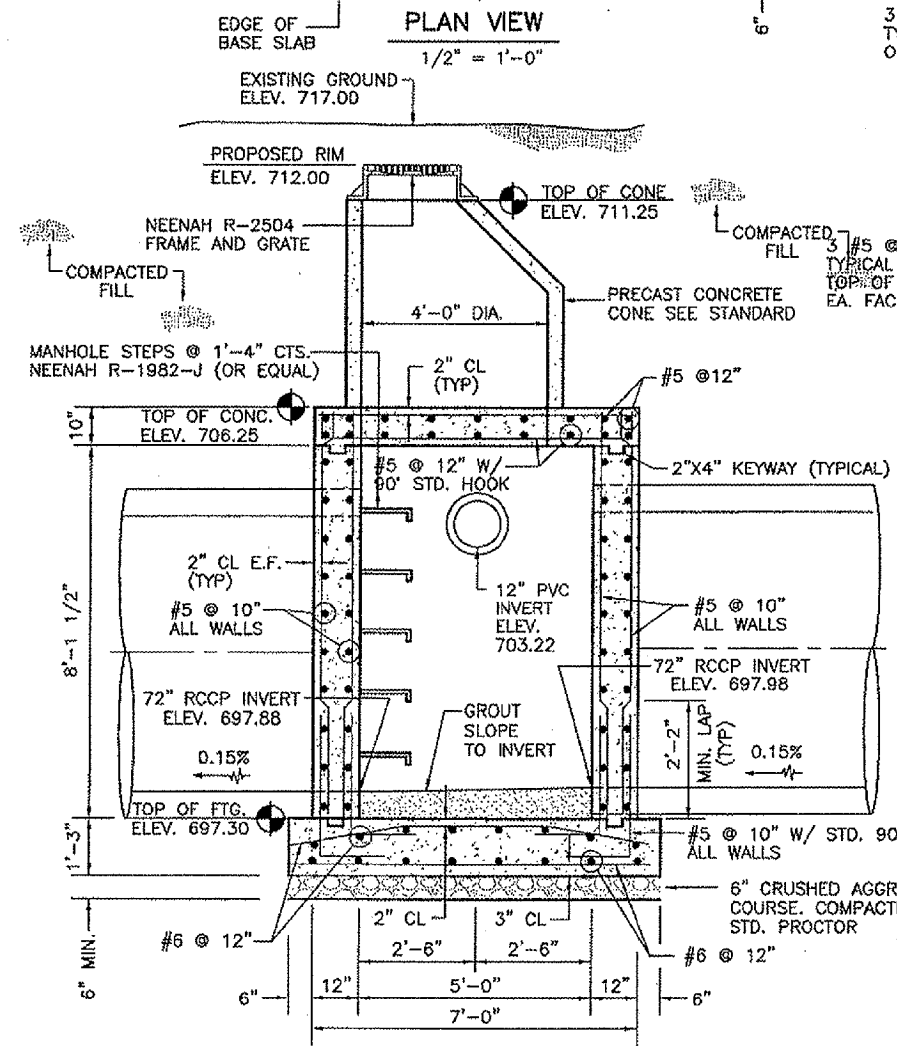
L.L. = AASHTO HS 20-44
 NET ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

GENERAL NOTES

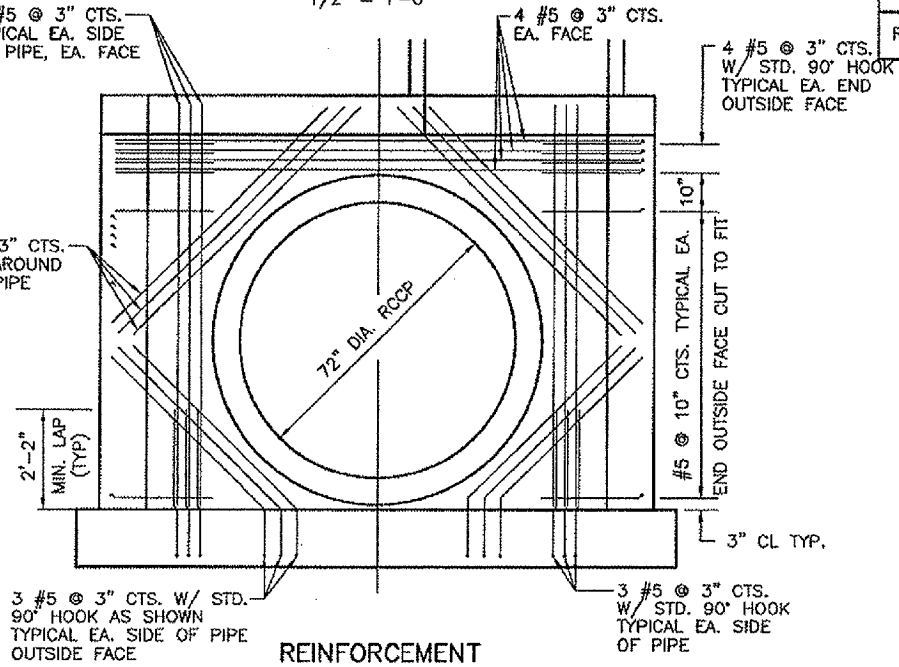
1. ALL REINFORCEMENT BARS SHALL CONFORM TO ASTM A615 GRADE 60 AND SHALL BE CLEAN AND FREE OF GREASE, SCALING RUST AND OTHER FOREIGN MATERIALS.
2. INLET MAY BE CONSTRUCTED BY CAST-IN-PLACE CONCRETE OR PRECAST CONCRETE. PRECAST CONCRETE INLETS SHALL BE CONSTRUCTED TO THE LINES, DIMENSIONS AND DETAILS SHOWN ON THIS SHEET.
3. CAST-IN-PLACE CONCRETE AND PRECAST CONCRETE FOR THE INLETS SHALL HAVE A MINIMUM 28 DAYS COMPRESSIVE STRENGTH OF 4000 PSF.
4. THE CONTRACTOR SHALL VERIFY THE LOCATION AND SIZE OF PIPE OPENINGS AS SHOWN ON THIS SHEET.
5. ALL FOOTING EXCAVATIONS SHALL BE CLEAN FREE OF DEBRIS, STANDING WATER AND LOOSE SOIL AND SHALL BE INSPECTED BY THE ENGINEER PRIOR TO THE PLACEMENT OF CONCRETE OR SUBBASE.
6. CONCRETE SHALL NOT BE PLACED OVER FROZEN OR MUDDY SOIL.
7. ADDITIONAL REINFORCEMENT FOR PIPE PENETRATIONS NOT REQUIRED FOR 6" DIA. PIPES OR LESS.

REFERENCE POINT TABLE

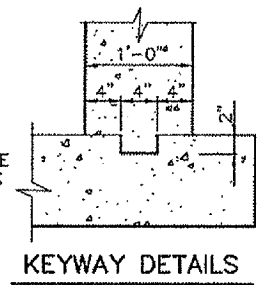
REFERENCE POINT	STATION	OFFSET
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REFERENCE POINT #2	12+20.00	387.50' LT.



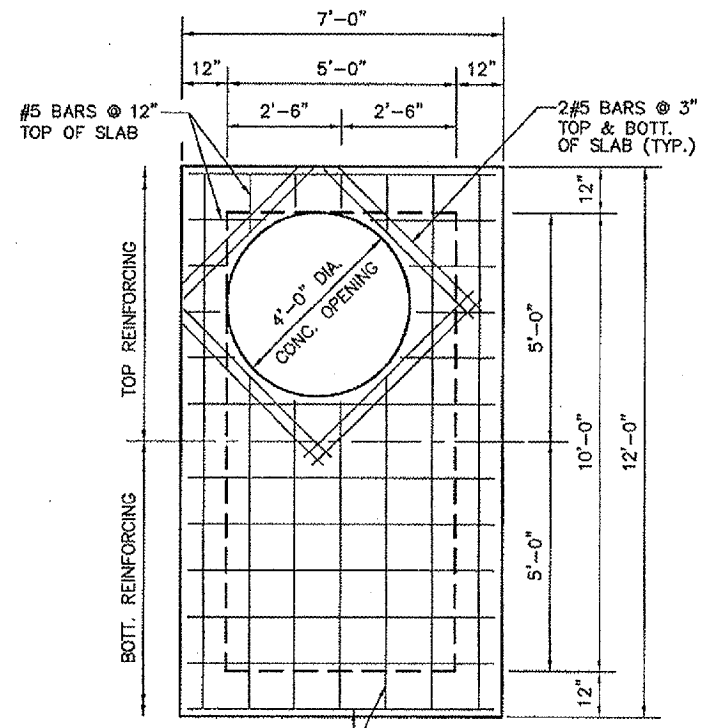
SECTION A-A
 1/2" = 1'-0"



REINFORCEMENT AROUND PIPE PENETRATIONS
 N.T.S.



KEYWAY DETAILS
 N.T.S.

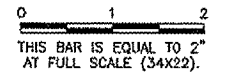


TOP SLAB REINFORCEMENT PLAN
 1/2" = 1'-0"

LICENSED STRUCTURAL ENGINEER
 AHMAD TALAL S. IDRIS
 081-005783
 SPRINGFIELD ILLINOIS
 STATE OF ILLINOIS
 EXP. 11-30-08
 SHEETS 28 THRU 32
 4/3/08

REVISIONS

NUMBER	BY	DATE



CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

MANHOLE DETAILS - SHEET 1

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 84-00065

Chicago Rockford International Airport

DESIGN BY:	ATI
DRAWN BY:	JRO
CHECKED BY:	ATI
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT: RFD-3787	
A.I.P. PROJECT: 3-17-0088-XX	
FINAL SUBMITTAL	
SHEET 28 OF 83 SHEETS	

DESIGN CRITERIA

L.L. = AASHTO HS 20-44
 NET ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

STRUCTURE B3

GENERAL NOTES

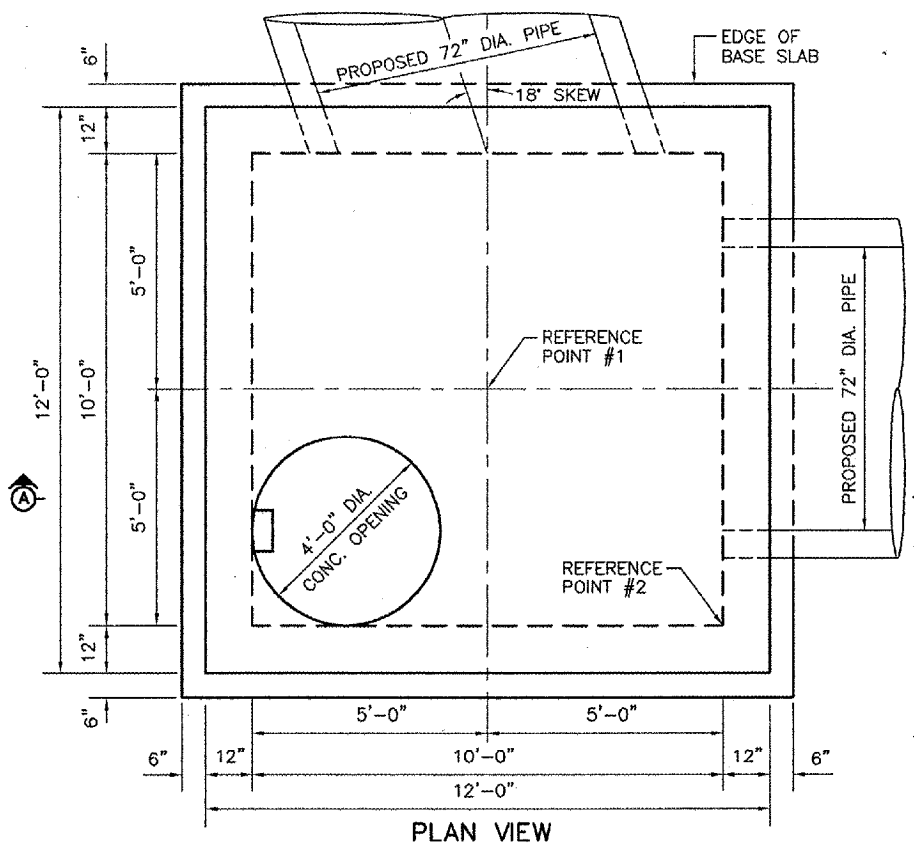
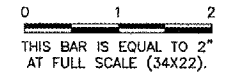
- ALL REINFORCEMENT BARS SHALL CONFORM TO ASTM A615 GRADE 60 AND SHALL BE CLEAN AND FREE OF GREASE, SCALING RUST AND OTHER FOREIGN MATERIALS.
- INLET MAY BE CONSTRUCTED BY CAST-IN-PLACE CONCRETE OR PRECAST CONCRETE. PRECAST CONCRETE INLETS SHALL BE CONSTRUCTED TO THE LINES, DIMENSIONS AND DETAILS SHOWN ON THIS SHEET.
- CAST-IN-PLACE CONCRETE AND PRECAST CONCRETE FOR THE INLETS SHALL HAVE A MINIMUM 28 DAYS COMPRESSIVE STRENGTH OF 4000 PSF.
- THE CONTRACTOR SHALL VERIFY THE LOCATION AND SIZE OF PIPE OPENINGS AS SHOWN ON THIS SHEET.
- ALL FOOTING EXCAVATIONS SHALL BE CLEAN FREE OF DEBRIS, STANDING WATER AND LOOSE SOIL AND SHALL BE INSPECTED BY THE ENGINEER PRIOR TO THE PLACEMENT OF CONCRETE OR SUBBASE.
- CONCRETE SHALL NOT BE PLACED OVER FROZEN OR MUDDY SOIL.
- ADDITIONAL REINFORCEMENT FOR PIPE PENETRATIONS NOT REQUIRED FOR 6" DIA. PIPES OR LESS.

REFERENCE POINT TABLE

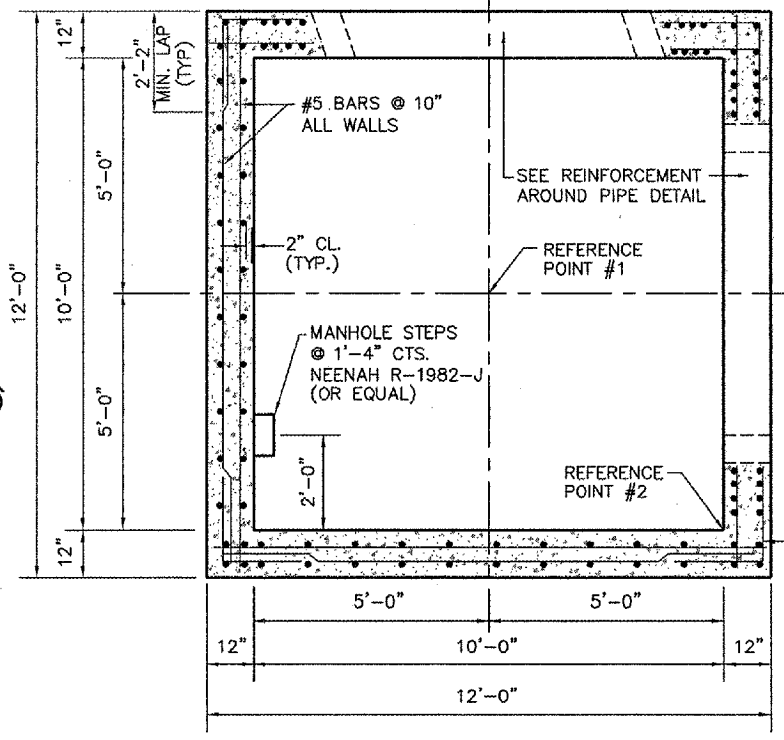
REFERENCE POINT	STATION	OFFSET
REFERENCE POINT #1	12+25.00	636.67' LT.
REFERENCE POINT #2	12+20.00	631.67' LT.

REVISIONS

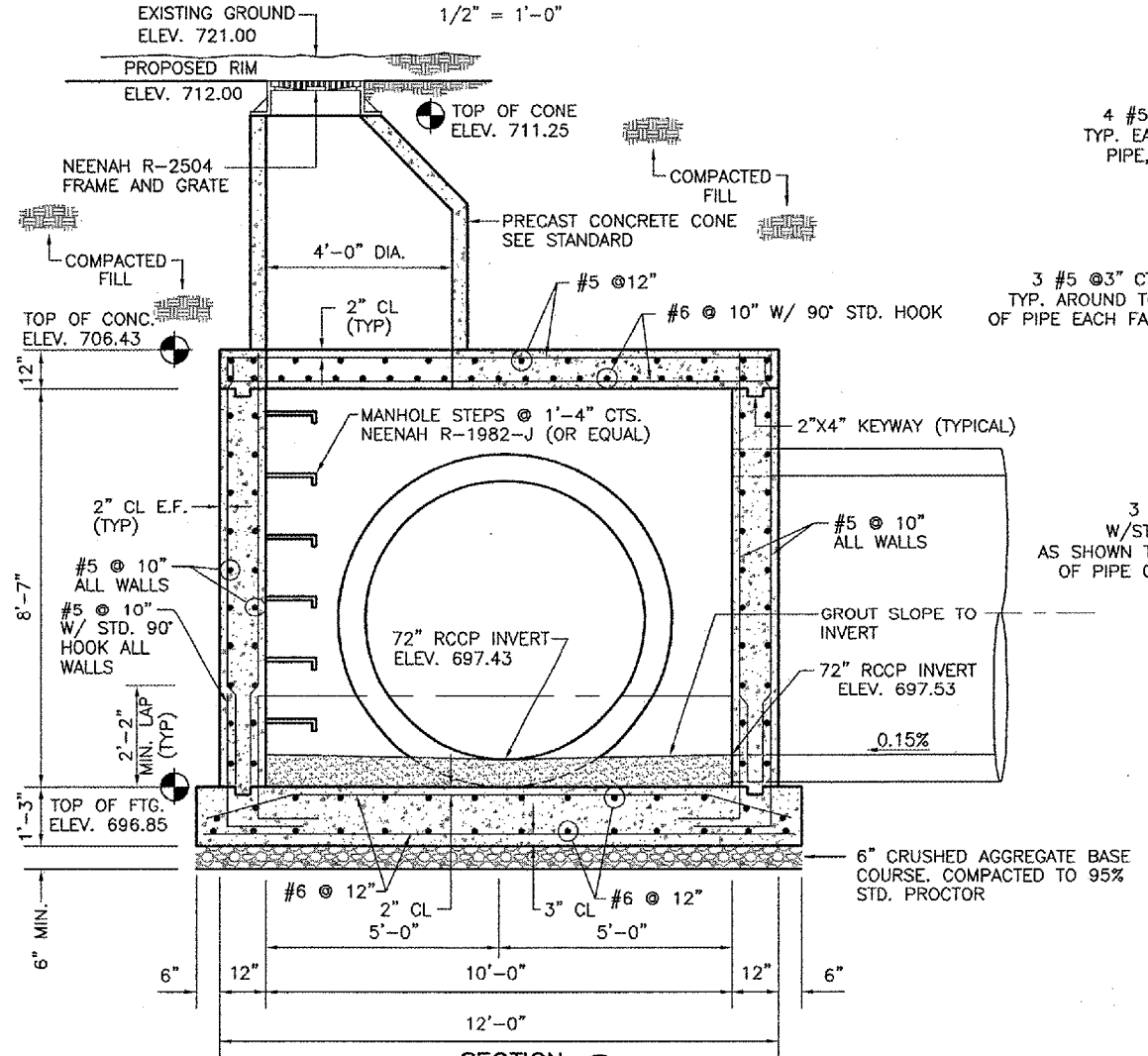
NUMBER	BY	DATE



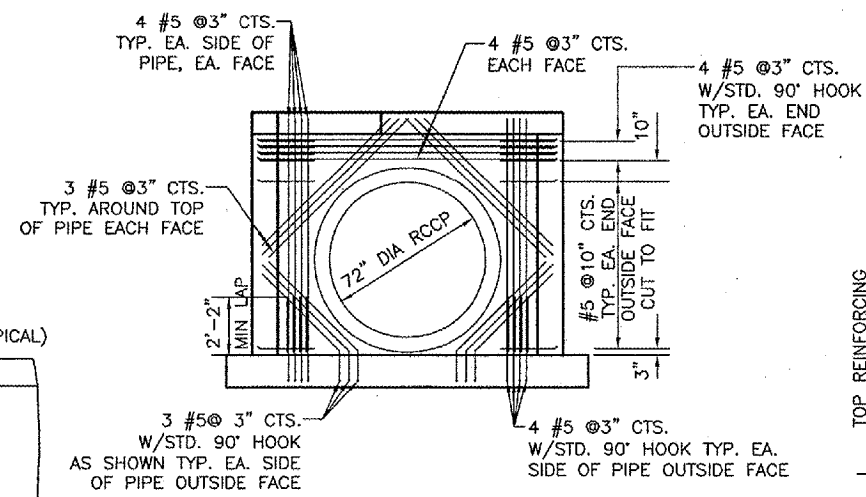
PLAN VIEW
1/2" = 1'-0"



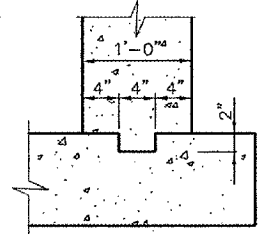
WALL REINFORCEMENT PLAN
1/2" = 1'-0"



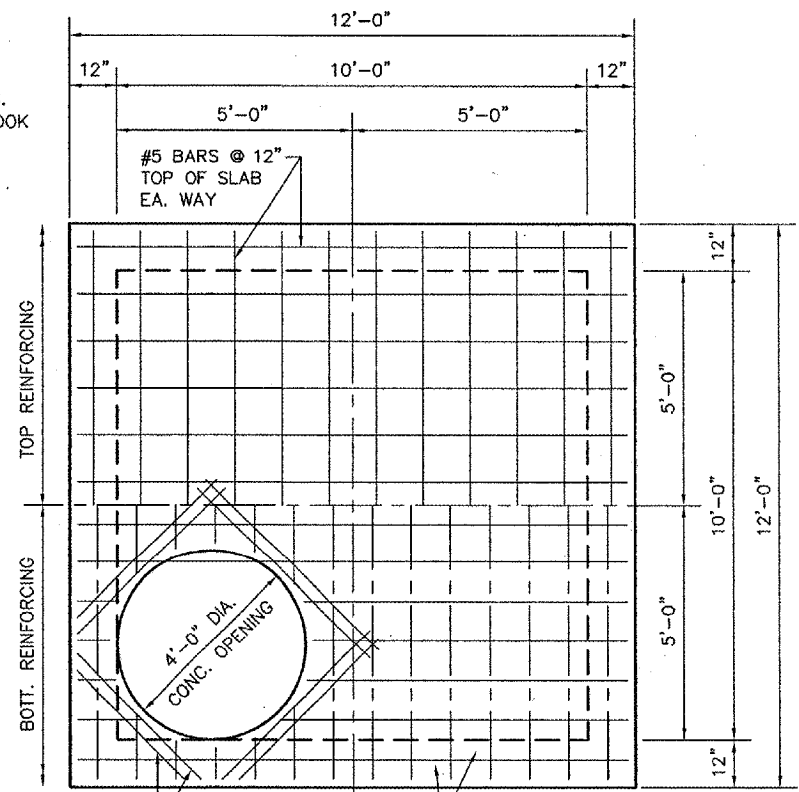
SECTION A
1/2" = 1'-0"



REINFORCEMENT AROUND PIPE PENETRATIONS
N.T.S.



KEYWAY DETAILS
N.T.S.



TOP SLAB REINFORCEMENT PLAN
1/2" = 1'-0"

CHICAGO ROCKFORD INTERNATIONAL AIRPORT
ROCKFORD, ILLINOIS

MANHOLE DETAILS - SHEET 2

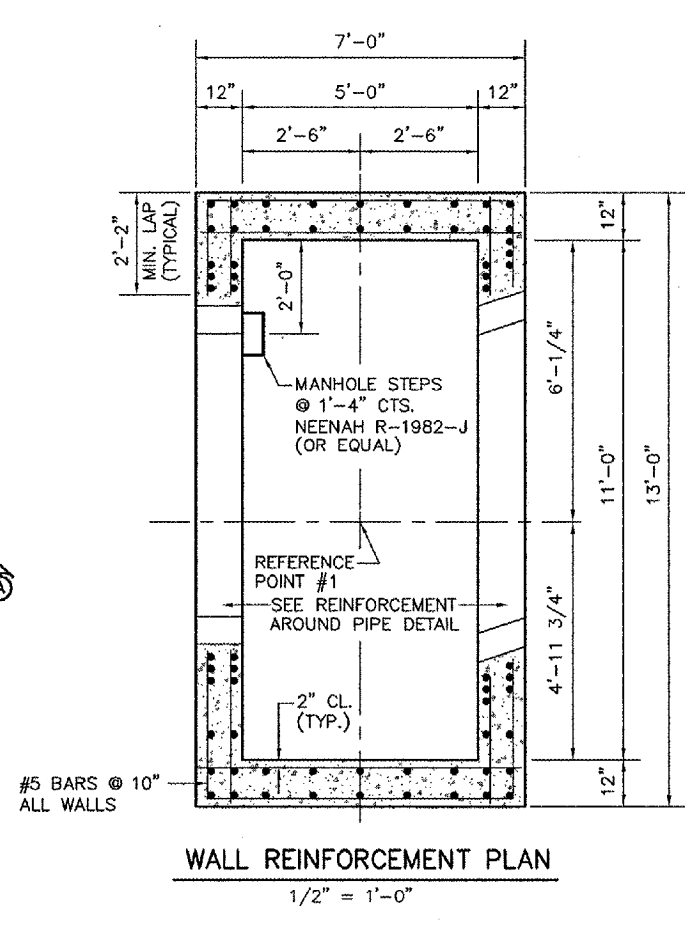
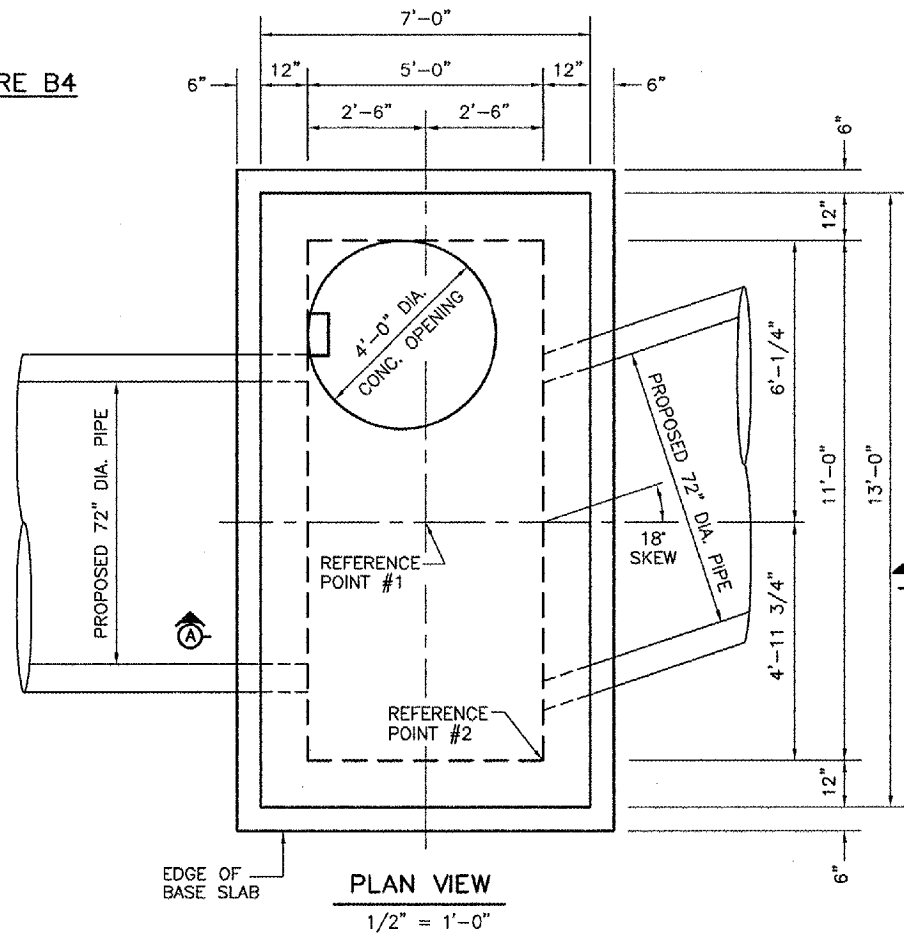
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Chicago Rockford International Airport

DESIGN BY:	ATI
DRAWN BY:	JRO
CHECKED BY:	ATI
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 29 OF 83 SHEETS	

STRUCTURE B4



DESIGN CRITERIA

L.L. = AASHTO HS 20-44
 NET ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

GENERAL NOTES

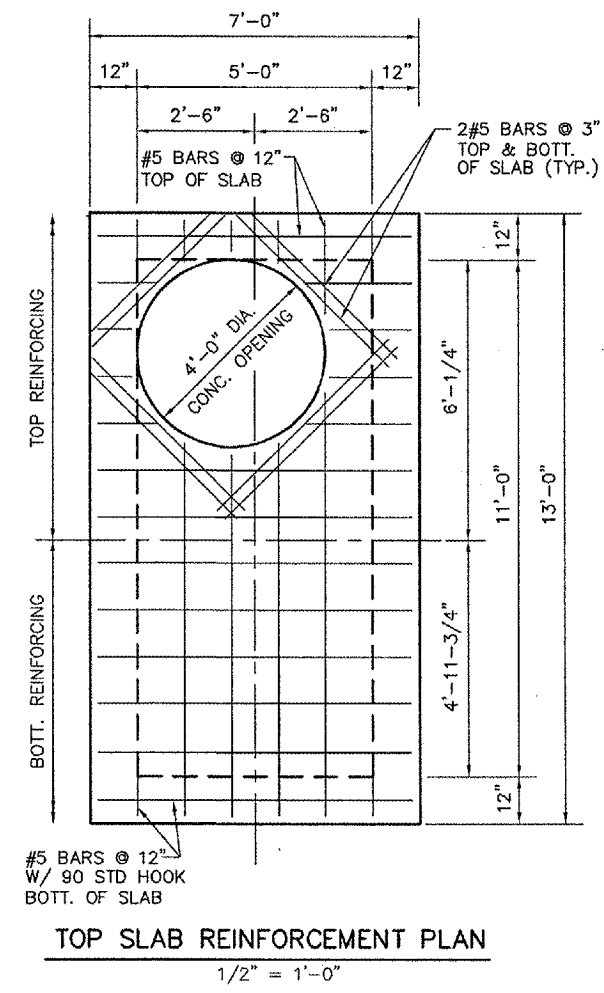
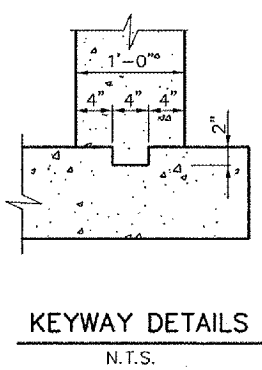
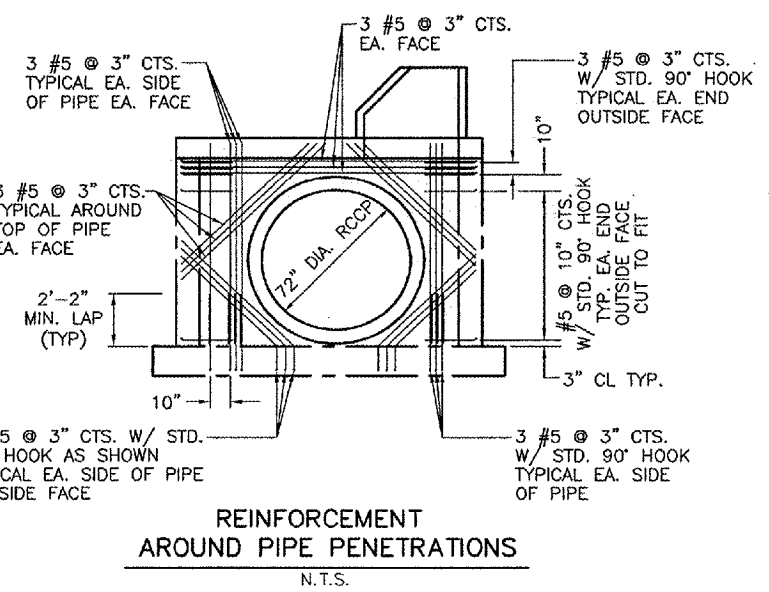
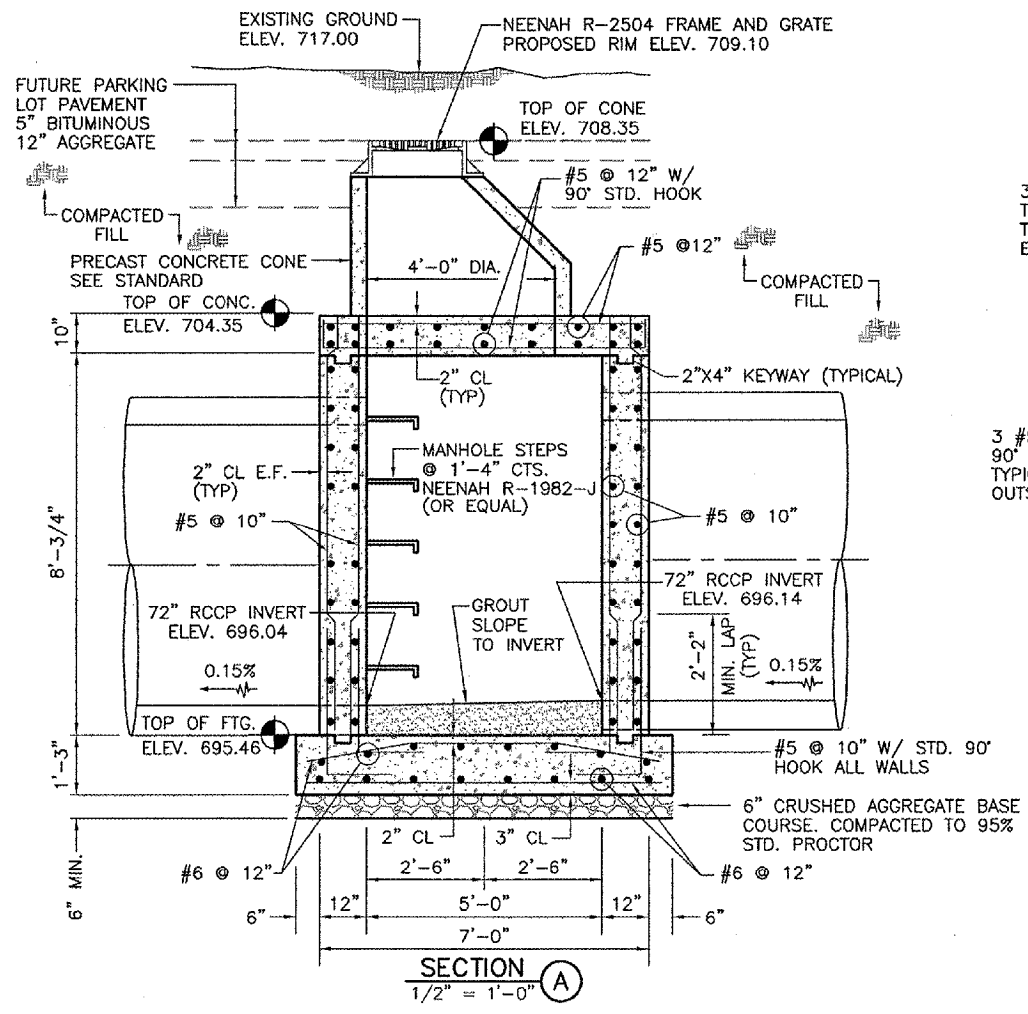
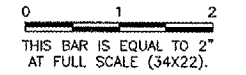
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- ALL FOOTING EXCAVATIONS SHALL BE CLEAN FREE OF DEBRIS, STANDING WATER AND LOOSE SOIL AND SHALL BE INSPECTED BY THE ENGINEER PRIOR TO THE PLACEMENT OF CONCRETE OR SUBBASE.
- CONCRETE SHALL NOT BE PLACED OVER FROZEN OR MUDDY SOIL.
- ADDITIONAL REINFORCEMENT FOR PIPE PENETRATIONS NOT REQUIRED FOR 6" DIA. PIPES OR LESS.

REFERENCE POINT TABLE

REFERENCE POINT	STATION	OFFSET
REFERENCE POINT #1	14+20.00	700.00' LT.
REFERENCE POINT #2	14+17.50	704.97' LT.

REVISIONS

NUMBER	BY	DATE



**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**
MANHOLE DETAILS - SHEET 3

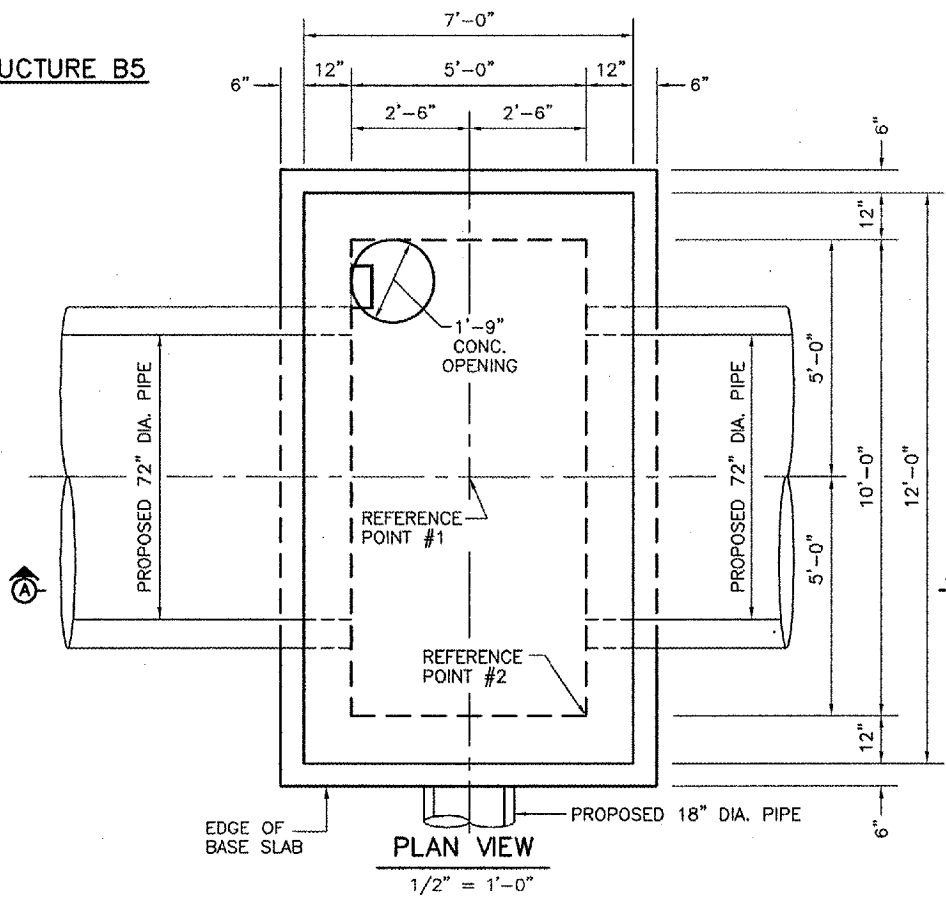
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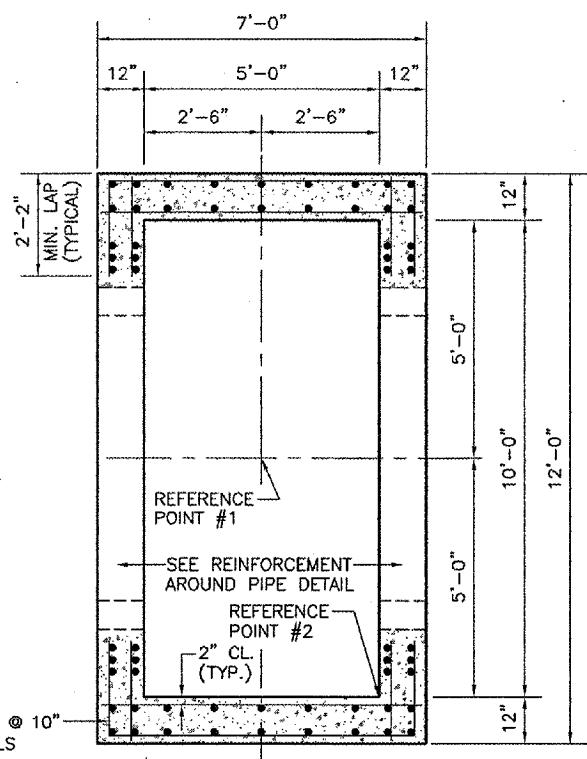
Chicago Rockford International Airport

DESIGN BY:	ATI
DRAWN BY:	JRO
CHECKED BY:	ATI
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 30 OF 83 SHEETS	

STRUCTURE B5



PLAN VIEW
1/2" = 1'-0"



WALL REINFORCEMENT PLAN
1/2" = 1'-0"

DESIGN CRITERIA

LL. = AASHTO HS 20-44
 NET ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

GENERAL NOTES

1. ALL REINFORCEMENT BARS SHALL CONFORM TO ASTM A615 GRADE 60 AND SHALL BE CLEAN AND FREE OF GREASE, SCALING RUST AND OTHER FOREIGN MATERIALS.
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7. ADDITIONAL REINFORCEMENT FOR PIPE PENETRATIONS NOT REQUIRED FOR 6" DIA. PIPES OR LESS.

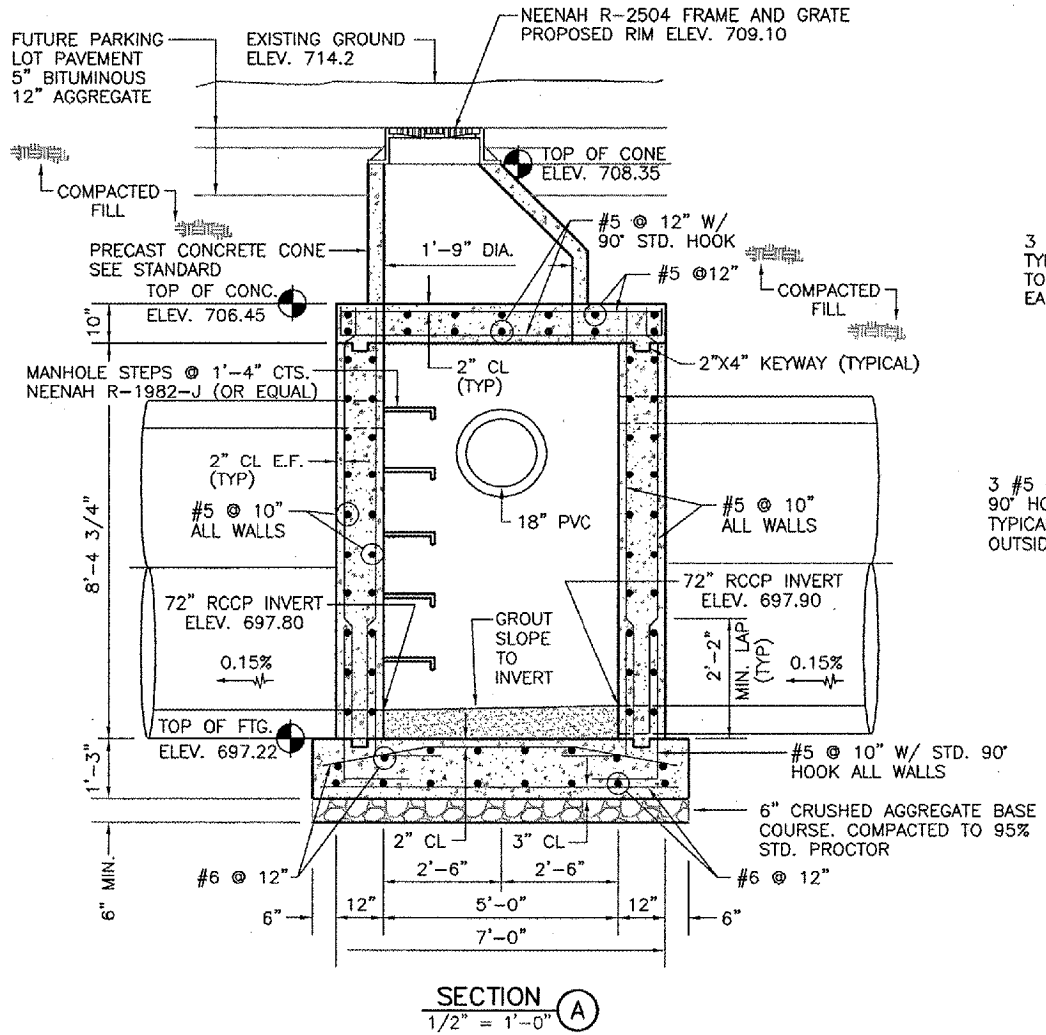
REFERENCE POINT TABLE

REFERENCE POINT	STATION	OFFSET
REFERENCE POINT #1	15+86.81	700.00' LT.
REFERENCE POINT #2	15+84.31	705.00' LT.

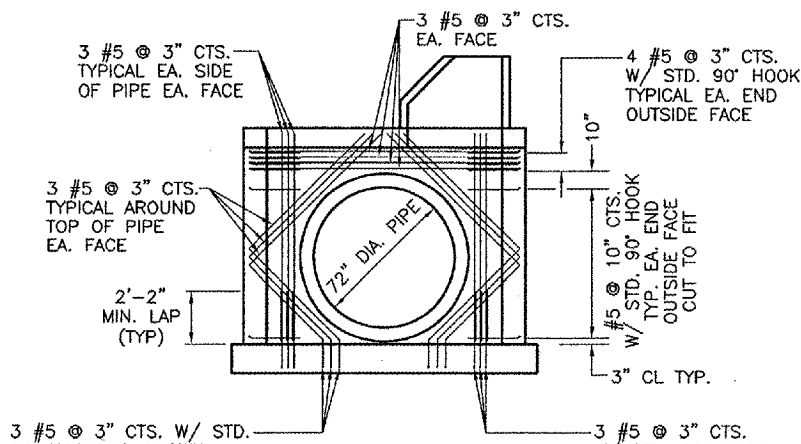
REVISIONS

NUMBER	BY	DATE

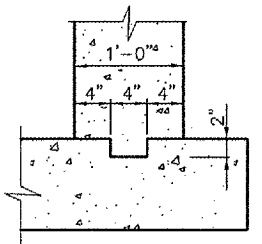
0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



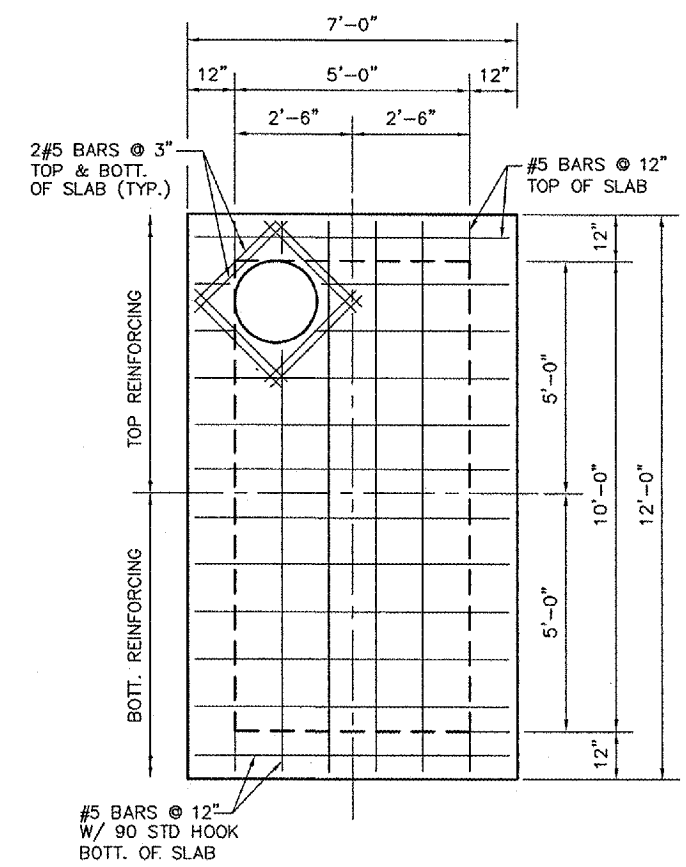
SECTION A
1/2" = 1'-0"



REINFORCEMENT AROUND PIPE PENETRATIONS
N.T.S.



KEYWAY DETAILS
N.T.S.



TOP SLAB REINFORCEMENT PLAN
1/2" = 1'-0"

**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**

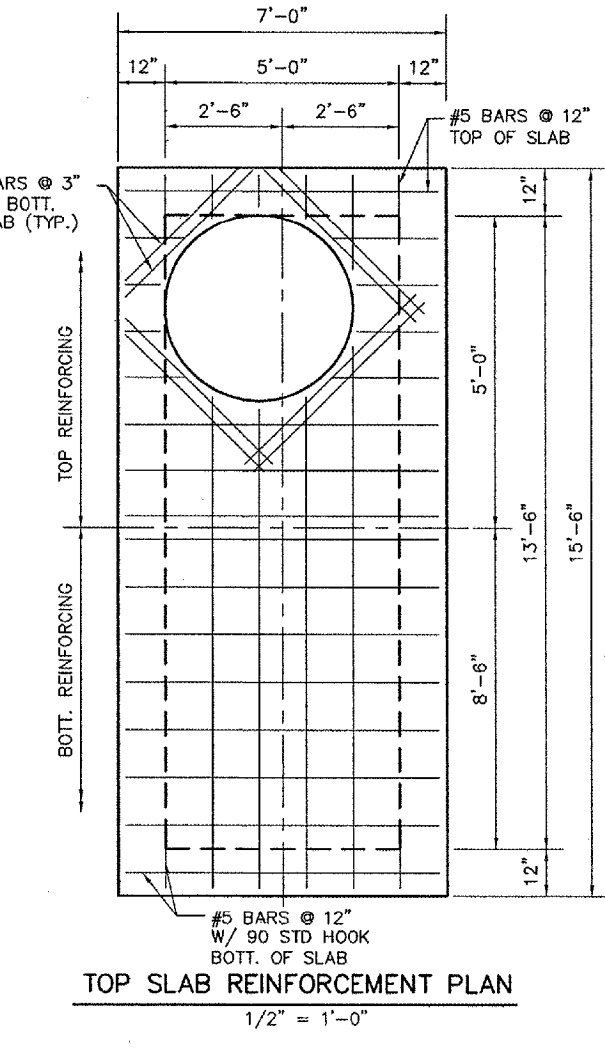
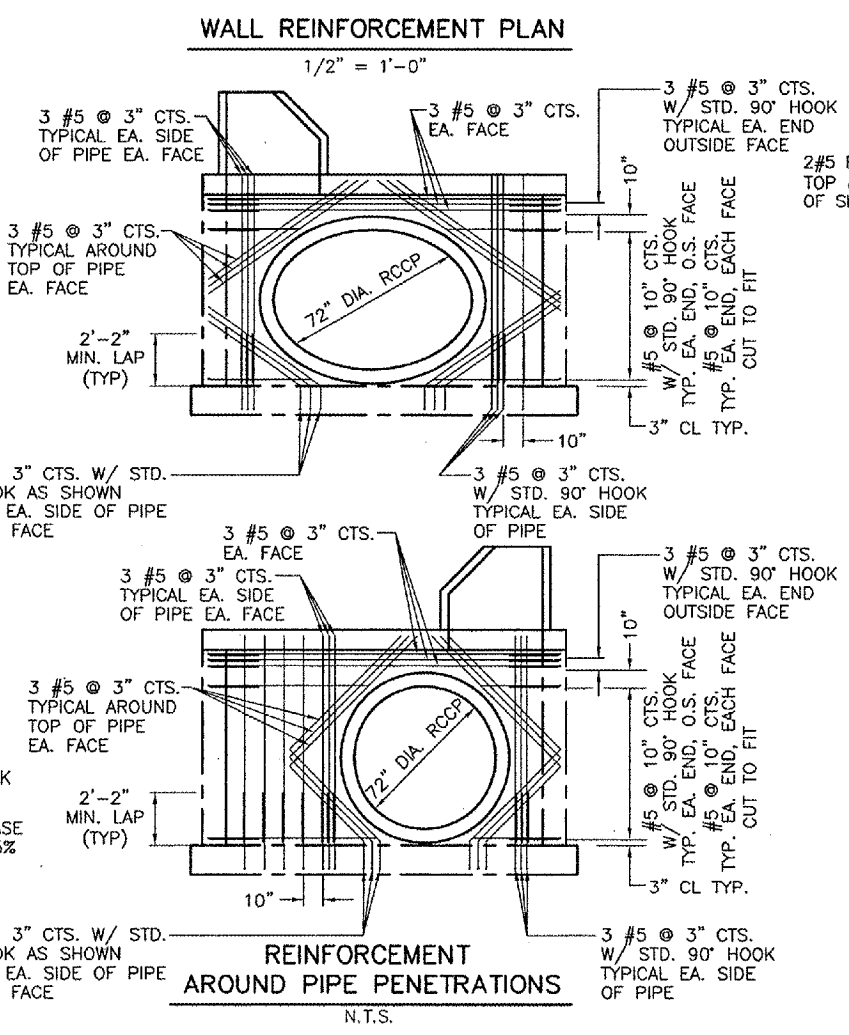
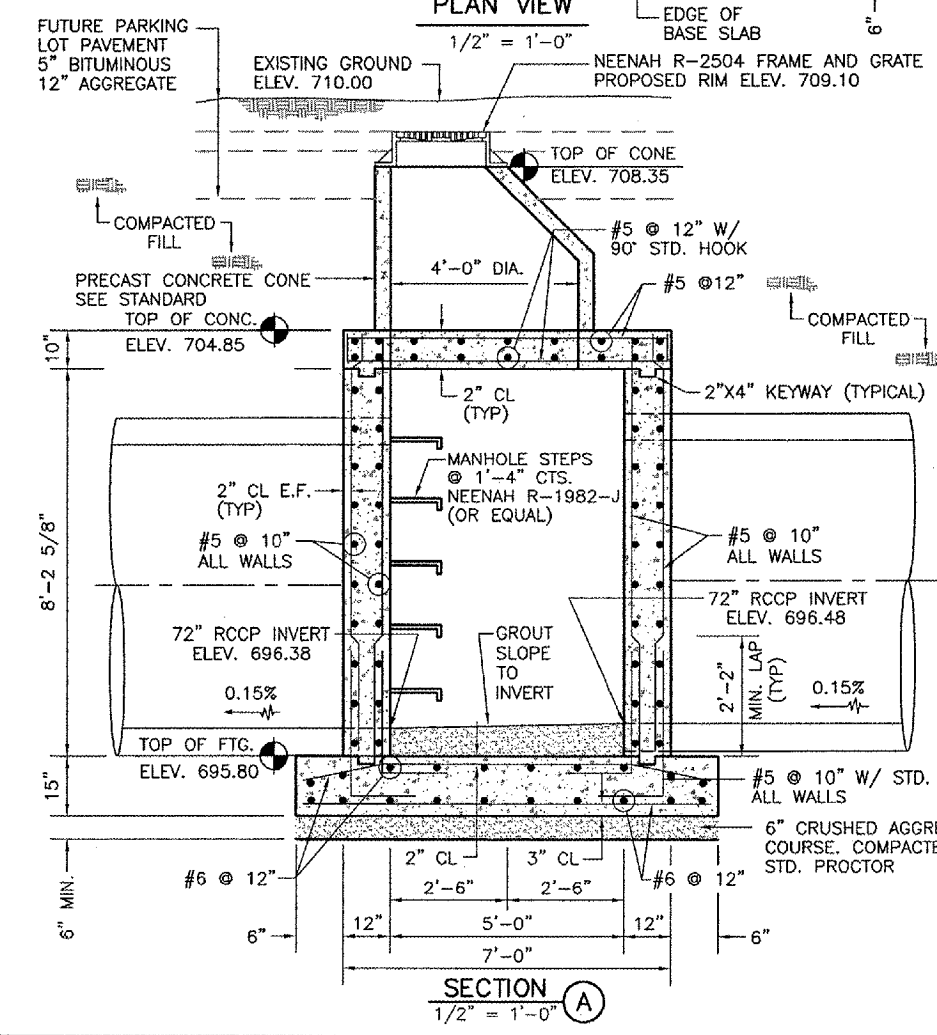
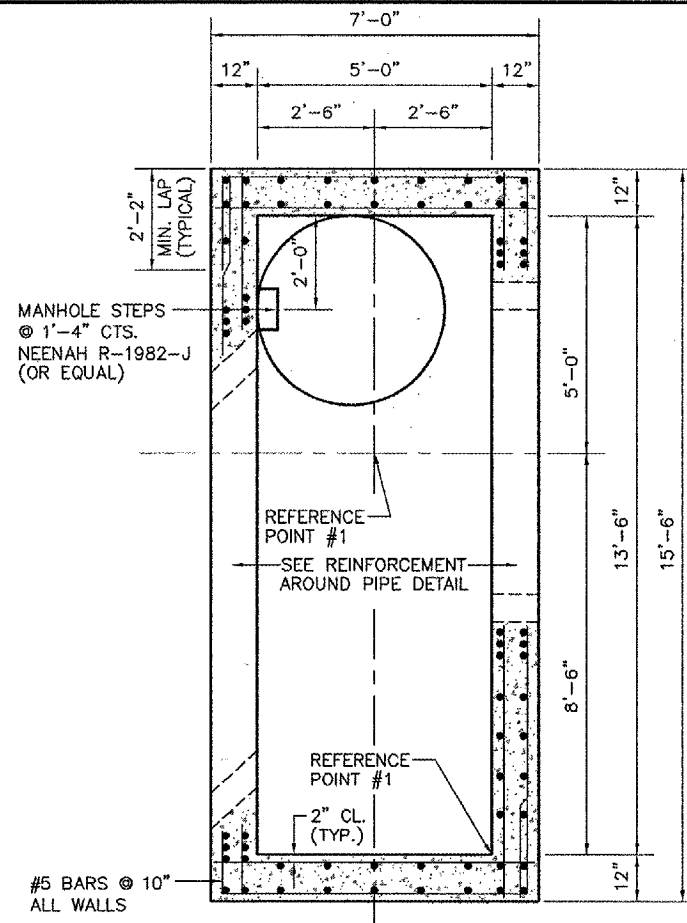
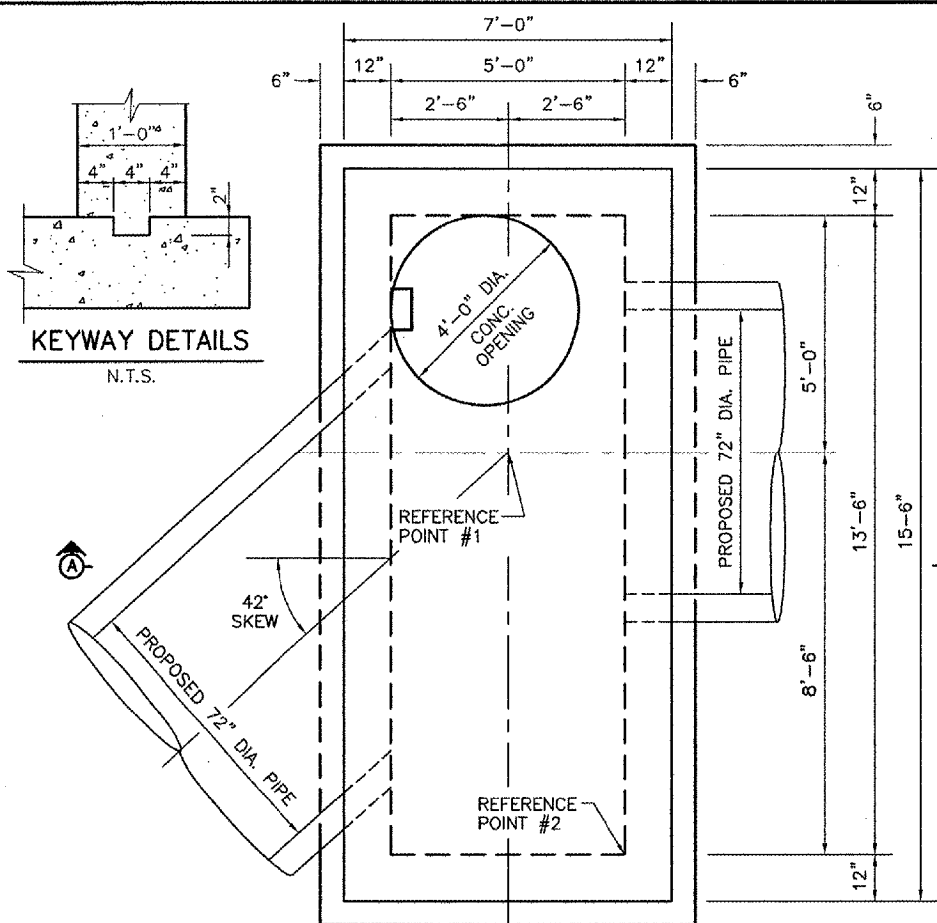
MANHOLE DETAILS - SHEET 4

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 License No. 084-00813

Chicago Rockford International Airport

DESIGN BY: ATI
 DRAWN BY: JRO
 CHECKED BY: ATI
 APPROVED BY:
 DATE: 02/29/08
 JOB No: 07258-06
 ILLINOIS PROJECT: RFD-3787
 A.I.P. PROJECT: 3-17-0088-XX
FINAL SUBMITTAL
 SHEET 31 OF 83 SHEETS



DESIGN CRITERIA

L.L. = AASHTO HS 20-44
 NET ALLOWABLE SOIL BEARING PRESSURE = 3000 PSF

STRUCTURE B6

GENERAL NOTES

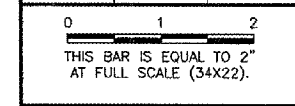
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REFERENCE POINT TABLE

REFERENCE POINT	STATION	OFFSET
REFERENCE POINT #1	17+46.81	700.00' LT.
REFERENCE POINT #2	17+44.31	708.50' LT.

REVISIONS

NUMBER	BY	DATE



CHICAGO ROCKFORD INTERNATIONAL AIRPORT
ROCKFORD, ILLINOIS
MANHOLE DETAILS - SHEET 5

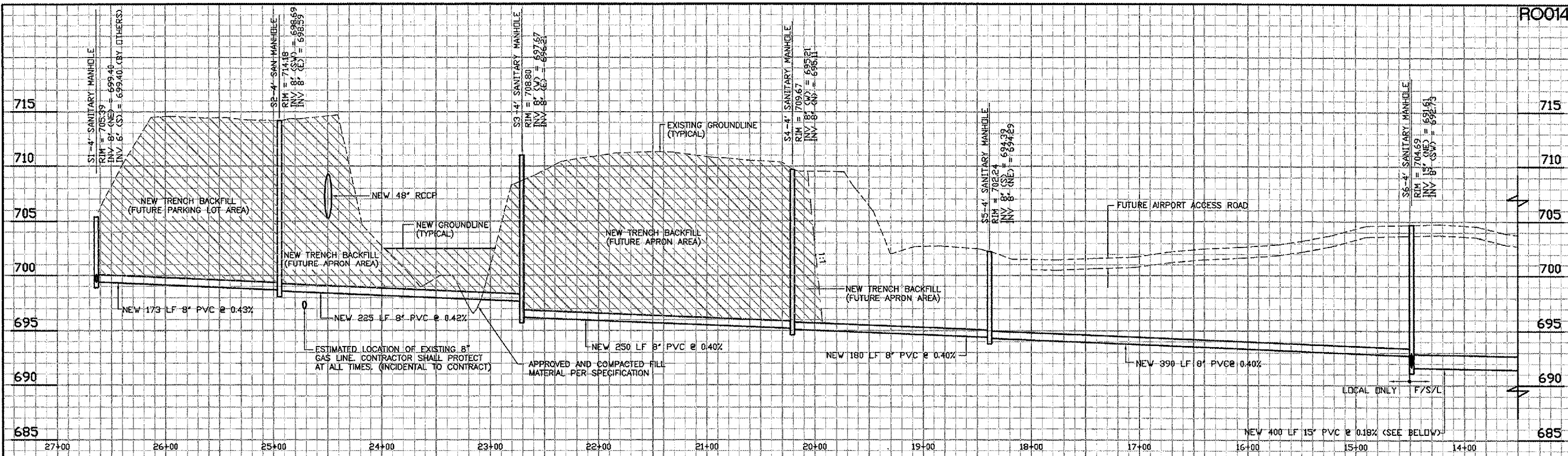
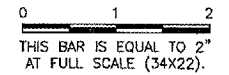
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000813

Chicago Rockford International Airport

DESIGN BY: ATI
 DRAWN BY: JRO
 CHECKED BY: ATI
 APPROVED BY:
 DATE: 02/29/08
 JOB No: 07258-06
 ILLINOIS PROJECT: RFD-3787
 A.I.P. PROJECT: 3-17-0088-XX
FINAL SUBMITTAL

SHEET 32 OF 83 SHEETS

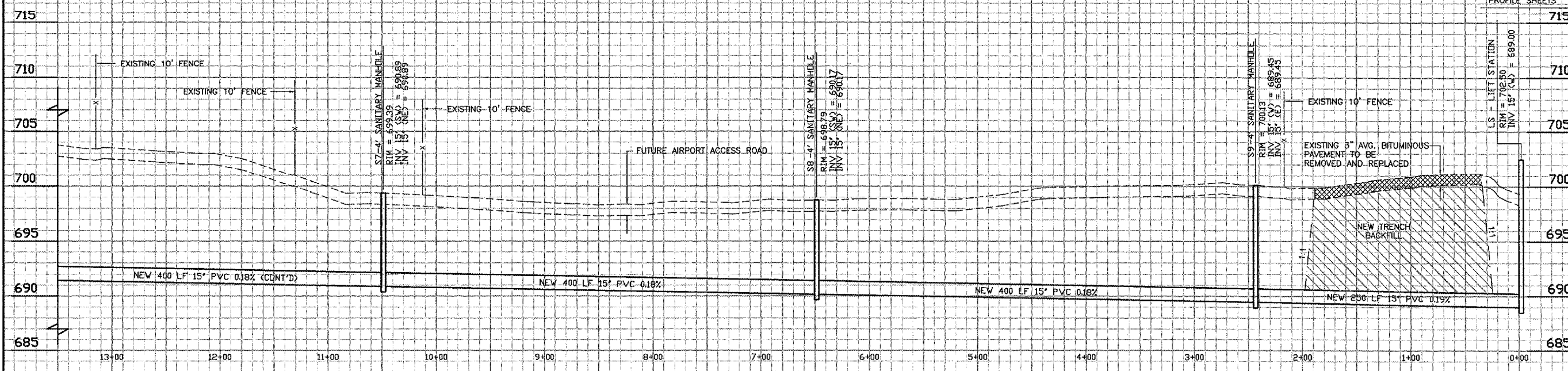
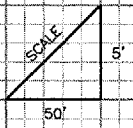
REVISIONS		
NUMBER	BY	DATE



SANITARY MAINLINE S

NOTES

1. APPROVED AND COMPACTED FILL MATERIAL PER SPECIFICATION SHALL BE PLACED IN LIFTS BETWEEN CROSSING UTILITIES (INCIDENTAL).
2. CONTRACTOR SHALL CONSTRUCT NEW SEWER SO THAT ONE PIPE LENGTH IS CENTERED OVER CROSSING UTILITY (INCIDENTAL).
3. NEW TRENCH BACKFILL SHALL BE IDOT CA-6 MATERIAL.



SANITARY MAINLINE S

**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**

SANITARY PROFILES - SHEET 1

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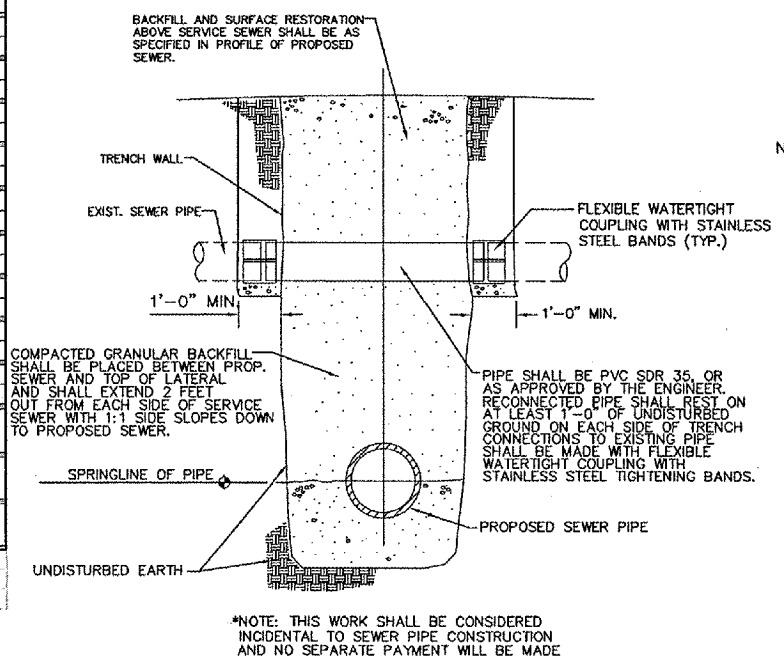
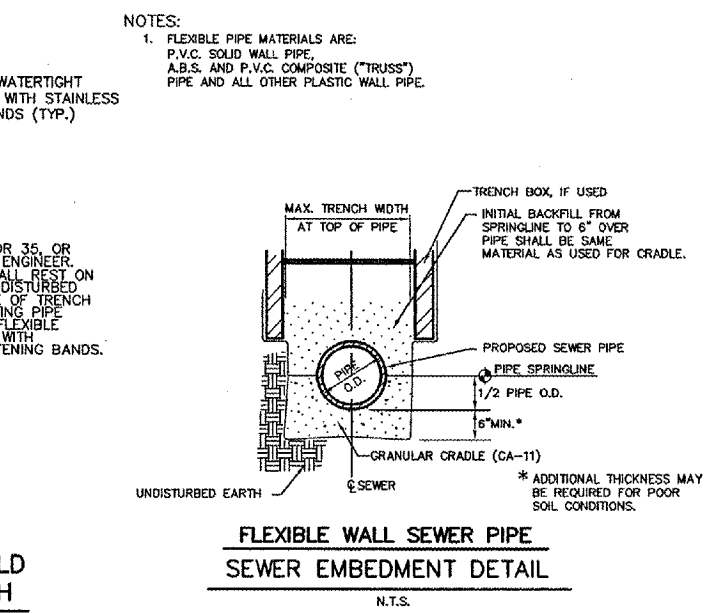
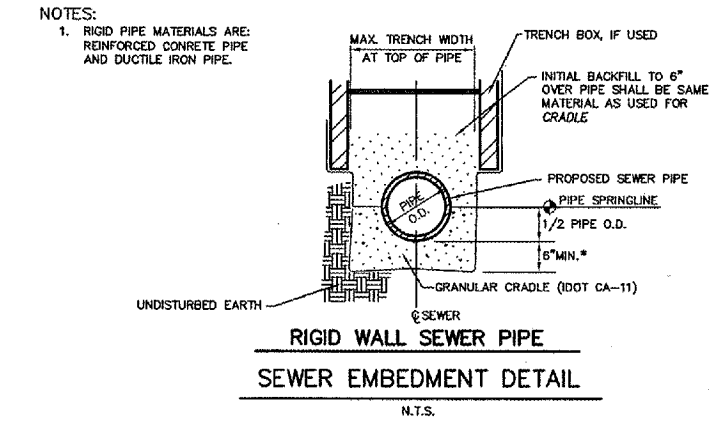
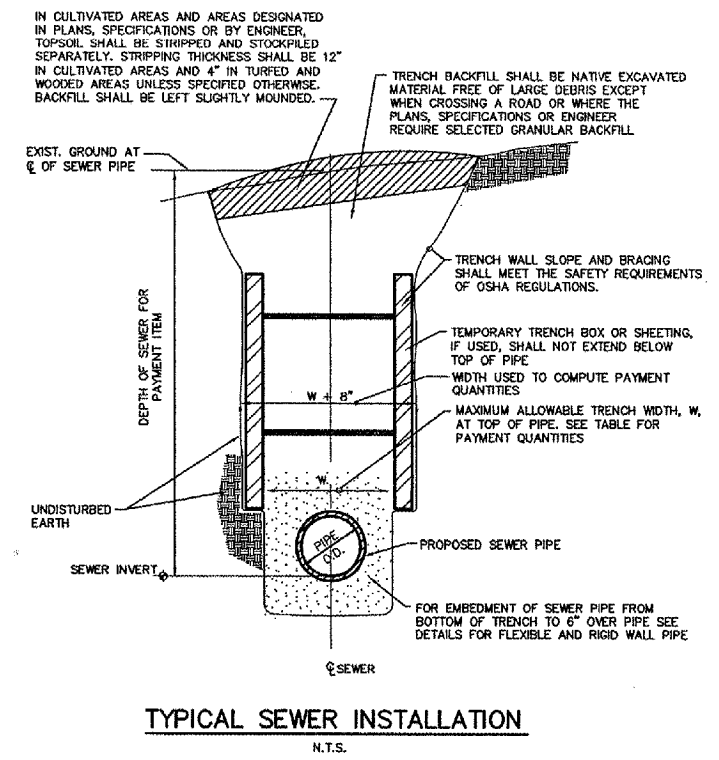
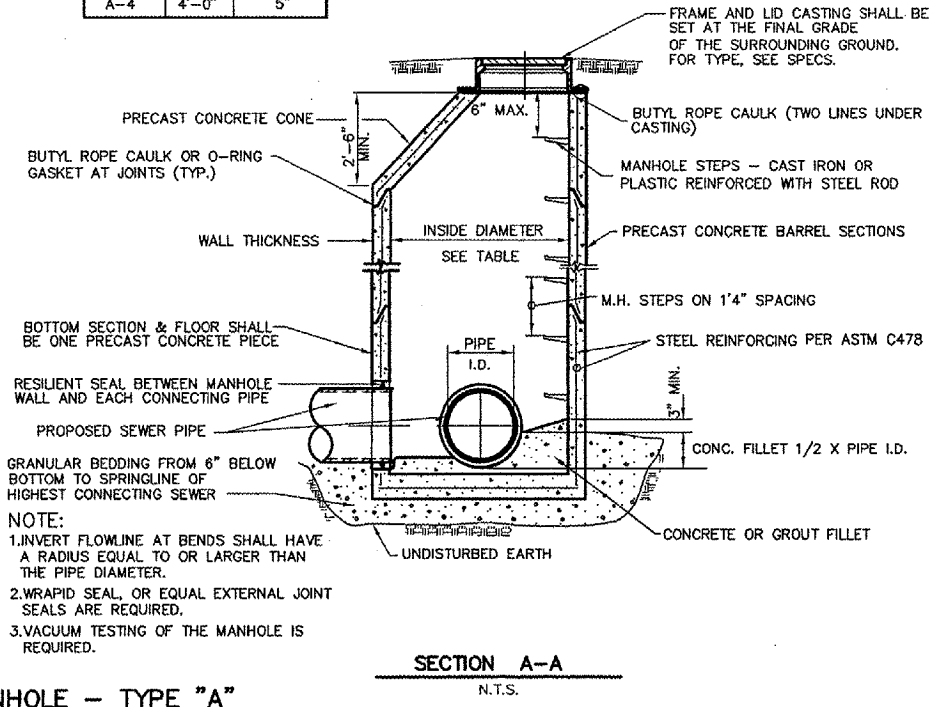
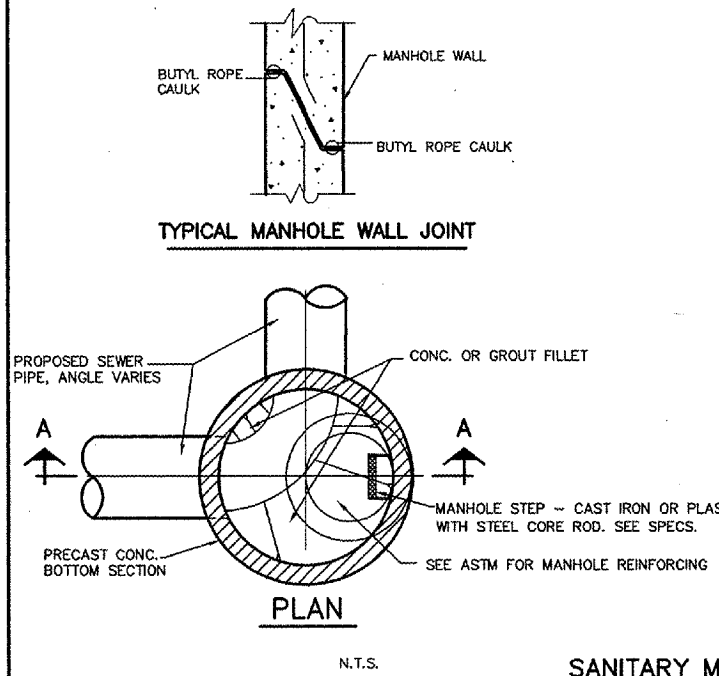
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 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000673

Chicago
 Rockford
 International
 Airport

DESIGN BY:	JRL
DRAWN BY:	JRO
CHECKED BY:	JRL
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 33 OF 83 SHEETS	

NOTE :
 ADDITIONAL REQUIREMENTS FOR CONCRETE MANHOLE
 CASTINGS, AND RESILIENT SEAL AROUND PIPE ARE
 IN THE SPECIFICATIONS.

MANHOLE TYPE	INSIDE DIA.	MIN. WALL THICKNESS
A-4	4'-0"	5"



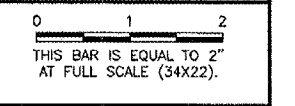
SANITARY SEWER SCHEDULE

NO.	DESCRIPTION	STATION	OFFSET	RJM ELEV.	FLOW IN			FLOW OUT			
					INVERT	DIA. (INCHES)	INVERT ELEV.	INVERT	DIA. (INCHES)	INVERT ELEV.	
DS	12'x13' CAST IN PLACE DIVERSION STRUCTURE W/ GRATING (SEE DIVERSION STRUCTURE DETAILS)	28+69 CL TWY N	37' RT	704.20	TOC	S	48	694.35	NW	48	693.85
DSB	24" DUCK BILL CHECK VALVE *	28+76 CL TWY N	130' RT						E	24	694.85
S1	4' TYPE A BIT. COATED SANITARY MANHOLE W/ TYPE 1 FRAME AND CLOSED LID (NEENAH R-1713 OR EQUAL)	24+99 CL TWY N	610' LT	705.39	S	6	699.40	NE	8	699.40	
S2	4' TYPE A BIT. COATED SANITARY MANHOLE W/ TYPE 1 FRAME AND CLOSED LID (NEENAH R-1713 OR EQUAL)	25+50 CL TWY N	449' LT	714.18	SW	8	698.69	E	8	698.59	
S3	4' TYPE A BIT. COATED SANITARY MANHOLE W/ NEENAH (OR EQUAL) R 3492 FRAME AND CLOSED LID W/ GASKET SEAL	24+99 CL TWY N	225' LT	708.80	W	8	697.67	E	8	696.21	
S4	4' TYPE A BIT. COATED SANITARY MANHOLE W/ NEENAH (OR EQUAL) R 3492 FRAME AND CLOSED LID W/ GASKET SEAL	24+99 CL TWY N	25' RT	709.67	W	8	695.21	N	8	695.11	
S5	4' TYPE A BIT. COATED SANITARY MANHOLE W/ TYPE 1 FRAME AND CLOSED LID (NEENAH R-1713 OR EQUAL)	27+19 CL TWY N	93' RT	702.24	S	8	694.39	NE	8	694.29	
S6	4' TYPE A BIT. COATED SANITARY MANHOLE W/ TYPE 1 FRAME AND CLOSED LID (NEENAH R-1713 OR EQUAL)	155+42 CL KISH. RD.	416' RT	704.69	SW	8	692.73	E	15	691.61	
S7	4' TYPE A BIT. COATED SANITARY MANHOLE W/ TYPE 1 FRAME AND CLOSED LID (NEENAH R-1713 OR EQUAL)	160+32 CL KISH. RD.	419' RT	699.39	SW	15	690.89	NE	15	690.89	
S8	4' TYPE A BIT. COATED SANITARY MANHOLE W/ TYPE 1 FRAME AND CLOSED LID (NEENAH R-1713 OR EQUAL)	165+22 CL KISH. RD.	417' RT	698.79	SW	15	690.17	E	15	690.17	
S9	4' TYPE A BIT. COATED SANITARY MANHOLE W/ TYPE 1 FRAME AND CLOSED LID (NEENAH R-1713 OR EQUAL)	170+17 CL KISH. RD.	409' RT	700.13	W	15	689.45	E	15	689.45	
LS	LIFT STATION (SEE DETAILS)	172+76 CL KISH. RD.	399' RT	702.50	W	15	689.00				SEE DETAILS
FM	MAGNETIC FLOW METER IN 6' CONC. VAULT (SEE DETAILS)	ENGINEER TO PROVIDE CONTRACTOR IN THE FIELD									SEE DETAILS
ARV	AIR RELEASE VALVE VAULT (SEE DETAILS)	192+95 CL KISH. RD.	44' LT								SEE DETAILS

NOTE: STATION AND OFFSET IS TO CENTER OF STRUCTURE
 * SEE SPECIFICATION SECTION 15270

REVISIONS

NUMBER	BY	DATE



**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**

**APRON SANITARY SEWER DETAILS
 AND SANITARY SCHEDULE**

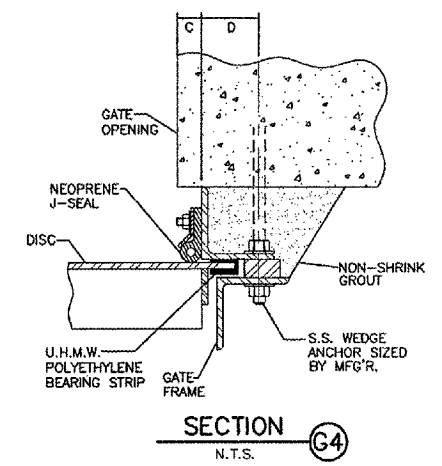
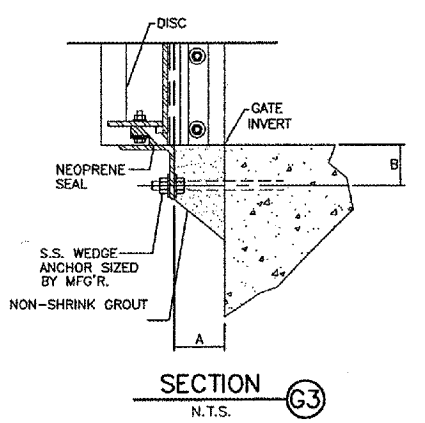
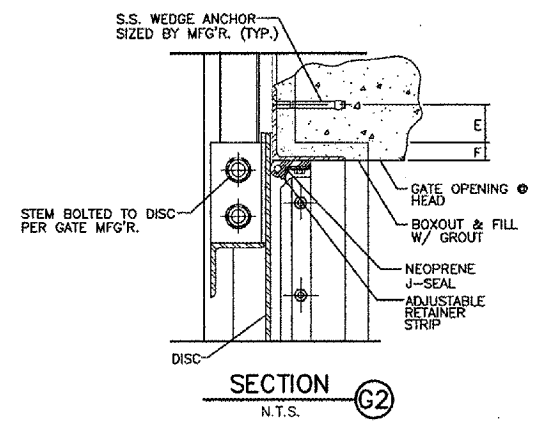
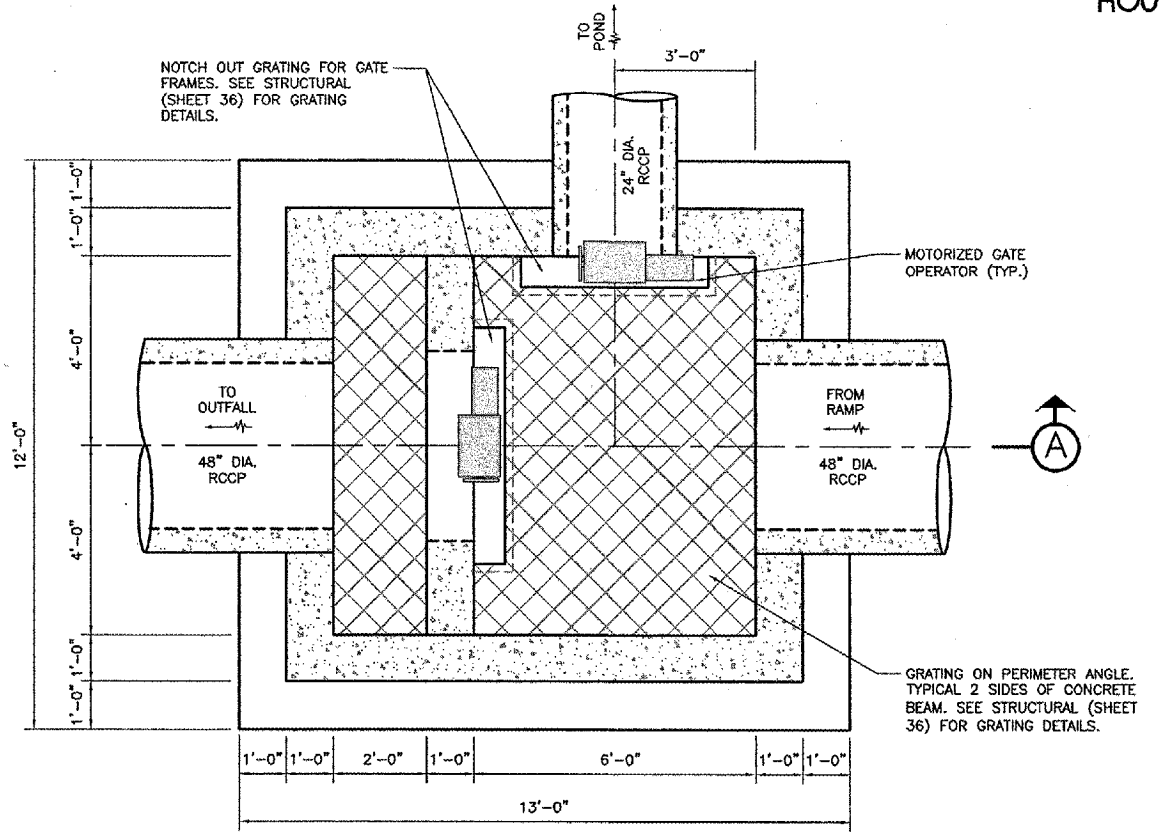
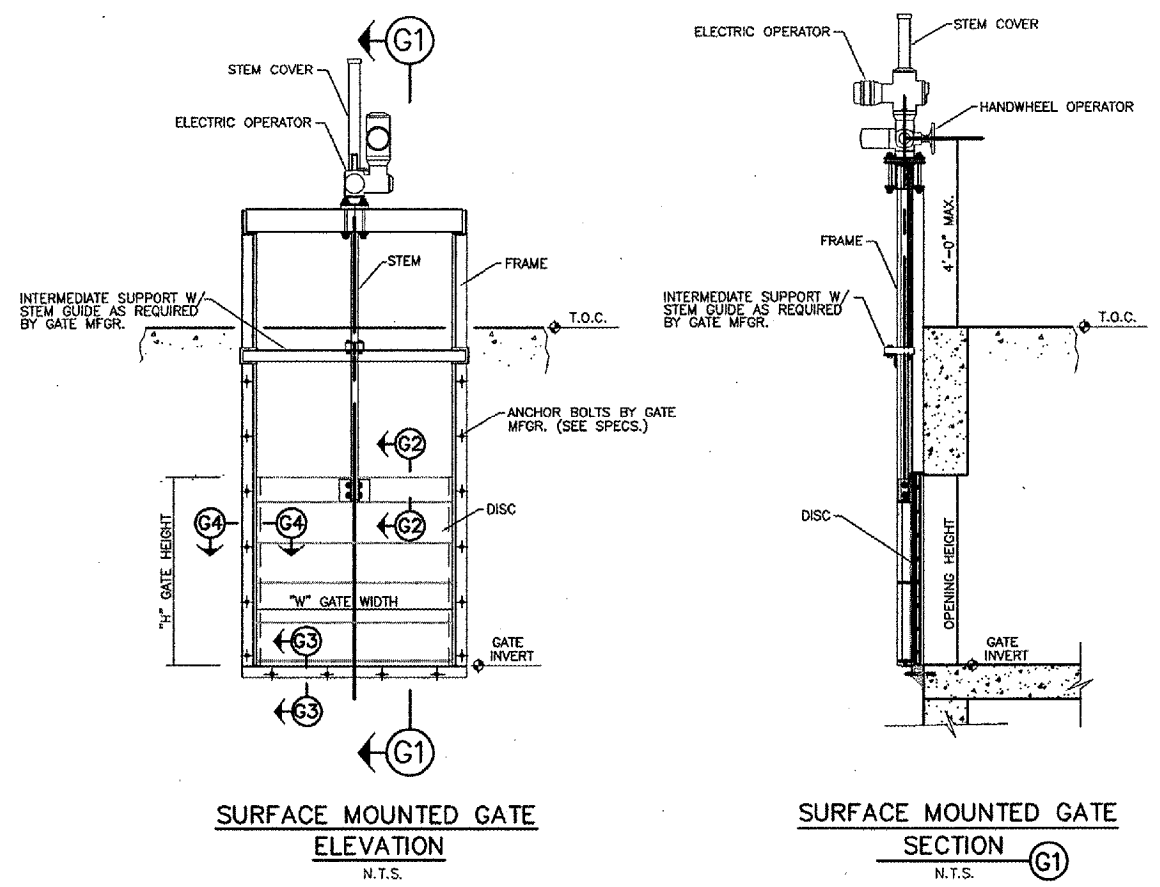
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 DRAWN BY: JRO
 CHECKED BY: CAL
 APPROVED BY:
 DATE: 02/29/08
 JOB No: 07258-06
 ILLINOIS PROJECT: RFD-3787
 A.I.P. PROJECT: 3-17-0088-XX
FINAL SUBMITTAL
 SHEET 34 OF 83 SHEETS

REVISIONS		
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0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22).

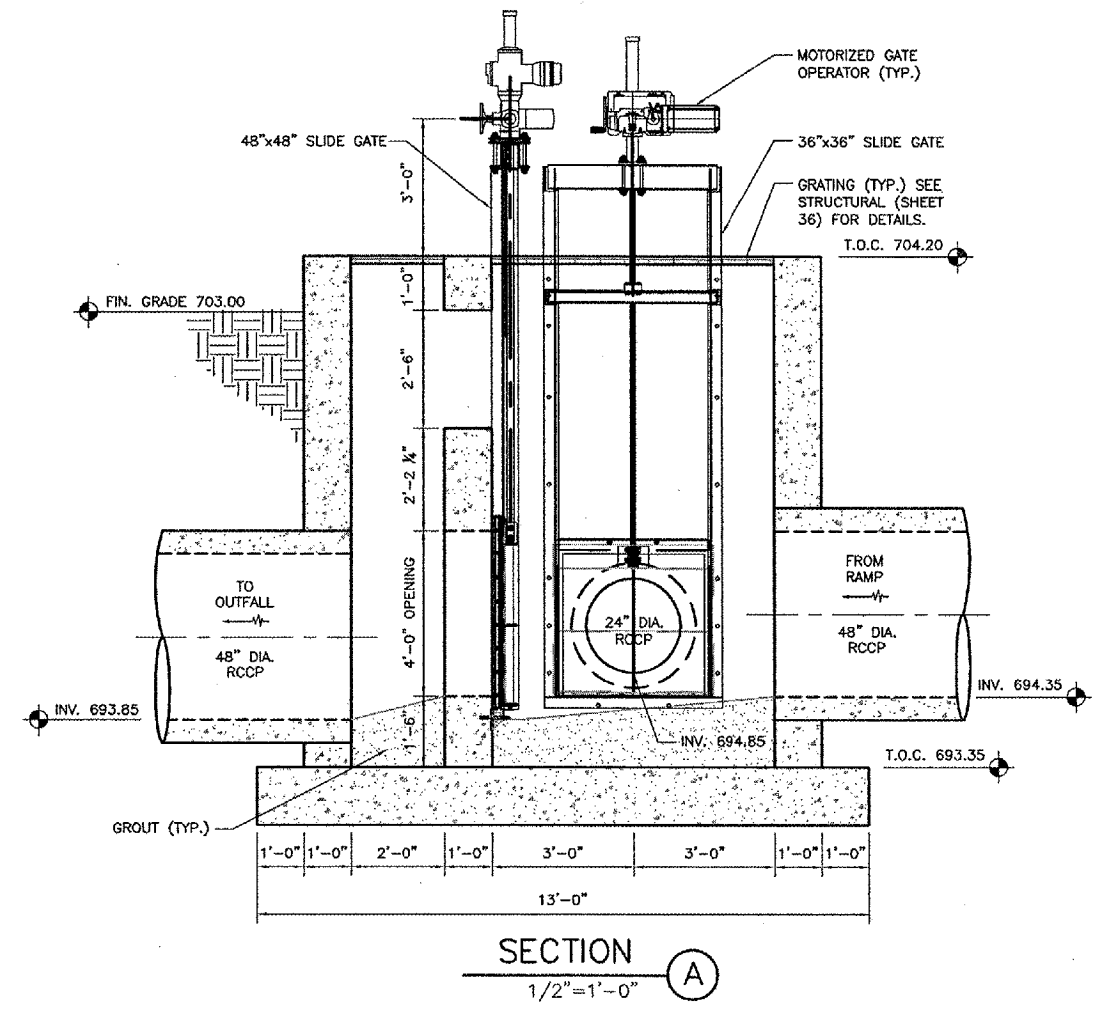


ESTIMATED GATE ATTACHMENT MEASUREMENTS
 (TO BE VERIFIED WITH MFR'S APPROVED SHOP DWGS.)

	48"x48" GATE	36"x36" GATE
A	2 3/4"	3 3/4"
B	2 1/4"	2 1/4"
C	1"	1"
D	2 3/8"	2 3/8"
E	2"	2"
F	1"	1"

TYPICAL GATE SURFACE MOUNTED DETAILS
N.T.S.

- NOTES:**
- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS SHOWN AND MAKE ANY NECESSARY ADJUSTMENTS BASED UPON APPROVED SHOP DRAWINGS.
 - SLIDE GATES SHALL BE SELF-CONTAINED TYPE, STAINLESS STEEL, AND SURFACE-MOUNTED.



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 ROCKFORD, ILLINOIS

DIVERSION STRUCTURE
 PLAN, SECTION, AND DETAILS

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SHEET 35 OF 83 SHEETS	

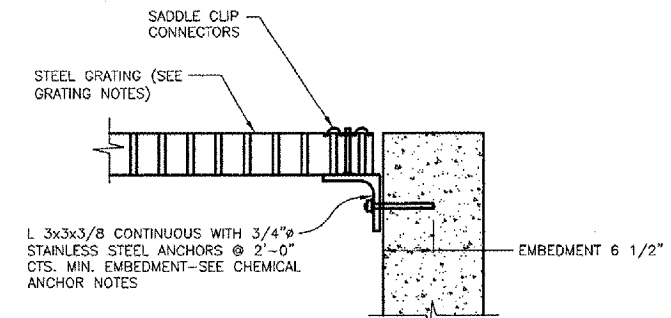
CHEMICAL ANCHOR NOTES

- ANCHORS SHALL BE:
1. TYPE S6S ADHESIVE CAPSULE ANCHOR (6 1/2" MINIMUM EMBEDMENT), MANUFACTURED BY WILLIAMS FORM ENGINEERING COMPANY, OR EPCON SYSTEM CERAMIC 6 EPOXY ANCHORS (6 3/4" MINIMUM EMBEDMENT), MANUFACTURED BY ITW RAMSET REDHEAD COMPANY.
 2. USE OF MECHANICAL/EXPANSION TYPE ANCHORS SHALL NOT BE CONSIDERED AS AN ACCEPTABLE ALTERNATE TO THE SPECIFIED CHEMICAL ANCHOR SYSTEMS.

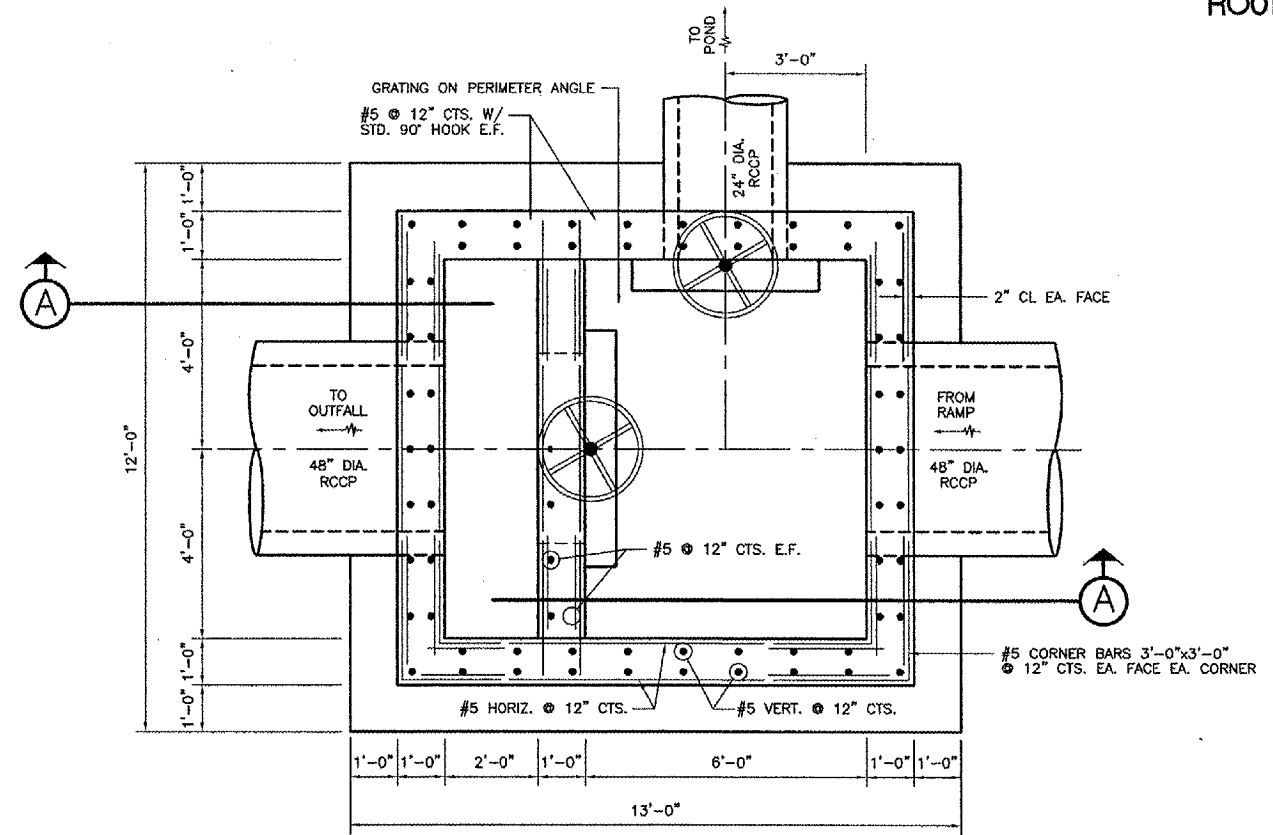
GRATING NOTES

STEEL GRATING TO BE WELDFORGED RECTANGULAR DESIGN, TYPE W/B AS MANUFACTURED BY IKG INDUSTRIES OR EQUAL. MAIN BEARING BARS TO BE 2 1/2" X 3/16" SPACED 1 3/16" INCHES CENTER-TO-CENTER. CROSS BARS TO BE RESISTANCE WELDED AT RIGHT ANGLES TO THE BEARING BARS. THEY SHALL BE SPACED 4 INCHES CENTER-TO-CENTER. NO CUTTING OR NOTCHING OF BEARING BARS BEFORE WELDING IS PERMISSIBLE. GRATING SAFE UNIFORM LOAD = 200 LB/SF ON A 102 INCH SPAN AND DEFLECTION LESS THAN 0.5 INCHES. FINISH TO BE GALVANIZED. MATERIAL TO BE ATSM A-569.

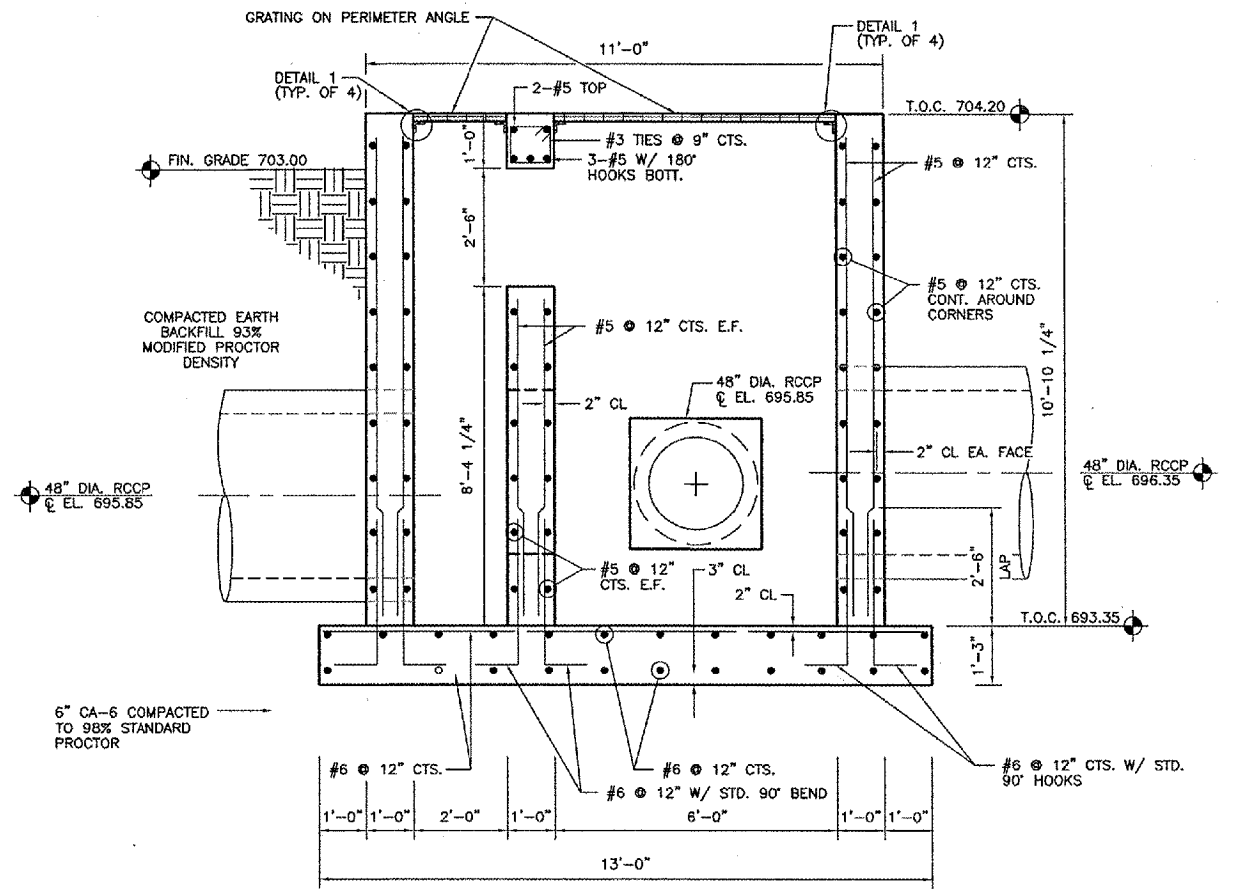
CONTRACTOR SHALL CUT OUT GRATING FOR SLIDE GATE FRAME PENETRATIONS THROUGH GRATING AT LOCATIONS SHOWN ON SHEET 35, DIVERSION STRUCTURE PLAN, SECTION, AND DETAILS.



GRATING WALL CONNECTION DETAIL 1
 N.T.S.



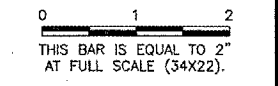
PLAN VIEW
 1/2"=1'-0"



SECTION A-A
 1/2"=1'-0"

REVISIONS

NUMBER	BY	DATE



CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

**DIVERSION STRUCTURE
 STRUCTURAL PLAN AND SECTION**

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FINAL SUBMITTAL	
SHEET 36 OF 83 SHEETS	

POWER & LIGHTING LEGEND

	SINGLE POLE SWITCH		EMERGENCY FLUORESCENT LIGHT FIXTURE. # = TYPE
	TWO POLE SWITCH		EXIT SIGN - SHADED AREA DENOTES VIEWED FACE
	THREE WAY SWITCH		NEUTRAL HOT
	FOUR WAY SWITCH		INDICATES ONE WIRE IN CONDUIT IS AN UNSWITCHED HOT LEG (FOR EMERGENCY LIGHTING)
	FRACTIONAL H.P. MANUAL STARTER		SOLENOID VALVE
	MOMENTARY CONTACT SINGLE POLE DOUBLE THROW SWITCH		MOTORIZED VALVE
	KEY-OPERATED SWITCH		MECHANICAL EQUIPMENT DESIGNATION (SEE SCHEDULES)
	SWITCH AND PILOT LAMP		GROUND ROD
	SIMPLEX RECEPTACLE		EXPLOSION PROOF CONDUIT SEAL
	DUPLEX RECEPTACLE		
	DUPLEX FLOOR OUTLET		
	QUADRUPLEX RECEPTACLE		
	SPECIAL PURPOSE OUTLET (IDENTIFIED ON DRAWINGS)		
	JUNCTION BOX (LINE GOES TO BOX)		
	LIGHT FIXTURE. # = TYPE		

GENERAL CONDUIT & DUCT BANK NOTES

- MINIMUM CONDUIT SIZE SHALL BE 3/4" IN DIAMETER. LARGER SIZES SHALL BE INSTALLED WHERE NOTED OR WHERE REQUIRED BY NEC.
- ALL EXTERIOR AND INTERIOR EXPOSED ABOVE GRADE CONDUIT SHALL BE RIGID GALVANIZED STEEL EXCEPT WHERE NOTED OTHERWISE ON DRAWINGS.
- WHERE METAL CONDUIT IS IN DIRECT CONTACT WITH EARTH OR CONCRETE IT SHALL RECEIVE ONE COAT, 8 DRY-MILS, COAL TAR EPOXY, OR EQUAL. INCLUDE ANY PRIMER COATS AS MAY BE REQUIRED. APPLY COATINGS IN CONFORMANCE WITH MFR'S DIRECTIONS AND RECOMMENDATIONS. AT THE CONTRACTOR'S OPTION, PVC COATED GALVANIZED RIGID STEEL CONDUIT MAY BE USED IN LIEU OF TAR COATING BELOW GRADE.
- CONCRETE ENCASED SCHEDULE 40 PVC DUCT BANK SHALL BE INSTALLED FOR ALL BELOW GRADE DUCT BANK, EXCEPT WHERE NOTED ABOVE AND IN THE SPECIFICATIONS. WHERE APPLICABLE, ALL BELOW GRADE CONDUIT UNDER PAVED SURFACES RECEIVING VEHICULAR TRAFFIC SHALL BE REINFORCED. TRANSITION FROM BELOW GRADE SCHEDULE 40 PVC CONDUIT TO RIGID METAL CONDUIT SHALL BE WITHIN CONCRETE ENCASEMENT AS DETAILED ON THE DRAWINGS.
- CONDUIT RUNS EMBEDDED IN STRUCTURE WALLS OR FLOORS MAY BE SCHEDULE 40 PVC OR PVC COATED GALVANIZED RIGID STEEL, EXCEPT WHERE NOTED ON THE DRAWINGS, SPECIFIED OR DIRECTED BY THE OWNERS AUTHORIZED REPRESENTATIVE.
- CONDUIT SIZE AND FILL REQUIREMENTS SHALL COMPLY WITH CHAPTER 9, AND ANNEX C OF LATEST VERSION OF NEC.
- LIQUID-TIGHT FLEXIBLE METAL CONDUIT SHALL BE PROVIDED AS A CONNECTION BETWEEN EACH MOTOR JUNCTION BOX (OR ANY OTHER PIECE OF EQUIPMENT SUBJECT TO MOVEMENT OR VIBRATION) AND BALANCE OF CONDUIT SYSTEM. LIQUID-TIGHT FLEXIBLE METAL CONDUIT SHALL NOT EXCEED 3' IN LENGTH AND SHALL BE OZ-GEDNEY TYPE UAG, OR EQUIVALENT. IN HAZARDOUS (CLASSIFIED) LOCATIONS FLEXIBLE METAL CONDUIT SHALL BE CONSTRUCTED WITH STAINLESS-STEEL BRAIDED EXTERIOR SURFACE.
- ALL MOUNTING HARDWARE AND FASTENERS FOR CONDUITS AND EQUIPMENT SHALL BE STAINLESS STEEL.
- IN ORDER TO MAINTAIN NEC RATINGS AND CLASSIFICATIONS OF CABLES, DO NOT COMBINE CONDUIT CONTENTS OR MODIFY CONDUIT MATERIALS OF CONSTRUCTION UNLESS SPECIFICALLY DIRECTED OR SHOWN OTHERWISE.

SCHEMATIC LEGEND

	NORMALLY OPEN (N.O.) CONTACT.		N.C. } LEVEL SWITCHES
	NORMALLY CLOSED (N.C.) CONTACT.		N.O. } THERMAL SWITCHES
	STARTER COIL. * = STARTER NUMBER		N.C. } FLOW SWITCHES
	OVERLOAD RELAY CONTACT		N.O. } LIMIT SWITCHES
	CONTROL RELAY. * = CONTROL RELAY NUMBER		N.C. } PROXIMITY SWITCHES
	TIME DELAY RELAY. * -- DEVICE NUMBER. ** -- TIME SETTING.		N.O. } CONNECTOR, DISCONNECTING DEVICE
	CLOSED SWITCH WITH TIME DELAY OPENING		TC TIME CLOCK
	OPEN SWITCH WITH TIME DELAY CLOSING		PHOTOCELL
	CLOSED SWITCH WITH TIME DELAY CLOSING		TERMINAL BLOCK. * = TERMINAL NUMBER
	OPEN SWITCH WITH TIME DELAY OPENING		DEVICE TERMINAL. * = DEVICE TERMINAL NUMBER
	PERCENTAGE TIMER. * = PERCENTAGE TIMER NUMBER		RTM RUN TIME METER, HOUR METER
	PILOT LIGHT. (P)=LETTER DENOTING COLOR, E.G. R=RED, G=GREEN, A=AMBER		EXISTING INTERNAL PANEL WIRING OR DEVICES
	HORN		PROPOSED INTERNAL PANEL WIRING OR DEVICES
	SOLENOID VALVE. * = SOLENOID VALVE NUMBER		EXISTING FIELD WIRING OR DEVICES
	3-POSITION SELECTOR SWITCH (H-O-A SHOWN)		PROPOSED FIELD WIRING OR DEVICES
	2-POSITION SELECTOR SWITCH		
	N.C. (STOP) } PUSHBUTTONS		
	N.O. (START) }		
	N.C. } PRESSURE SWITCHES		
	N.O. }		

ONE-LINE LEGEND

	GROUND - CHASSIS, BUS, OR AT EARTH POTENTIAL		GENERATOR
	MOTOR		AMMETER SWITCH
	(MAGNETIC ONLY)		VOLTMETER SWITCH
	CIRCUIT BREAKER (THERMAL MAGNETIC)		COMBINATION CIRCUIT BREAKER/STARTER WITH OVERLOAD PROTECTION. # = NEMA SIZE NO.
	FUSE		DISCONNECT SWITCH. * = AMPERAGE RATING.
	RF		TRANSFORMER
	CAPACITOR		
	CURRENT TRANSFORMER		
	POTENTIAL TRANSFORMER		
	AMMETER		
	VOLTMETER		

NOTES

- ALL ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CONFORMANCE WITH NFPA70 (NEC MOST CURRENT ISSUE), THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTINGS (OR THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE SHALL **NOT** BE PERMITTED.

ABBREVIATIONS

A/C	AIR CONDITIONER
A/E	ARCHITECT/ENGINEER
A.F.F.	ABOVE FINISHED FLOOR
AC	ABOVE COUNTER
ADA	AMERICAN DISABILITIES ACT
AHU	AIR HANDLING UNIT
ASC	ABOVE SUSPENDED CEILING
AUX	AUXILIARY
AWG	AMERICAN WIRE GAGE
C	CONDUIT
CAT.	CATALOG
CB	CIRCUIT BREAKER
CIR. BRKR.	CIRCUIT BREAKER
CKT	CIRCUIT
CPT	CONTROL POWER TRANSFORMER
CT	CURRENT TRANSFORMER
DPDT	DOUBLE POLE DOUBLE THROW
DPST	DOUBLE POLE SINGLE THROW
E.C.	ELECTRICAL CONTRACTOR
EMT	ELECTRICAL METALLIC TUBING
EP	EXPLOSION PROOF
EWC	ELECTRIC WATER COOLER
EXH	EXHAUST
G	GROUND
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
GRSC	GALVANIZED RIGID STEEL CONDUIT
HH	HANDHOLE
HOA	HAND OFF AUTO
HP	HORSEPOWER
HZ	HERTZ (CYCLE)
JB	JUNCTION BOX
KVA	KILOVOLT AMPERE
KW	KILOWATT
LC	LIGHTING CONTACTOR
MC	MOMENTARY CONTACT
MCA	MINIMUM CIRCUIT AMPS
MCC	MOTOR CONTROL CENTER
MCP	MOTOR CIRCUIT PROTECTOR
MECH	MECHANICAL
MFR	MANUFACTURER
MH	MANHOLE
MH	MOUNTING HEIGHT
MLO	MAIN LUGS ONLY
NEC	NATIONAL ELECTRIC CODE
NF	NON-FUSED
NIC	NOT IN CONTRACT
NO.	NUMBER
OL	OVERLOAD
OS	OCCUPANCY SENSOR
PB	PULL BOX OR PUSHBUTTON
PLC	PROGRAMMABLE LOGIC CONTROLLER
PNL	PANELBOARD
PF	POWER FACTOR
PT	POTENTIAL TRANSFORMER
RECEPT	RECEPTACLE
RM	ROOM
RTU	REMOTE TERMINAL UNIT
RTU	ROOF TOP UNIT
SPDT	SINGLE POLE DOUBLE THROW
SPST	SINGLE POLE SINGLE THROW
SWGR	SWITCHGEAR
TTB	TELEPHONE TERMINAL BOARD
TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSOR
TYP.	TYPICAL
UH	UNIT HEATER
VFD	VARIABLE FREQUENCY DRIVE
WP	WEATHERPROOF
XFMR	TRANSFORMER

SITE PLAN LEGEND

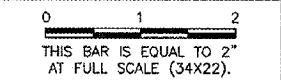
	PAD MOUNTED TRANSFORMER
	POWER POLE
	EXISTING OVERHEAD ELECTRIC
	EXISTING UNDERGROUND ELECTRIC
	PROPOSED UNDERGROUND ELECTRIC
	EXISTING ELECTRIC MANHOLE
	PROPOSED ELECTRIC MANHOLE
	PROPOSED ELECTRIC HANDHOLE
	EXISTING LIGHT FIXTURE
	PROPOSED LIGHT FIXTURE
	ARROWS INDICATES LUMINAIRE ORIENTATION

RO014

K:\Rockford\0725806 NW Air Cargo Dev\Draw\Sheets
FILE: Nw-elec-legend.dwg
LAYOUT: Layout1
UPDATE BY: Jeremy Linke
SURVEY BOOK #
DATE: Thursday, April 03, 2008 11:29:23 AM
XREF DWG: tbcint.dwg

REVISIONS

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STANDARD LEGEND
AND ABBREVIATIONS

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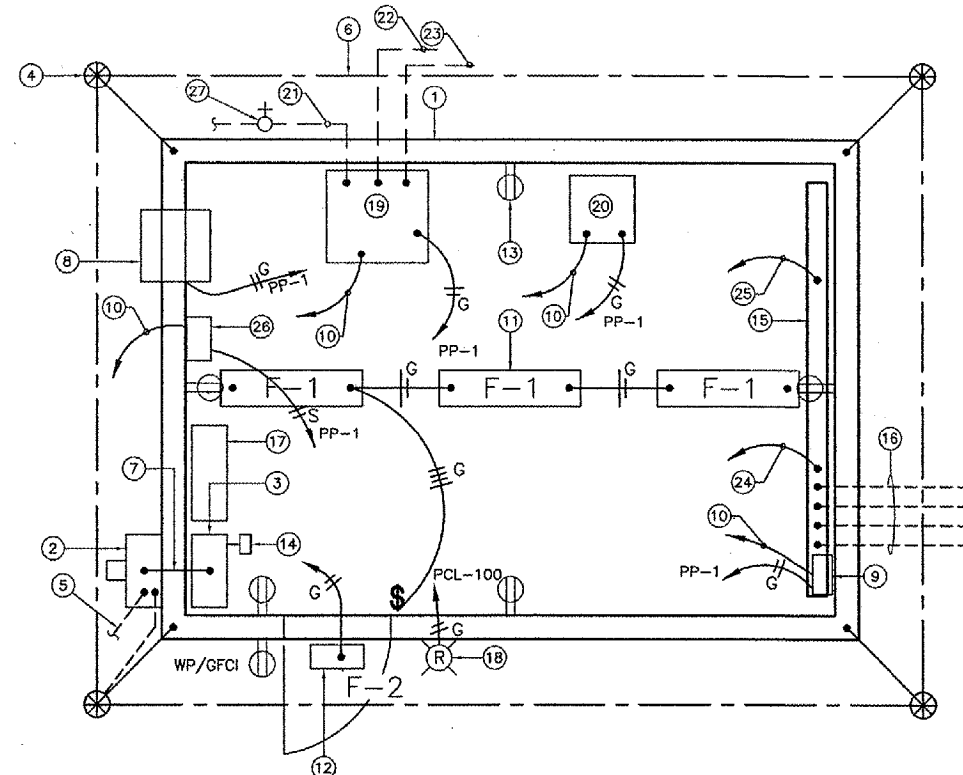
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CHECKED BY:	DLP
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	

- ① 16'X12' PRE-FABRICATED METAL BUILDING.
- ② 100 AMP C.T CABINET AND UTILITY METER.
- ③ 120/240V, 1-PHASE, 100 AMP POWER PANELBOARD PP-1 WITH 100 AMP, 2-POLE MAIN CIRCUIT BREAKER.
- ④ 1" DIA. X 10'0" LONG COPPER GROUND ROD (TYPICAL OF 4). INSTALL GROUND RODS 1'0" BELOW GRADE. ALL CONNECTIONS TO GROUND ROD SHALL BE ONE-SHOT EXOTHERMIC CADWELD OR EQUAL.
- ⑤ 3-1/2" XHHW, 600V AND 1-1/2" #6 GND. IN 2" GRS CONDUIT TO POLE MOUNTED UTILITY TRANSFORMER.
- ⑥ 1/2" - 500 MCM BARE COPPER GROUND WIRE (TYP). INSTALL GROUND WIRE MIN. 1'0" BELOW GRADE. ALL CONNECTIONS TO GROUND WIRE AND TO VAULT ENCLOSURE SHALL BE ONE-SHOT EXOTHERMIC CADWELD OR EQUAL.
- ⑦ 3-1/2" XHHW, 600V AND 1-1/2" #6 GND. IN 2" GRS CONDUIT.
- ⑧ WALL MOUNTED ENVIRONMENTAL CONTROL UNIT, 11000 BTUH AIR CONDITIONER, 3.6KW HEATSTRIP, BARD CATALOG #WA121-A03 EX4XXJ WITH SUPPLY AND RETURN GRILL AND 2-STAGE THERMOSTAT.
- ⑨ NEMA SIZE "0" STARTER WITH HAND-OFF AUTO SELECTOR SWITCH IN NEMA 12 ENCLOSED FOR STORM WATER SAMPLING PUMP
- ⑩ 6 #12 THWN, 1 #12 GND. IN 3/4" CONDUIT TO PLC-100
- ⑪ F-1 TYPE LIGHT FIXTURE. FIXTURE SHALL BE 4'0" FLOURESCENT WITH T-8 LAMPS MODEL DWAE-2-32-120-EB101 AS MANUFACTURED BY DAY-BRITE OR EQUAL.
- ⑫ F-2 TYPE WALL LIGHT FIXTURE. FIXTURE SHALL BE 70W METAL HALIDE MODEL W4-070HP-12-5-K-B AS MANUFACTURED BY HOLOPHANE OR EQUAL.
- ⑬ GENERAL PURPOSE CONVENIENCE DUPLEX RECEPTACLES. (TYP OF 4). INSTALL 2#12 THWN, 1#12 GND. IN 3/4" CONDUIT FOR RECEPTACLE CIRCUIT.
- ⑭ TRANSIENT VOLTAGE SURGE SUPPRESSER. (TVSS).
- ⑮ 8"x8" WIREWAY. INSTALL WIREWAY 2'-0" AFF.
- ⑯ 4-WAY CONCRETE ENCASED DUCT BANK TO HANDHOLE WITH:
 -16 #12 XLP-USE, 2 #12 GND. (VALVE CONTROLS)
 -4 #10 XLP-USE, 2 #10 GND. (VALVE POWER)
 -2-2/C #16 SHIELDED CABLE (VALVE POSITION)
 -2 #10 XLP, 1 #10 GND. (PUMP POWER)
- ⑰ PLC 100 ENCLOSURE. SEE PLC SCHEMATIC SHEETS FOR DETAILS.
- ⑱ VAPOR PROOF ALARM LIGHT WITH 100 WATT BULB, RED GLOBE AND GUARD.
- ⑲ CART-MOUNTED BOD ANALYZER
- ⑳ AMMONIA ANALYZER
- ㉑ 1" WATER LINE
- ㉒ ㉓ 2" & 3" PVC SAMPLING AND RETURN LINES
- ㉔ 4 #10 XLP-USE, 2 #10 GND. IN 1" CONDUIT TO PP-1
- ㉕ 16 #12 XLP-USE, 2 #10 GND. AND 2-2/C #16 SHIELDED IN 1 1/2" CONDUIT TO PLC-100
- ㉖ SENSAPHONE CELL PHONE ALARM DIALER, MODEL 1800 OR APPROVED EQUAL.
- ㉗ 1" HOSE BIBB, MOUNTED ON EXTERIOR WALL WITH 1" BALL VALVE.

ALL ELECTRICAL WORK RELATED TO STORM WATER SAMPLING BUILDING SHALL BE PAID UNDER PAY ITEM FOR STORM WATER SAMPLING BUILDING ELECTRICAL, PAY ITEM 800131



STORM WATER SAMPLING BUILDING PLAN VIEW

1. CONTRACTOR SHALL INSTALL C.T. CABINET. COMED WILL FURNISH METER. CONTRACTOR SHALL COORDINATE ALL SERVICE CONNECTIONS WITH COMED.
2. HEATING, LIGHTING AND MISC. CIRCUITS NOT SHOWN FOR CLARITY. SEE PANELBOARD SCHEDULE.

PANEL SCHEDULE														
PANEL DESIGNATION:		POWER PANELBOARD, "PP-1"						TYPE:		120V/240V, 1-PHASE				
LOCATION:		STORM WATER SAMPLING BUILDING						POLE:		42				
VOLTS:		240V/120V		W RE:		3		AMPS:		100				
PHASE:		SINGLE		MOUNTING:		SURFACE		MAIN CIRCUIT BREAKER:		100A-2P				
CKT NO.	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE A	PHASE B	POLE NO.	PHASE A	PHASE B	USAGE FACTOR	LOAD AMPS	BREAKER SIZE	LOAD	CKT NO.
1	DIVERSION VALVE #1	30A-2P	6	0.5	3		1 2			0.5	6	30A-2P	DIVERSION VALVE #2	2
3						3	3 4	3		1	2			4
5		20A-1P	6	1	6		5 6	4		1	4	20A-1P	INDOOR LIGHTS	6
7	OUTDOOR LIGHTS	20A-1P	2	1	2		7 8	3		0.5	2	20A-1P	RECEPTACLES	8
9	BOD SAMPLE PUMP	20A-2P	8	1	8		9 10				8	20A-1P	PLC-100	10
						8	11 12	10		1	10	20-2P	AIR CONDITIONER	12
13	AMMONIA ANALYZER	20A-2P	2	1	2		13 14				2	20-2P	BOD ANALYZER	16
						2	15 16	16		1	16			18
17	SPARE	20A-2P					17 18							20
19	SPARE	20A-1P					19 20					20A-1P	SPARE	22
21	SPARE	20A-1P					21 22					20A-2P	SPARE	24
23	SPARE	20A-1P					23 24							26
25	SPARE	20A-1P					25 26					20A-2P	TVSS	28
27	SPARE	20A-1P					27 28							30
29	SPARE	20A-1P					29 30					20A-1P	SPARE	32
31	SPARE	20A-1P					31 32					20A-1P	SPARE	34
33	SPACE						33 34					20A-1P	SPACE	36
35	SPACE						35 36					20A-1P	SPACE	38
37	SPACE						37 38						SPACE	40
39	SPACE						39 40						SPACE	42
41	SPACE						41 42						SPACE	

PHASE TOTAL AMPS:	51	48	TOTAL USAGE LOAD:	15.000	VA
	A	B		M.N. XFMR VA:	15.000
PHASE TOTAL VA:	6120	5760			

FEEDER:	CONDUIT SIZE: 2"	BOND NEUTRAL AND GROUND BAR: NO
WIRESIZE: 1-2 PER PHASE	NO. OF CONDUITS: 1	SHORT CIRCUIT RATING: 35,000 A
WIRETYPE: XHHW	GROUND CONDUCTOR: #6	
WIRES PER CONDUIT: 4		

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).

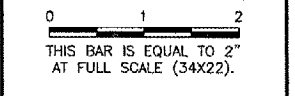
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STORM WATER SAMPLING
 BUILDING PLAN

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FINAL SUBMITTAL	
SHEET 38 OF 83 SHEETS	

REVISIONS		
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STORM WATER SAMPLING BUILDING
 FOUNDATION PLAN

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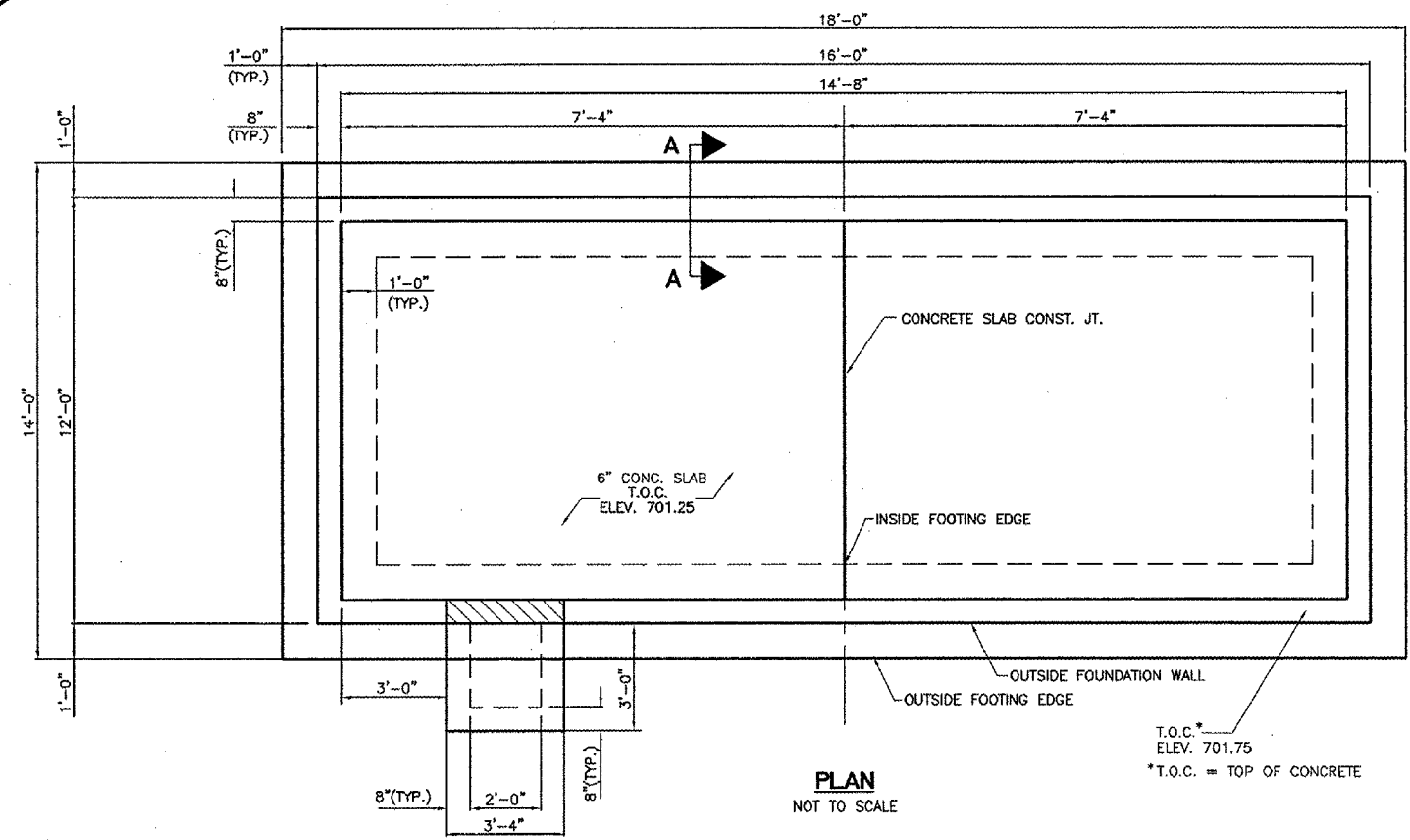
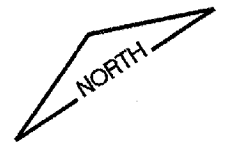
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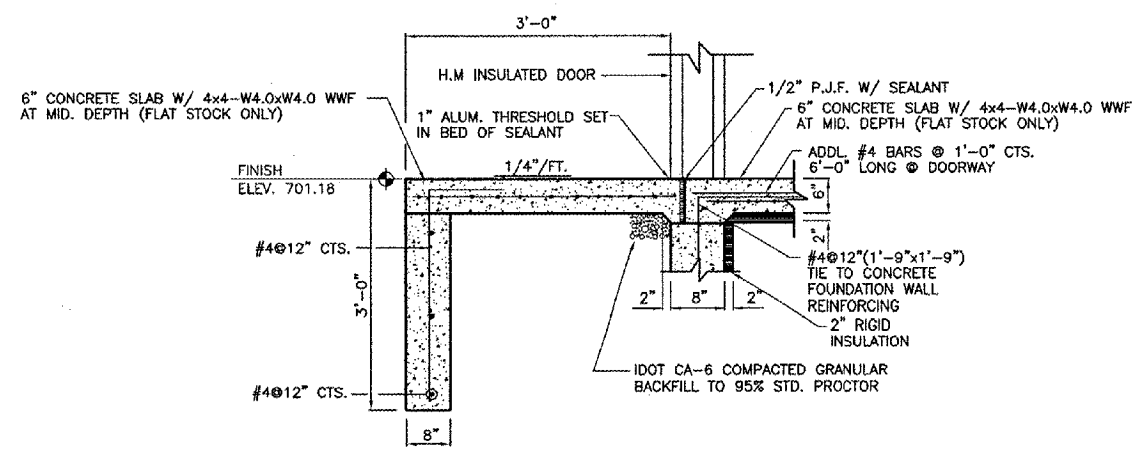
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DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX	
FINAL SUBMITTAL	
SHEET 39 OF 83 SHEETS	

GENERAL NOTES

- ALL REINFORCEMENT BARS SHALL CONFORM TO ASTM A615 GRADE 60 AND SHALL BE CLEAN AND FREE OF GREASE, SCALING RUST AND OTHER FOREIGN MATERIALS.
- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 14 DAYS COMPRESSIVE STRENGTH OF 4000 PSI AND SHALL CONFORM TO ITEM 610.
- THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND CONDUITS BELOW CONCRETE SLAB AND STUB UP AS SHOWN ON STORM WATER SAMPLING BUILDING PLAN.
- ALL FOOTING EXCAVATIONS SHALL BE CLEAN FREE OF DEBRIS, STANDING WATER AND LOOSE SOIL AND SHALL BE INSPECTED BY THE ENGINEER PRIOR TO THE PLACEMENT OF CONCRETE OR SUBBASE.
- CONCRETE SHALL NOT BE PLACED OVER FROZEN OR MUDDY SOIL.
- RIGID INSULATION SHALL BE STYROFOAM SQUARE EDGE BY DOW OR APPROVED EQUAL (COST INCIDENTAL TO VAULT FOUNDATION AND FLOOR)
- JOINT SEALER SHALL BE DYMENIR BY TREMCO MANUFACTURING OR APPROVED EQUAL. (COST INCIDENTAL TO VAULT FOUNDATION AND FLOOR)
- DUCT SPACING AND LOCATION SHALL BE COORDINATED TO PROVIDE ADEQUATE SEPERATION FOR REINFORCING STEEL.
- CONCRETE FLOORS SHALL BE CURED WITH SEAL TIGHT CS-309-25 CURING COMPOUND BY W.R. MEADOWS OR APPROVED EQUAL. (COST INCIDENTAL TO VAULT FOUNDATION AND FLOOR)
- CONCRETE FLOORS SHALL RECIEVE TWO COATS OF SEALTIGHT TIAH BY WR MEADOWS OR APPROVED EQUAL (COST INCIDENTAL TO VALVE FOUNDATION AND FLOOR)
- CONTRACTOR SHALL COORDINATE WITH BUILDING MANUFACTURER AND FOUNDATION CONTRACTOR TO ENSURE FOUNDATION DIMENSIONS WILL FIT FOR TYPE OF BUILDING SPECIFIED.



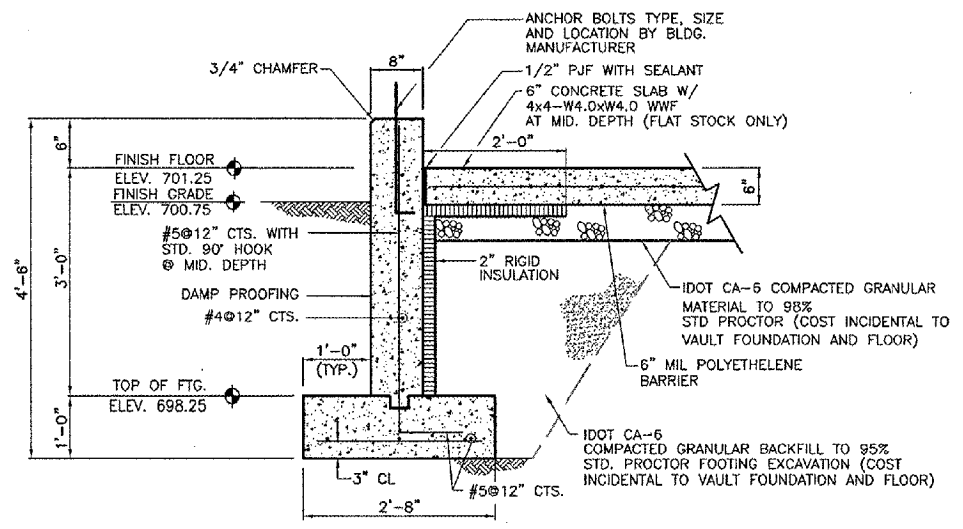
PLAN
 NOT TO SCALE



TYPICAL SECTION THRU DOORWAY
 NOT TO SCALE

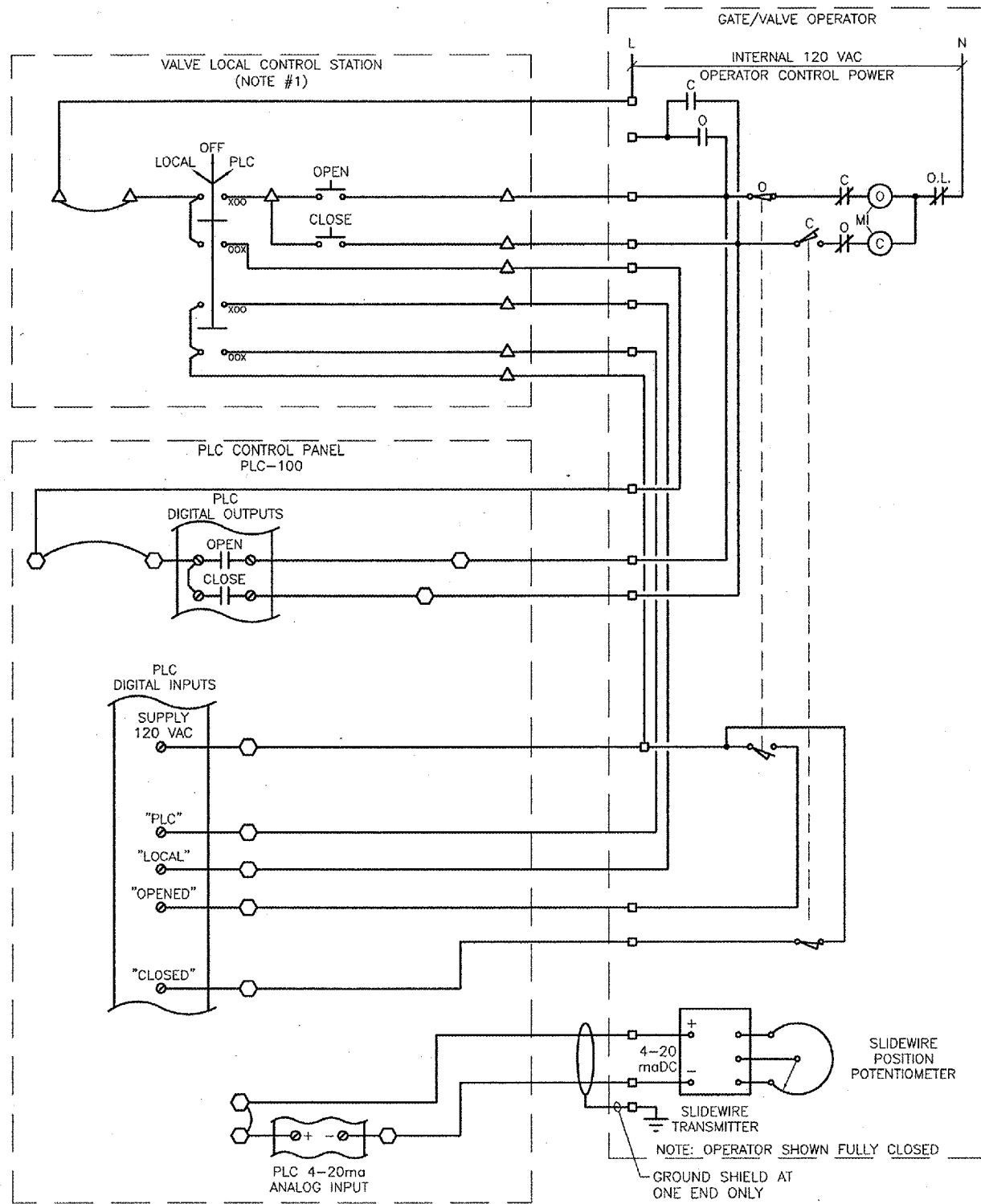
NOTES

- COST OF DOORWAY SLAB SHALL BE INCLUDED IN STORM WATER SAMPLING BUILDING PAY ITEM.



TYPICAL FOUNDATION SECTION - SECTION A-A
 NOT TO SCALE

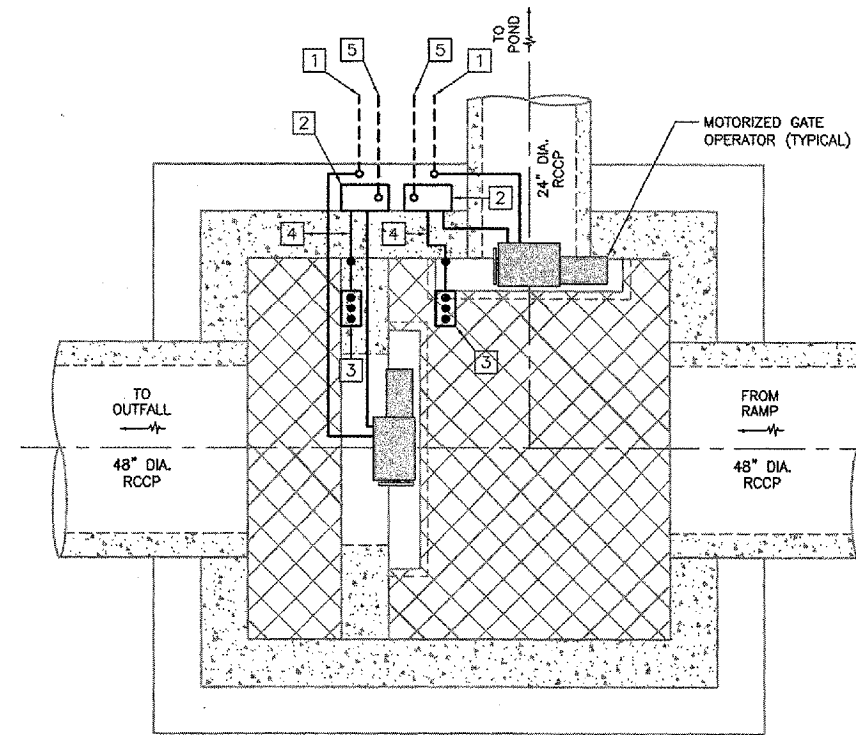
IMAGE FILES: RFD Airport.mtl logo.dwg



NOTES:

- ① OPERATOR LOCAL CONTROL STATION MAY BE INTEGRAL TO OPERATOR HOUSING IF OPERATOR IS ACCESSIBLE AND INSTALLED BELOW 5'-6" A.F.F.
 - ② SCHEMATIC SHOWN IS INTENDED TO INDICATE FUNCTIONAL CONTROL REQUIREMENTS. CONTRACTOR AND SUPPLIERS SHALL COORDINATE TO PROVIDE ALL EQUIPMENT NECESSARY UTILIZING PROPOSED OPERATORS AND CONTROL SYSTEM FEATURES AS INDICATED.
- △ - TERMINAL IN OPERATOR LOCAL CONTROL STATION
 - - TERMINAL IN VALVE OPERATOR
 - - TERMINAL IN PLC CONTROL PANEL

DIVERSION STRUCTURE MOTORIZED GATE SCHEMATIC



PLAN VIEW
 1/2" = 1'-0"

ALL ELECTRICAL WORK RELATED TO DIVERSION STRUCTURE AND CABLE/CONDUITS BETWEEN DIVERSION STRUCTURE, SAMPLING MANHOLE AND STORM WATER SAMPLING BUILDING SHALL BE PAID UNDER LUMP SUM PAY ITEM OF STORM WATER SAMPLING BUILDING ELECTRICAL, PAY ITEM 800131

NOMENCLATURE

- 1 1" C TO PLC-100 IN STORM WATER SAMPLING BUILDING CONTAINING: 8-#12 XLP-USE, 1-2/C #16 SHIELDED CABLE AND 1-#12 GND
- 2 30 AMP, 2-POLE, NON-FUSED SAFETY-SWITCH IN NEMA 4X ENCLOSURE. SECURELY MOUNT ON STRUT SUPPORT WITH TOP OF SWITCH 5'-0" ABOVE WALKWAY. FURNISH LIQUID TIGHT FLEX CONDUIT BETWEEN SWITCH AND OPERATOR.
- 3 LOCAL OPERATOR PUSHBUTTON STATION; NEMA 4X STAINLESS STEEL WITH ALLEN-BRADLEY 800H SERIES OPERATORS, OR EQUIVALENT. MOUNT TOP OF STATION 5'-0" ABOVE WALKWAY.
- 4 3/4" LIQUID-TIGHT FLEXIBLE METAL CONDUIT CONTAINING CONDUCTORS FOR LOCAL OPERATOR STATION.
- 5 1" C TO POWER PANEL PP-1 IN STORM WATER SAMPLING BUILDING CONTAINING: 2 #10 XLP-USE, 1 #10 GND.

REVISIONS		
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).

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**DIVERSION STRUCTURE
 ELECTRICAL**

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 APPROVED BY:
 DATE: 02/29/08
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 ILLINOIS PROJECT: RFD-3787
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IMAGE FILES: RFD Airport int logo.jpg

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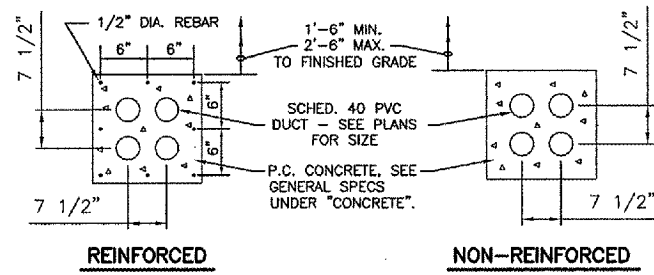
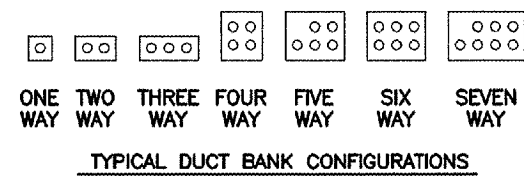
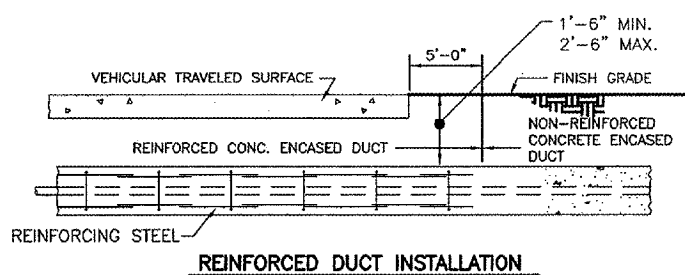
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UNDERGROUND DUCT DETAIL

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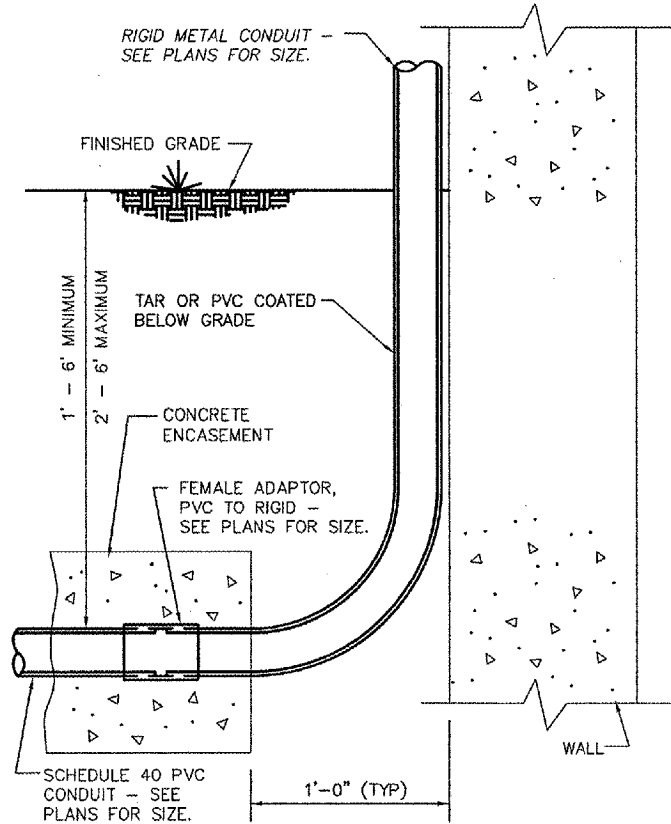
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SHEET	41 OF 63 SHEETS

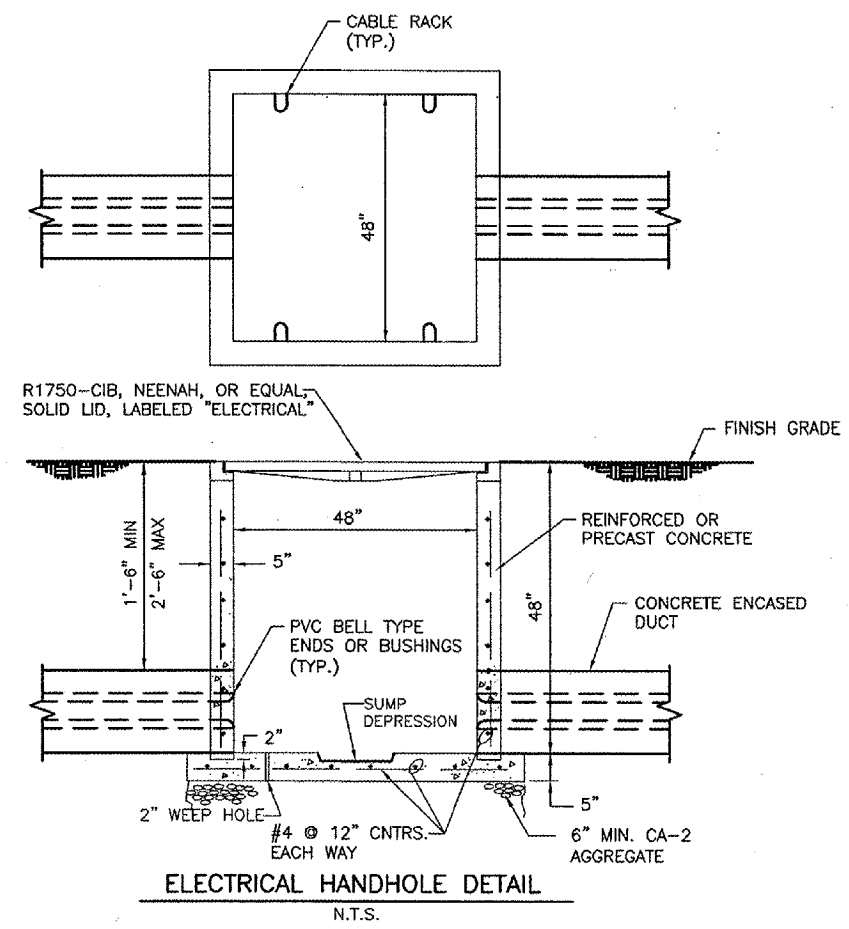


- NOTES**
- 1.) ALL DIMENSIONS ARE MINIMUM.
 - 2.) REINFORCED STEEL TO BE MIN. #4 REBAR, MIN. 18" LAP.

CONCRETE ENCASED DUCT DETAILS
 (4 WAY SHOWN)



PVC UNDERGROUND TRANSITION
 NO SCALE



ELECTRICAL HANDHOLE DETAIL
 N.T.S.

CONDUCTOR FILL IN CONDUIT SEALS:

CONTRACTOR SHALL COMPLY WITH ARTICLE 501-5.c.6 OF THE NEC, WHICH READS:

"THE CROSS-SECTIONAL AREA OF THE CONDUCTORS PERMITTED IN A [CONDUIT] SEAL SHALL NOT EXCEED 25 PERCENT OF THE CROSS-SECTIONAL AREA OF A CONDUIT OF THE SAME TRADE SIZE UNLESS IT IS SPECIFICALLY APPROVED FOR A HIGHER PERCENTAGE OF FILL."

CONTRACTOR SHALL VERIFY COMPLIANCE WITH ARTICLE PRIOR TO INSTALLATION OF ALL CONDUIT SEALS ON THIS PROJECT.

CONDUIT SEALS INSTALLED IN VIOLATION OF THIS REQUIREMENT SHALL BE REPLACED BY THE CONTRACTOR (INCLUDING ALL CONDUCTORS IF SEALING COMPOUND HAS BEEN INSTALLED) AT THE CONTRACTOR'S EXPENSE.

NEMA 4 & NEMA 4X ENCLOSURES

TO MAINTAIN THE ENCLOSURE NEMA 4 OR NEMA 4X RATING, ALL ENCLOSURES RATED NEMA 4 OR NEMA 4X SHALL HAVE WATERTIGHT HUBS AT CONDUIT ENTRANCES WHICH ARE U.L. LISTED NEMA 4 OR NEMA 4X, AS NECESSARY, AND SUITABLE FOR USE WITH THE RESPECTIVE ENCLOSURE.

MANHOLE AND HANDHOLE SIZING

MANHOLE MIN. SIZE: 10'x8'x8'D. HANDHOLE MIN. SIZE: 4'x4'x4'. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF ARTICLE 110 SECTION V. THIS MAY RESULT IN MANHOLES AND HANDHOLES SIZED LARGER THAN DETAILED HERE AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT WORK.

MANHOLE AND HANDHOLE WIRING NOTES

- 1.) ALL WIRING IN MANHOLES AND HANDHOLES SHALL BE LABELED INSIDE MANHOLES AND HANDHOLES. LABELING MATERIALS SHALL BE SUITABLE FOR USE IN THE ENVIRONMENT AND SHALL BE WATERPROOF. LABELS SHALL IDENTIFY EACH 480V, 240V AND 120V AND MONITOR CIRCUIT PER MASTER CIRCUIT LABELING SCHEDULE DEVELOPED BY ELECTRICAL CONTRACTOR.
- 2.) WHEREVER POSSIBLE, WIRING TO INDIVIDUAL STRUCTURES AND PIECES OF EQUIPMENT SHALL BE GROUPED TOGETHER IN MANHOLES AND HANDHOLES (SEE NOTE #3, BELOW, FOR ADDITIONAL REQUIREMENTS). MULTIPLE CONDUCTORS OF INDIVIDUAL CIRCUITS SHALL BE TIE-WRAPPED TOGETHER AND LABELED.
- 3.) WHEREVER POSSIBLE, 480V WIRING, 120V/240V WIRING AND MONITOR/ALARM WIRING SHALL BE SEPARATED FROM EACH OTHER IN MANHOLES AND HANDHOLES. MONITOR WIRING SHALL BE ROUTED ABOVE 120V/240V WIRING WHICH, IN TURN, SHALL BE ROUTED ABOVE 480V WIRING.
- 4.) ALL WIRING THROUGH MANHOLES SHALL BE ATTACHED TO CABLE RACKS.
- 5.) MANHOLE (NOT SHOWN) IS GENERALLY SIMILAR TO HARTFORD 10'x8'x8' TYPE "A".
- 6.) HANDHOLE IS GENERALLY SIMILAR TO HARTFORD 4'x4'x4' TYPE "S".

PAY ITEM NOTES

- 1.) ALL 4-WAY CONCRETE ENCASED DUCTS SHALL BE PAID UNDER PAY ITEM AR110504.
- 2.) ALL HANDHOLES SHALL BE PAID UNDER PAY ITEM 110610.
- 3.) ALL CABLES/DUCTS BETWEEN MAMETER, SANITARY LIFT STATION, CHEMICAL/ELECTRICAL BUILDING SHALL BE PAID UNDER PAY ITEM 800132.
- 4.) ALL CABLES/DUCTS BETWEEN SAMPLING MANHOLE, DIVERSION STRUCTURE, UTILITY POLE AND STORM WATER SAMPLING BUILDING SHALL BE PAID UNDER PAY ITEM 800131.

REVISIONS		
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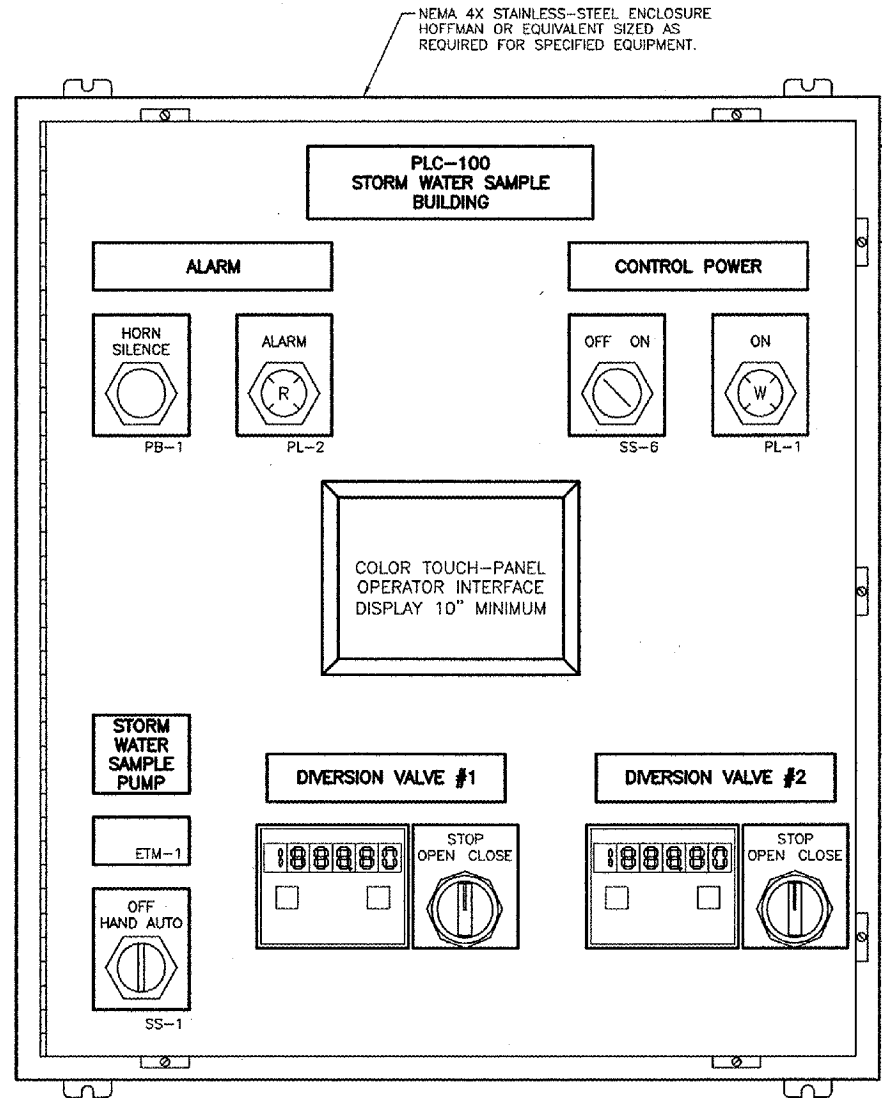
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CONTROL SYSTEM SHEET 1

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ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX FINAL SUBMITTAL	
SHEET 42 OF 83 SHEETS	



PLC-100 ELEVATION
 N.T.S.

NOTES

- PLC COMPONENTS AS DESCRIBED HEREIN SHALL BE CONSIDERED GENERAL IN NATURE TO DESCRIBE THE BASIC FUNCTIONALITY DESIRED. SYSTEM'S INTEGRATORS BY THEIR NATURE OF EXPERTISE SHALL INCLUDE ADDITIONAL DEVICES, SUCH AS INTERFACE MODULES, CABLES, POWER SUPPLIES, ETC. AS NECESSARY IN ORDER TO PROVIDE A FUNCTIONAL SYSTEM AS DESCRIBED HEREIN. COST FOR SUCH ITEMS WILL BE CONSIDERED INCIDENTAL TO THE SYSTEM AND WILL NOT BE PAID FOR SEPARATELY.
- IN ORDER TO CONSOLIDATE I/O AND RACK QUANTITIES, SYSTEM'S INTEGRATOR MAY UTILIZE ALTERNATE RACK SIZES PROVIDING QUANTITY OF I/O, INCLUDING SPECIFIED SPARE POINTS, IS NOT COMPROMISED. ANY ALTERNATE ARRANGEMENTS SHALL INCLUDE A MINIMUM OF THREE (3) EMPTY SLOTS FOR FUTURE I/O CARDS.
- PLC ENCLOSURE FRONT ELEVATION IS PROVIDED FOR GENERAL LAYOUT ONLY. SYSTEM'S INTEGRATOR MAY ADJUST LAYOUT SLIGHTLY PROVIDING GENERAL GROUPING OF FUNCTIONS IS RETAINED.

EQUIPMENT NOMENCLATURE

- TVSS (TRANSIENT VOLTAGE SURGE SUPPRESSION) - SEE SPECIFICATIONS SECTION 16671
- UPS (UNINTERRUPTIBLE POWER SUPPLY) - SEE SPECIFICATIONS SECTION 16903
- DOOR MOUNTED CONTROL OPERATORS - SEE SPECIFICATIONS SECTION 16902
- ISR - INTRINSICALLY-SAFE ISOLATED SWITCH; SEE SPECIFICATIONS SECTION 16902
- ETM - ELAPSED TIME METER; SEE SPECIFICATIONS SECTION 16902
- PS - D.C. POWER SUPPLY 24 VDC OUTPUT; SEE SPECIFICATIONS SECTION 16903
- AH - ALARM HORN; 120 VAC, NEMA 4, FEDERAL-SIGNAL #350-120VAC INCLUDING K8435666A GASKET KIT, OR EQUIVALENT.
- PLC EQUIPMENT - SEE SPECIFICATIONS SECTION 16903
- CONTROL RELAYS & TIMERS - SEE SPECIFICATIONS SECTION 16902

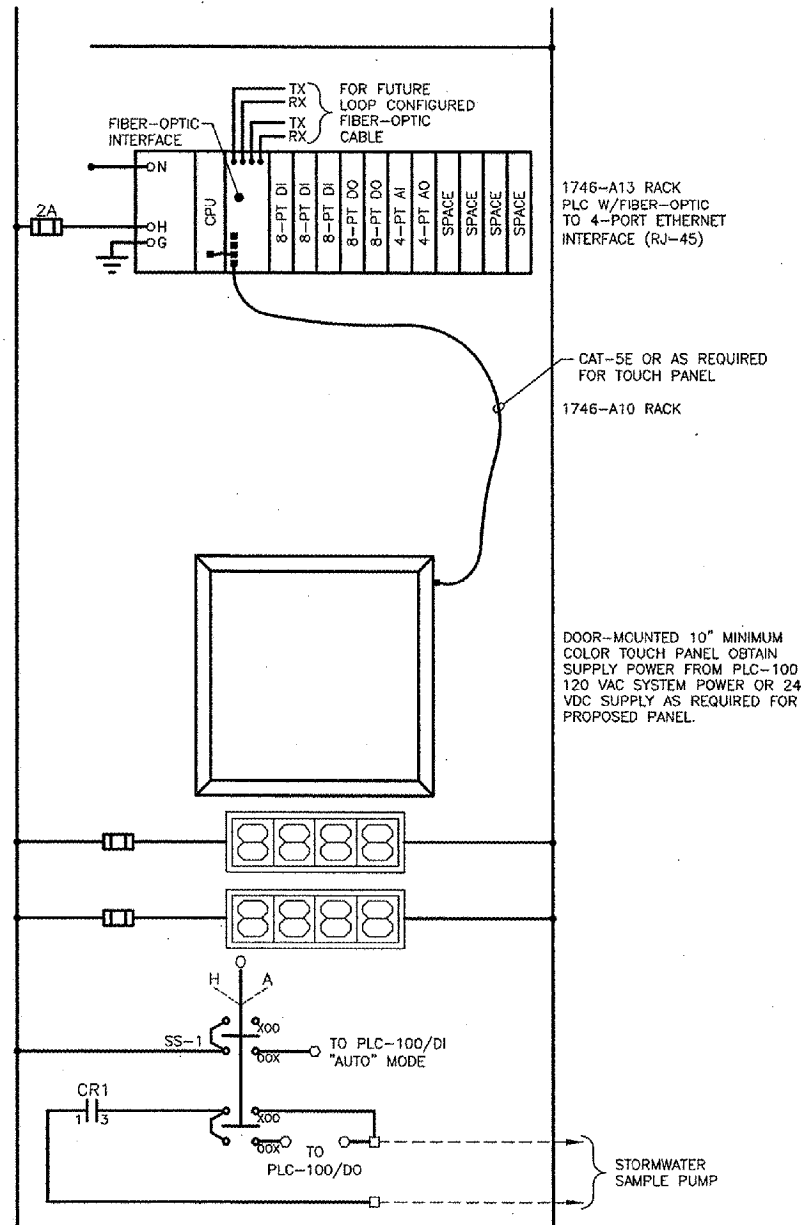
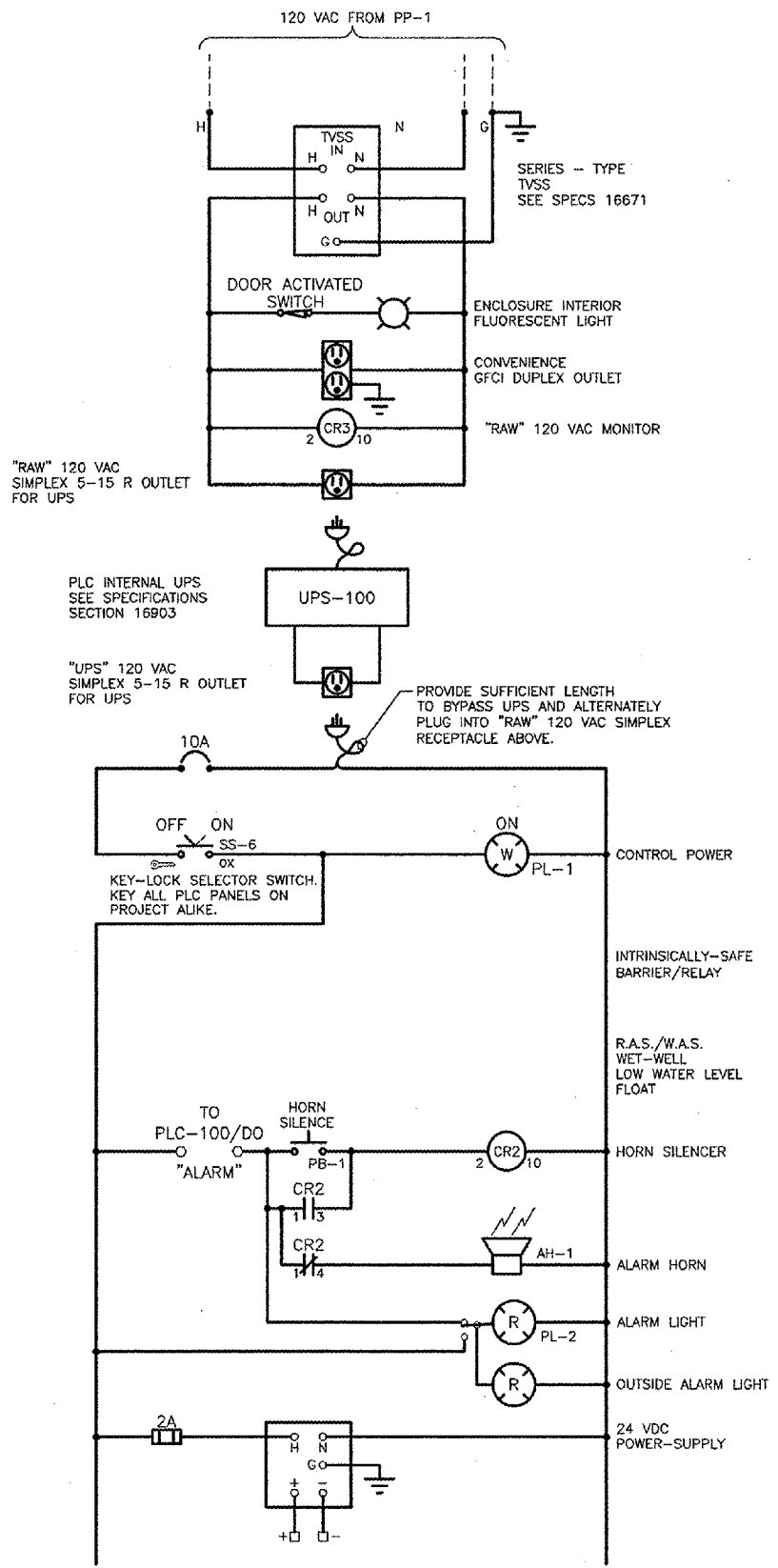
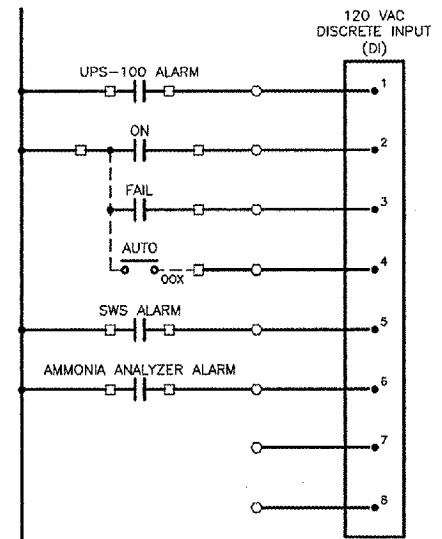


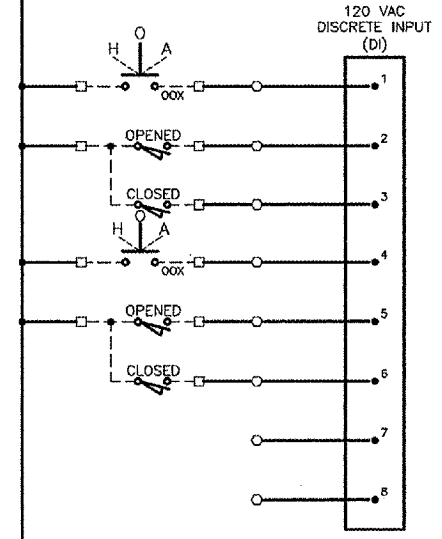
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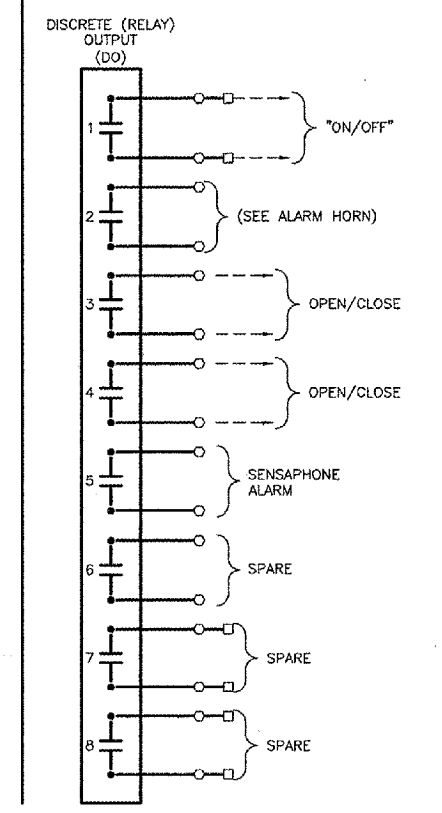
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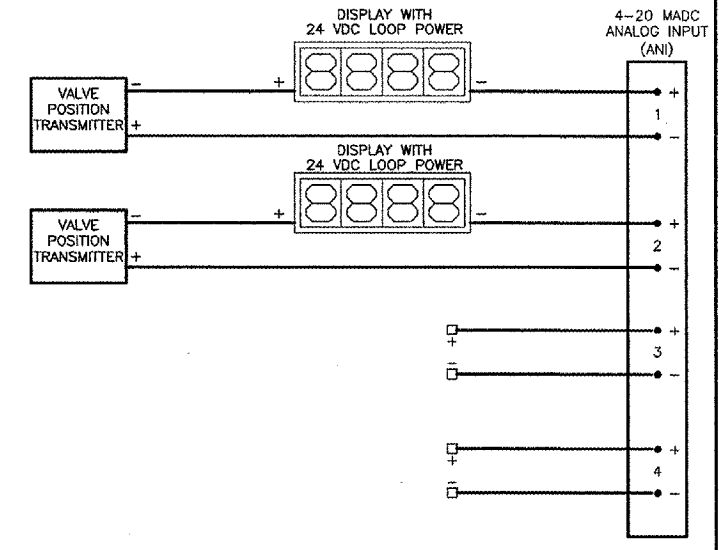
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 STORM WATER SAMPLE PUMP
 STORM WATER SAMPLING ALARM
 AMMONIA ANALYZER ALARM



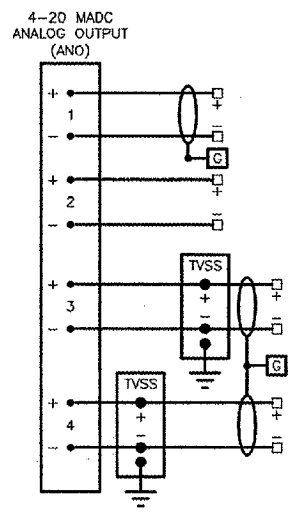
DIVERSION VALVE #1
 DIVERSION VALVE #2



STORM WATER SAMPLE PUMP
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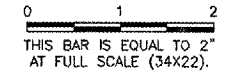


DIVERSION VALVE #1
 DIVERSION VALVE #2
 SPARE AI



SPARE AO
 SPARE AO
 SPARE AO
 SPARE AO

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CONTROL SYSTEM SHEET 2

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JOB No:	07258-06
ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX	
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PAVEMENT MARKING NOTES:

- FIELD LOCATION OF GROUND RODS AND PAVEMENT MARKING LEAD-IN LINES SHALL BE COORDINATED WITH THE DEPUTY DIRECTOR OF OPERATIONS PRIOR TO ORDERING MATERIALS AND INSTALLING.
- APRON LIGHTING NOTES:**
- ALL SPLICES SHALL BE MADE INSIDE THE POLE BASE OR HANDHOLES. ALL SPLICES SHALL BE WATERPROOF.
 - PROVIDE MINIMUM 5'-0" SLACK FOR ALL CABLES INSTALLED IN HANDHOLES.
 - THE ROUTING OF THE PROPOSED DUCTS AND CONDUITS ARE SHOWN FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE ENGINEER.
 - IT IS CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF EXISTING UTILITIES. DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
 - CONTRACTOR SHALL PLACE PROPOSED DUCT BANK/CONDUIT SO THAT IT DOES NOT INTERFERE WITH ALL OTHER PROPOSED / EXISTING UTILITIES.

LEGEND

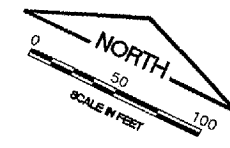
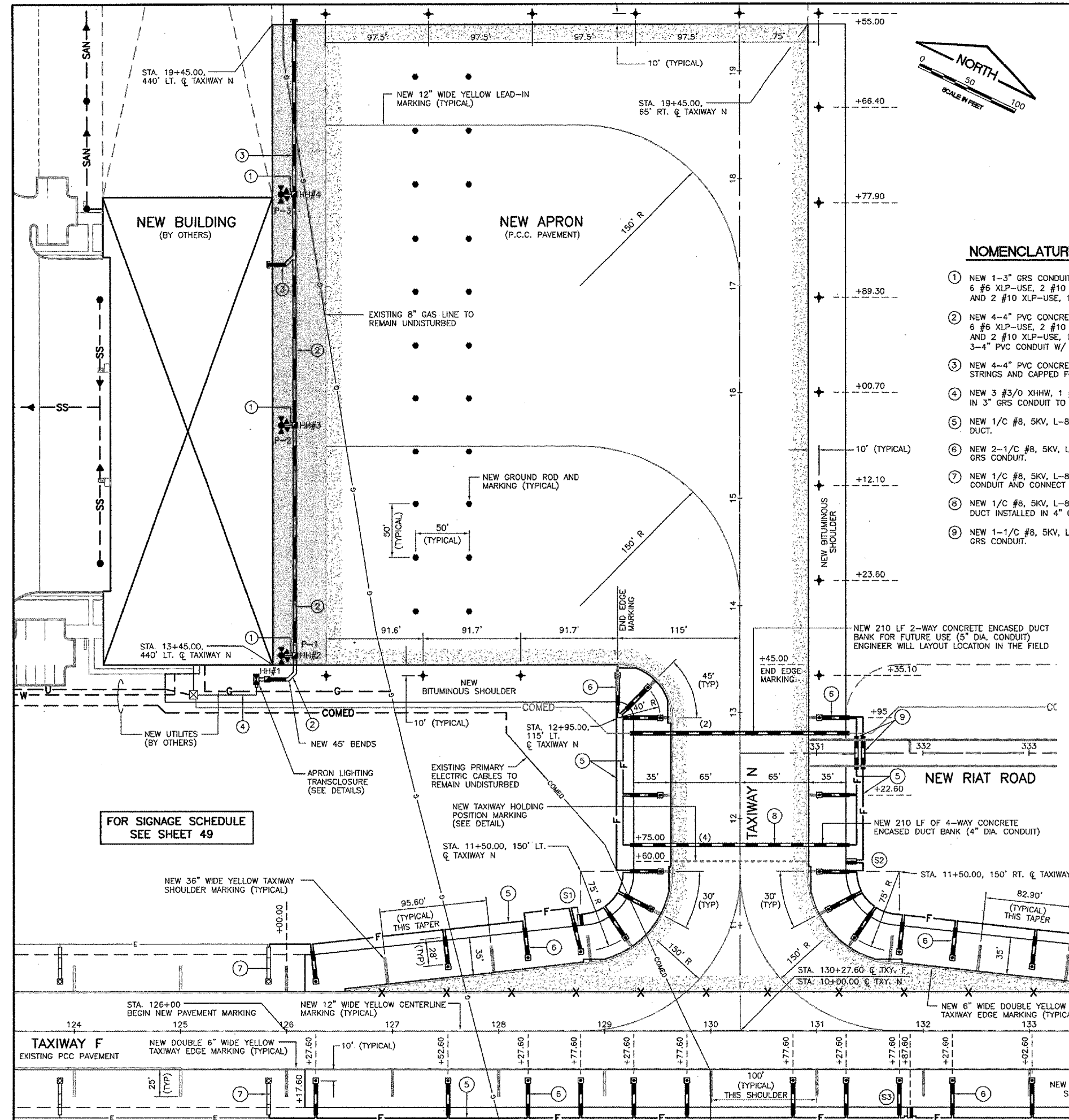
- NEW TAXIWAY FOXTROT CIRCUIT (SEE NOMENCLATURE)
- NEW APRON LIGHT POLE (SEE LIGHT POLE SCHEDULE)
- NEW ELECTRIC HANDHOLE
- NEW RETROREFLECTIVE MARKER
- NEW TRANSCLOSURE
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- NEW MEDIUM INTENSITY TAXIWAY LIGHT, BASE MOUNTED
- NEW TAXI GUIDANCE SIGN (SEE SIGN SCHEDULE)
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- NEW DUCT/CONDUIT
- EXISTING CONDUIT/DUCT
- EXISTING AIRFIELD CIRCUIT
- NEW GAS MAIN (BY OTHERS)
- NEW WATERMAIN (BY OTHERS)
- NEW UTILITIES (BY OTHERS)
- NEW STORM SEWER (BY OTHERS)
- NEW COMED ELECTRIC LINE (BY OTHERS)
- FUTURE COMED ELECTRIC LINE
- NEW P.C.C. APRON
- NEW BITUMINOUS APRON

NOMENCLATURE

- NEW 1-3" GRS CONDUIT WITH:
6 #6 XLP-USE, 2 #10 GND. (CKT. 1 & NL-1)
AND 2 #10 XLP-USE, 1 #10 GND. (CKT. OR-1).
- NEW 4-4" PVC CONCRETE ENCASED DUCT WITH:
6 #6 XLP-USE, 2 #10 GND. (CKT. 1 & NL-1)
AND 2 #10 XLP-USE, 1 #10 GND. (CKT. OR-1)
3-4" PVC CONDUIT W/ PULL STRINGS FOR FUTURE USE.
- NEW 4-4" PVC CONCRETE ENCASED DUCT W/ PULL STRINGS AND CAPPED FOR FUTURE USE.
- NEW 3 #3/0 XHHW, 1 #3/0 NEUTRAL AND 1 #2 GND. IN 3" GRS CONDUIT TO UTILITY TRANSFORMER.
- NEW 1/C #8, 5KV, L-824 TYPE C CABLE IN 3/4" UNIT DUCT.
- NEW 2-1/C #8, 5KV, L-824 TYPE C CABLE IN 1-3" GRS CONDUIT.
- NEW 1/C #8, 5KV, L-824 TYPE C CABLE IN EXISTING CONDUIT AND CONNECT TO EXISTING LIGHT.
- NEW 1/C #8, 5KV, L-824 TYPE C CABLE IN 3/4" UNIT DUCT INSTALLED IN 4" CONDUIT (DUCT BANK).
- NEW 1-1/C #8, 5KV, L-824 TYPE C CABLE IN 1-3" GRS CONDUIT.

GENERAL ELECTRICAL NOTES:

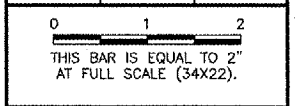
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
- AT ANY LOCATION WHERE THE PROPOSED DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL OPEN THE ENTIRE TRENCH BETWEEN MANHOLES BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.
- CONTRACTOR SHALL COORDINATE THE LOCATION OF THE EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF THE PROPOSED UNIT DUCTS, CONDUITS AND DUCT BANKS. ANY DAMAGES TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL CONNECT EXISTING CABLE TO PROPOSED CABLE IN SIGN/LIGHT/MANHOLE/HANDHOLE. COST OF CONNECTION INCIDENTAL TO CABLE.
- ALL NEW CABLE UNDER EXISTING PAVEMENT TO REMAIN SHALL BE INSTALLED WITHIN EXISTING CONDUITS. EXISTING CABLES SHALL BE REMOVED. COST OF REMOVAL SHALL BE INCIDENTAL TO NEW CABLE.



FOR SIGNAGE SCHEDULE
 SEE SHEET 49

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CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS
 LIGHTING/PAVEMENT MARKING PLAN

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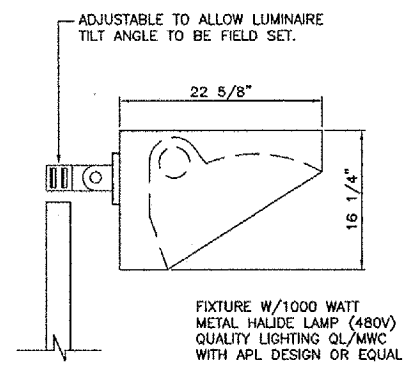
Chicago Rockford International Airport

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SHEET 44 OF 83 SHEETS	

POLE ASSEMBLY SCHEDULE										
POLE NUMBER	MAX. POLE HEIGHT *	LUMINAIRES				CIRCUIT NO.	PAVEMENT ELEVATION	STATION (ALONG & TAXIWAY N)	OFFSET (FROM & TAXIWAY N)	COMMENTS
		NO.	TYPE	LAT. DEG.	VERT. DEG.					
P-1	35'	P-1A	1	25'	10'	1	714.82	13+54	432'	
		P-1B	1	55'	10'	NL-1				
		P-1C	1	85'	10'	1				
		P-1D	1	115'	10'	1				
			2							OR-1
P-2	55'	P-2A	1	25'	10'	1	714.82	15+70	432'	
		P-2B	1	55'	10'	NL-1				
		P-2C	1	85'	10'	1				
		P-2D	1	115'	10'	1				
			2							OR-1
P-3	55'	P-3A	1	25'	10'	1	714.82	17+86	432'	
		P-3B	1	55'	10'	NL-1				
		P-3C	1	85'	10'	1				
		P-3D	1	115'	10'	1				
			2							OR-1

NOTES:

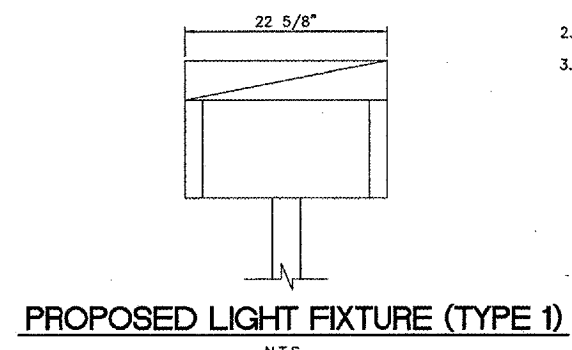
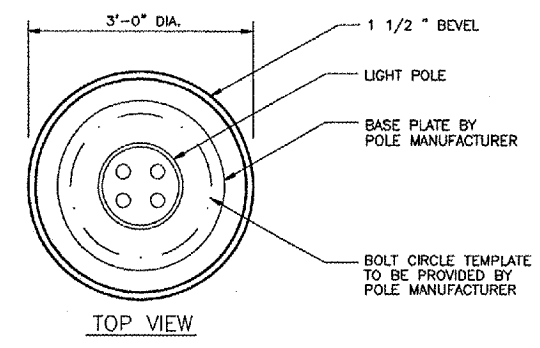
- APRON LIGHT FIXTURES SHALL BE MODEL NO. APL-22-F-HPS-1000-K-B2 AS MANUFACTURED BY QUALITY LIGHTING OR EQUAL.
- 55' APRON LIGHT POLES SHALL BE MODEL NO. RTSP-55-12-V1-AB-TEN30R5-OB1LED-BHS490 BY WHITCO POLES OR EQUAL.
- 35' APRON LIGHT POLE SHALL BE MODEL NO. RTSP-35-90-E2-AB-TEN30R5-OB1LED-BHS490 BY WHITCO POLES OR EQUAL.



OBSTRUCTION LIGHT FIXTURE (TYPE 2)

LUMINAIRE REQUIREMENTS

- LUMINAIRE SHALL MEET FEDERAL AVIATION ADMINISTRATION SPECIFICATIONS FOR OBSTRUCTION LIGHTING (L-810).
- CAST ALUMINUM HOUSING.
- ONE PIECE 360° RED, HEAT RESISTANT GLASS FRESNEL GLOBE. PROVIDE TOGGLE TYPE LATCHES AND CLAMPING TO SECURE GLOBES. PROVIDE SAFETY CHAINS ON GLOBES.
- OBSTRUCTION LIGHT SHALL BE L.E.D. TYPE AS MANUFACTURED BY DIA-LIGHT OR EQUAL.
- PROVIDE INTERNAL PROVISIONS FOR GROUNDING.
- SEE ALSO SCHEDULE AND DETAILS SHEET.
- INSTALL OBSTRUCTION LIGHT AS RECOMMENDED BY APRON LIGHTING MANUFACTURER.

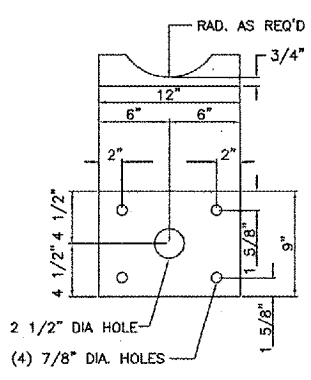
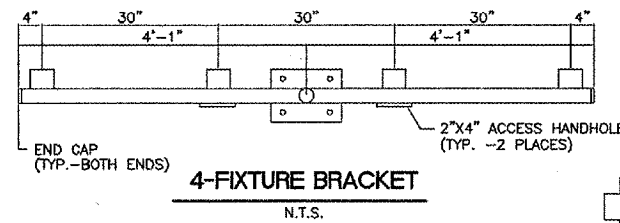
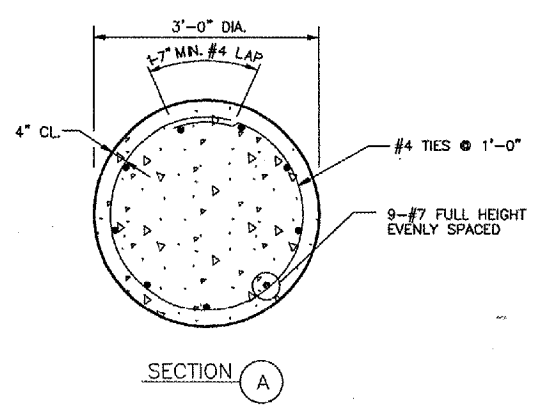


LIGHT POLE FOUNDATION NOTES

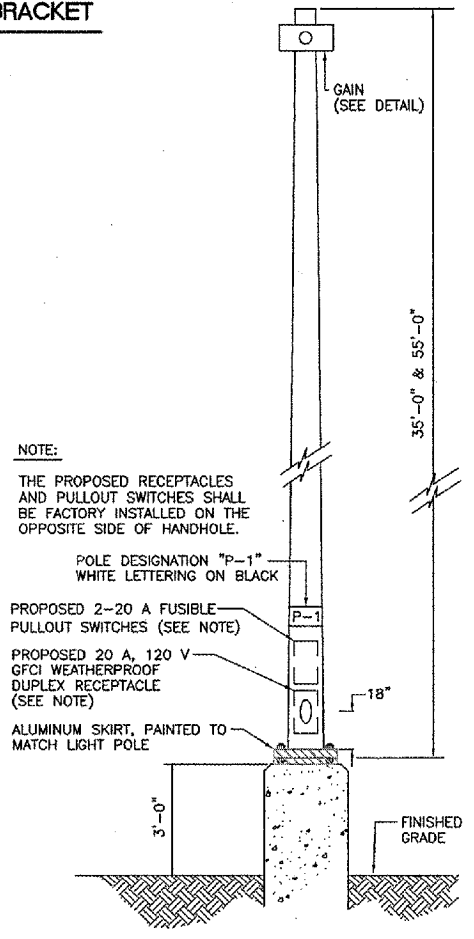
- FOUNDATION FOR LIGHT POLES SHALL BE BORED/DRILLED. EXISTING SITE SOILS ARE SANDS. CONSTRUCTION OF DRILLED LIGHT POLE FOUNDATIONS WILL REQUIRE THE USE OF A TEMPORARY CASING. PROJECT SOILS REPORT AVAILABLE UPON REQUEST.
- CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 P.S.I. AT 28 DAYS.
- ALL REINFORCING STEEL SHALL CONFORM TO ASTM A-615, GRADE 60.
- POLE FOUNDATION SHALL BE MONOLITHIC. NO CONSTRUCTION JOINTS WILL BE PERMITTED.

LIGHT POLE FOUNDATION DESIGN

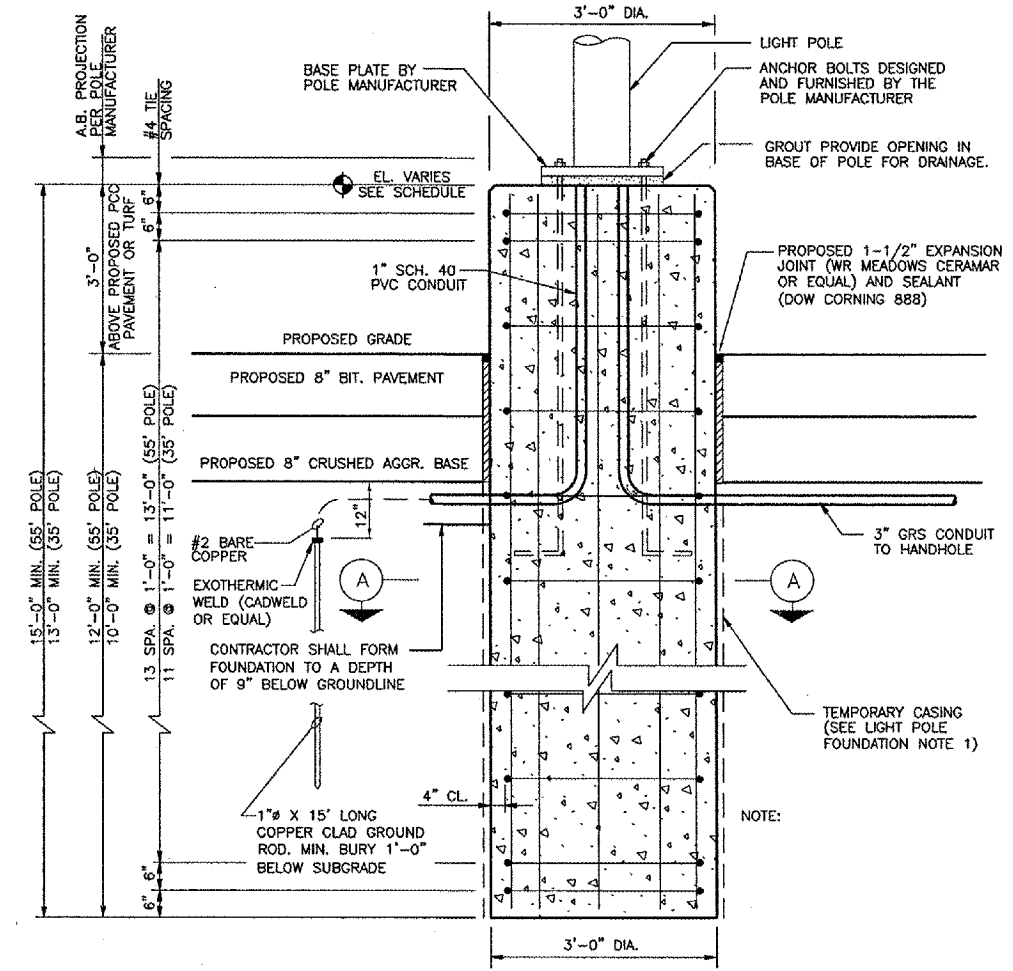
DESIGN LOAD: AASHTO-STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 2001.
 DESIGN WIND SPEED = 100 MPH



GAIN DETAIL
N.T.S.

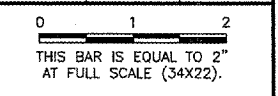


LIGHT POLE DETAIL
N.T.S.



ELEVATION - LIGHT POLE FOUNDATION
N.T.S.

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CHICAGO ROCKFORD INTERNATIONAL AIRPORT
ROCKFORD, ILLINOIS
APRON LIGHTING DETAILS

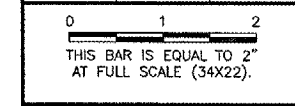
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ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 45 OF 83 SHEETS	

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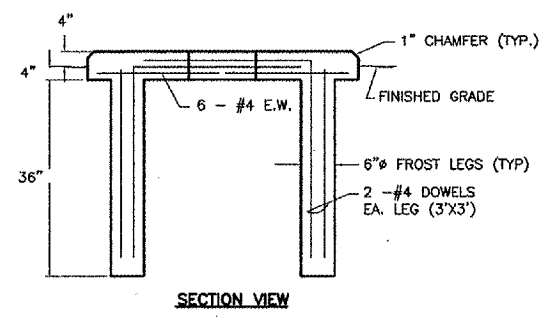
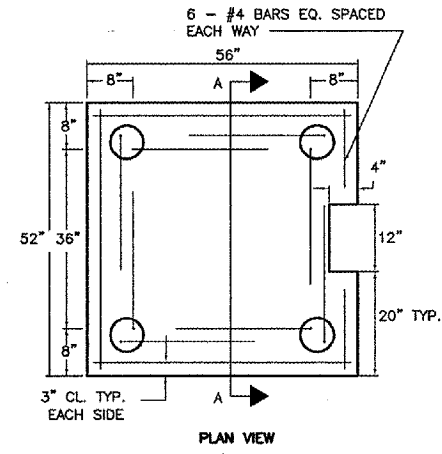
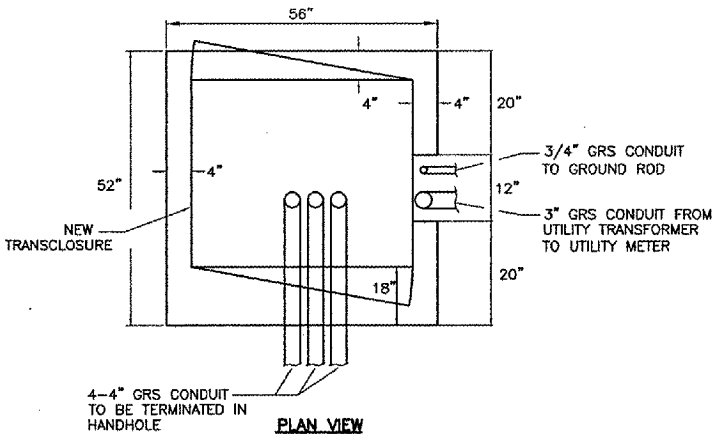
CHICAGO ROCKFORD INTERNATIONAL AIRPORT
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 APRON LIGHTING TRANSCLASURE DETAIL

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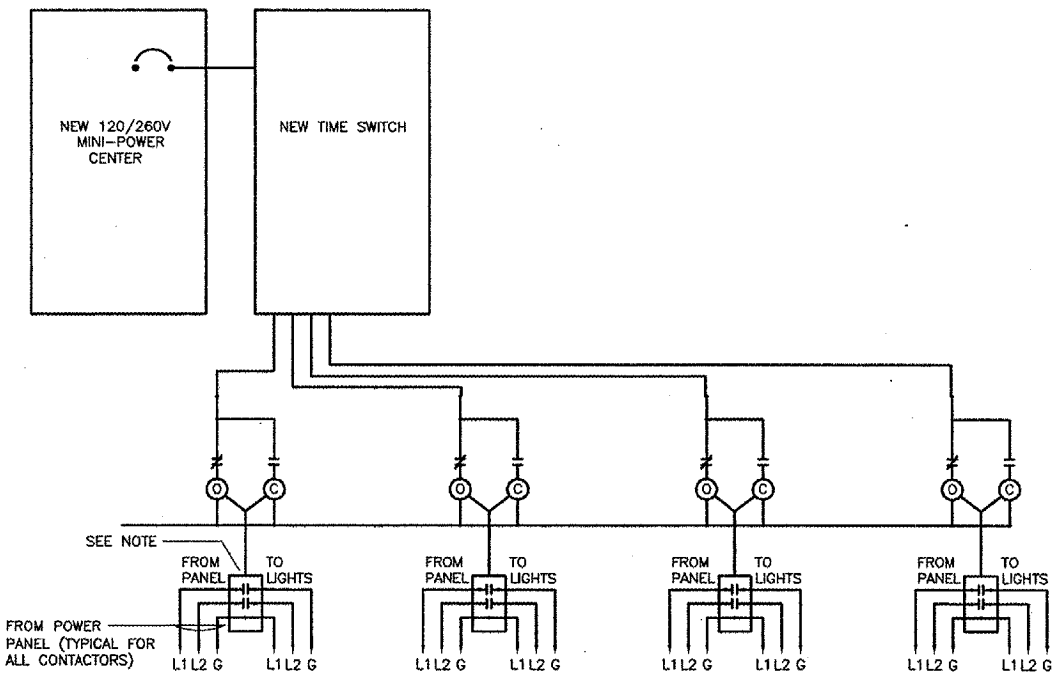
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SHEET 46 OF 83 SHEETS	



CONCRETE PAD FOR ELECTRICAL TRANSCLASURE
 NOT TO SCALE

- 1) CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH AT 14 DAYS OF 3500 PSI
- 2) REINFORCING STEEL SHALL BE A-615 GRADE 60
- 3) ALL EXPOSED EDGES AND EQUIPMENT PADS SHALL BE CHAMFERED 1"
- 4) CONTRACTOR SHALL INSTALL CONDUITS THROUGH PAD AS REQUIRED. CONDUITS NOT SHOWN FOR CLARITY.
- 5) DIMENSIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED.



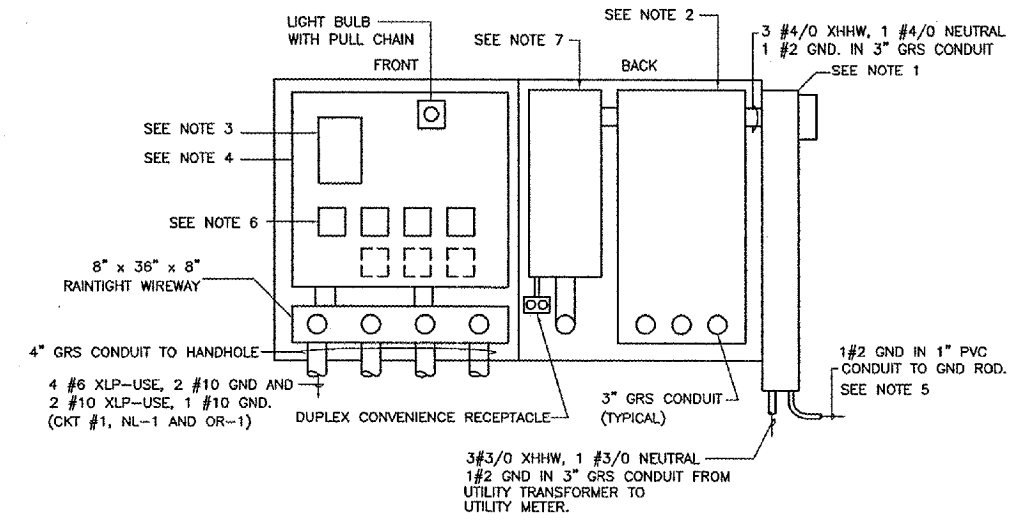
LIGHTING CONTACTORS WIRING SCHEMATIC
 NOT TO SCALE

- NOTES:
1. NEW 2--POLE, 480V 30 AMP LIGHTING CONTACTOR (TYPICAL OF 4).

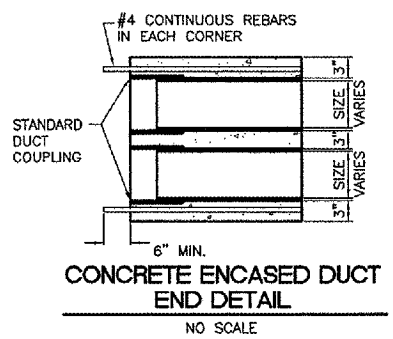
POWER PANEL A SCHEDULE			
CIRCUIT NO.	POLE NO.	CIRCUIT BREAKER SIZE	USAGE
A-1	1,3	200A	MAIN CIRCUIT BREAKER
A-2	2,4	30A	APRON LOT LIGHTING CKT. 1
A-3	5,7	30A	APRON LIGHTING CKT. 2
A-4	6,8	30A	NIGHT LIGHT (NL-1)
A-5	10,12	30A	NIGHT LIGHT (NL-2)
A-6	9,11	30A	MINI-POWER CENTER SPARE

LIGHTING PANEL B SCHEDULE			
CIRCUIT NO.	POLE NO.	CIRCUIT BREAKER SIZE	USAGE
B-1	1	20A	CONVENIENCE RECEPTACLE
B-2	2	15A	TIMECLOCK
B-3	3	15A	INSIDE LIGHT
B-4	4	20A	SPARE

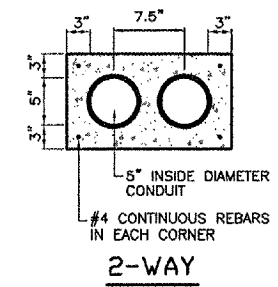
- NOTES
1. UTILITY METER. THE NEW ELECTRIC SERVICE SHALL BE 200 AMP, 480/277 VOLT, 3 PHASE, 4-WIRE 60 HZ SERVICE. UTILITY METER SHALL BE INSTALLED ON THE SIDE OF TRANSCLASURE. CONTRACTOR SHALL SUPPLY THE BASE FOR METER AND COORDINATE SERVICE CONNECTION WITH UTILITY COMPANY.
 2. 20 CIRCUIT POWER PANEL WITH 200 AMP 3--POLE MAIN CIRCUIT BREAKER.
 3. 8 CIRCUIT PROGRAMMABLE TIMECLOCK, MODEL NO. ET70815CR AS MANUFACTURED BY INTERMATIC OR EQUAL.
 4. 42" x 36" x 8" JUNCTION BOX HOUSING FOR TIMECLOCK AND CONTACTORS.
 5. GROUND ROD SHALL BE 3/4" DIA. x 10'-0" COPPER CLAD. ALL CONNECTIONS TO GROUND ROD SHALL BE ONE--SHOT EXOTHERMIC TYPE.
 6. 30A, 2--POLE LIGHTING CONTACTOR. (TYP. OF 4) (SPACE FOR 4 FUTURE CONTACTORS).
 7. 15 KVA, 480V-120/240V, 1--PHASE MINI-POWER CENTER W/ 20 CIRCUITS, PANEL B



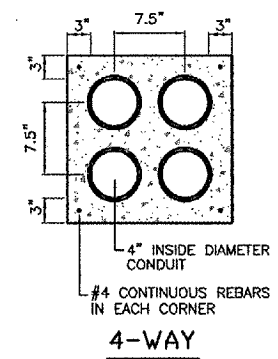
ELECTRICAL TRANSCLASURE DETAIL
 NOT TO SCALE



CONCRETE ENCASED DUCT END DETAIL
 NO SCALE



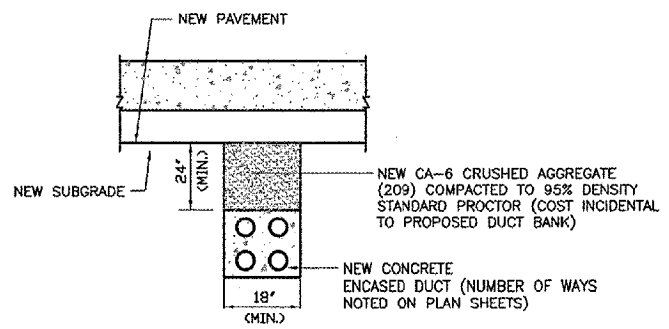
2-WAY



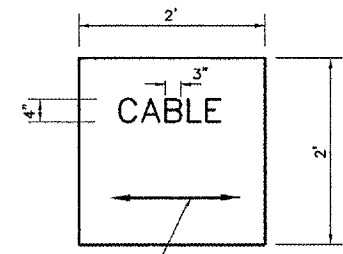
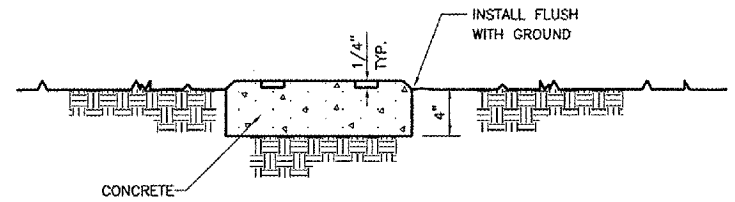
4-WAY

CONCRETE ENCASED DUCT BANKS
 NOT TO SCALE

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



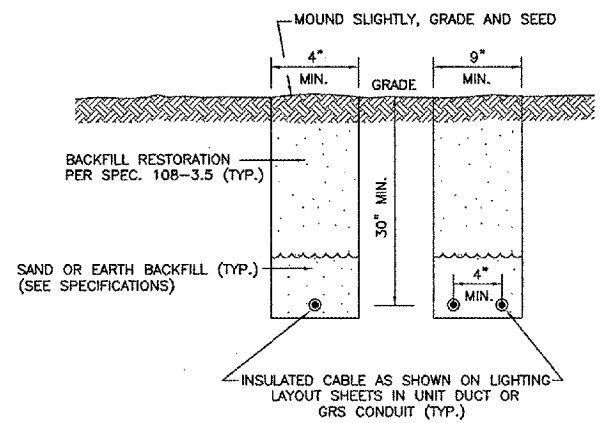
CONCRETE ENCASED DUCT BACKFILL
 NOT TO SCALE



ARROW TO INDICATE THE DIRECTION OF THE CABLE RUN

- NOTES:**
- 1.) CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.
 - 2.) ITEM 610 CONCRETE SHALL BE USED.
 - 3.) ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
 - 4.) THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
 - 5.) 0.049 CU. YD. CONCRETE PER MARKER.

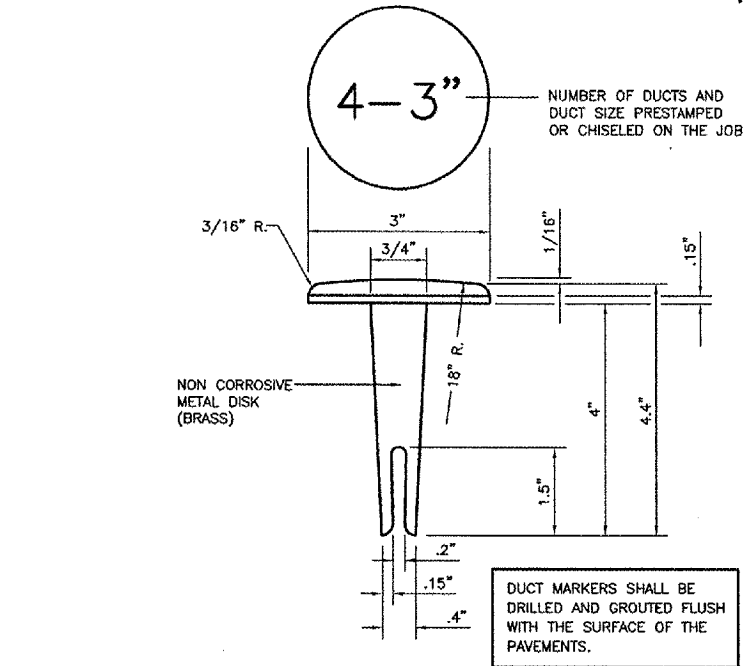
TURF CABLE MARKER DETAIL
 NOT TO SCALE



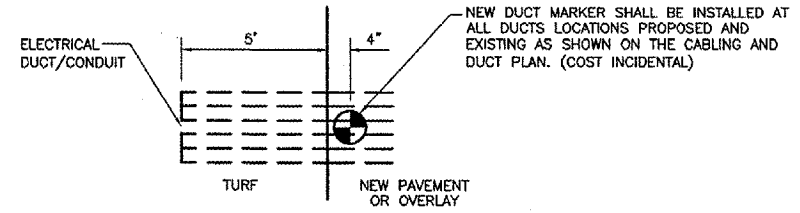
TRENCH DETAIL
 NOT TO SCALE

- NOTES:**
1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
 2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
 4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.

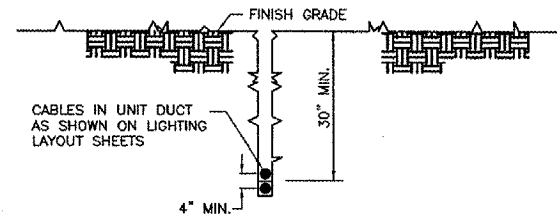
NOTE: AT CONTRACTOR'S OPTION, CABLE PLOWING MAY BE USED IN LIEU OF TRENCHING.



DUCT/CONDUIT MARKER DETAIL
 NOT TO SCALE

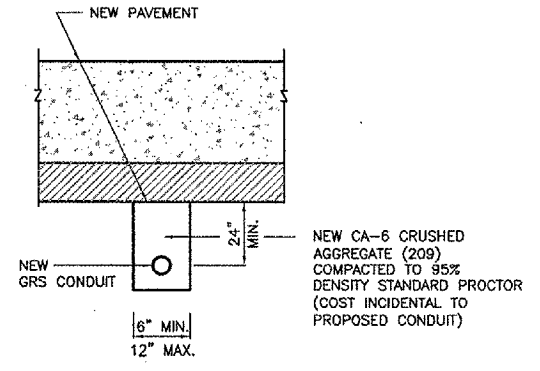


NOTE: COST OF CONNECTION SHALL BE CONSIDERED INCIDENTAL TO PROPOSED DUCT.



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.



GRS CONDUIT UNDER P.C.C. PAVEMENT DETAIL
 NOT TO SCALE

NEW DUCT BANK/CONDUIT SHALL BE INSTALLED AT AN ELEVATION THAT WILL NOT CONFLICT WITH EXISTING OR NEW UTILITIES INCLUDING STORM SEWER, UNDERDRAIN, CONDUIT, DUCT, GAS, WATERMAIN, PHONE, ELECTRICAL AT NO ADDITIONAL COST TO THE CONTRACT.

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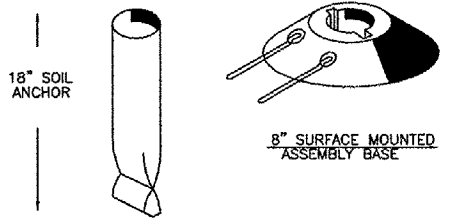
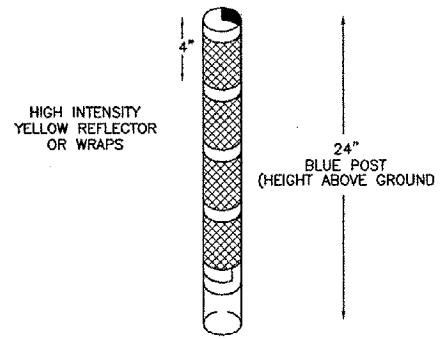
0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22).

CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS

ELECTRICAL DETAILS - SHEET 1

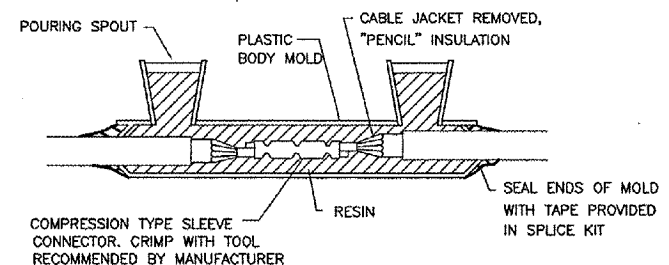
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ILLINOIS PROJECT:	RFD-3787
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SHEET 47 OF 83 SHEETS	



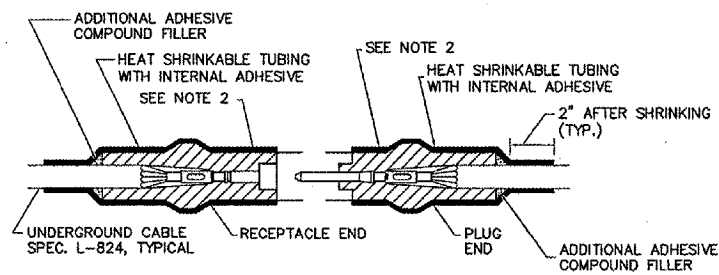
ELEVATED RETROREFLECTIVE MARKER DETAIL
 NOT TO SCALE

NOTE: RETROREFLECTIVE MARKER SHALL BE SAFE-HIT OR APPROVED EQUAL.



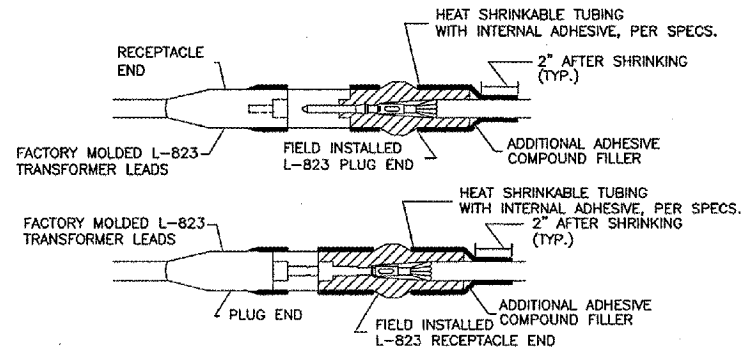
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY
 N.T.S.



TYPE B - CABLE SPLICE

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT
 N.T.S.

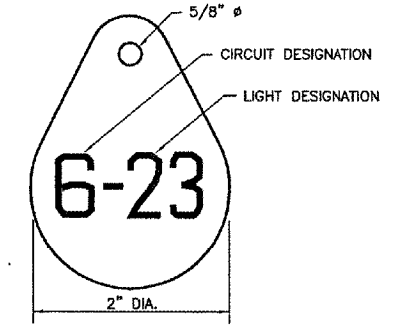


TYPE C AND D - CABLE SPLICE

FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS
 N.T.S.

NOTES

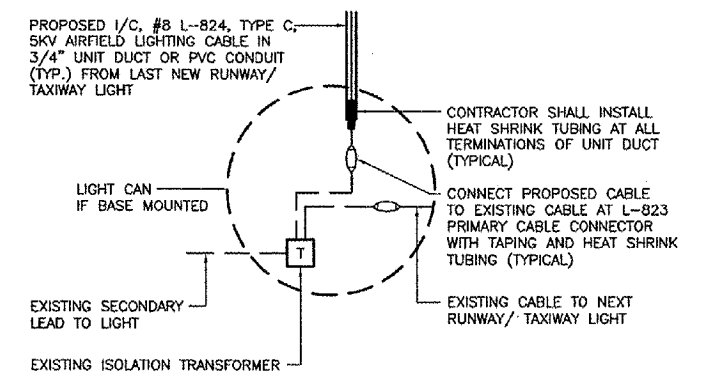
- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.



LIGHT IDENTIFICATION DETAIL
 NOT TO SCALE

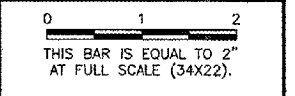
NOTES:

- INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
- NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (NEW OR RELOCATED LIGHTS) SHALL BE RETAGGED.
- COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL
 NOT TO SCALE

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ELECTRICAL DETAILS - SHEET 2

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ILLINOIS PROJECT: RFD-3787 A.I.P. PROJECT: 3-17-0088-XX FINAL SUBMITTAL	
SHEET 48 OF 83 SHEETS	

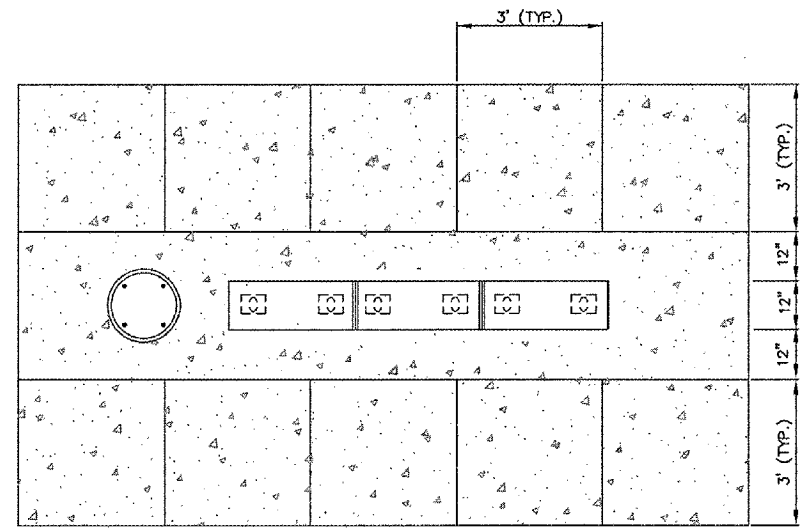
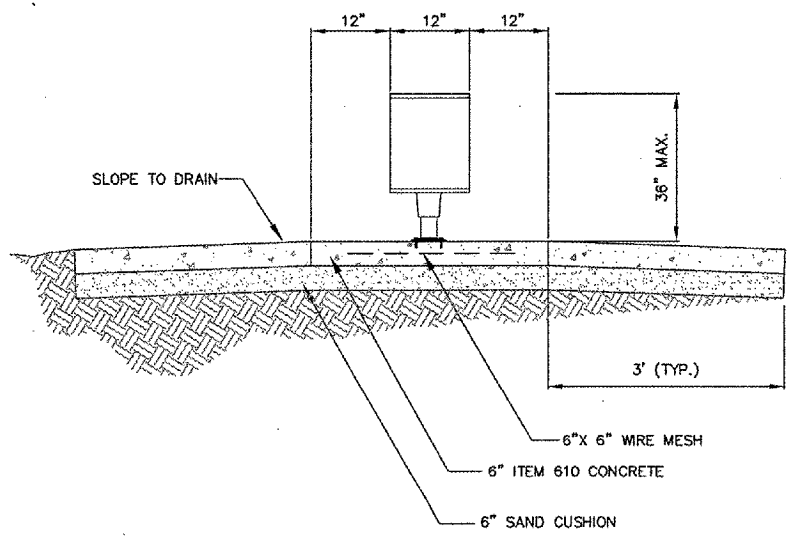
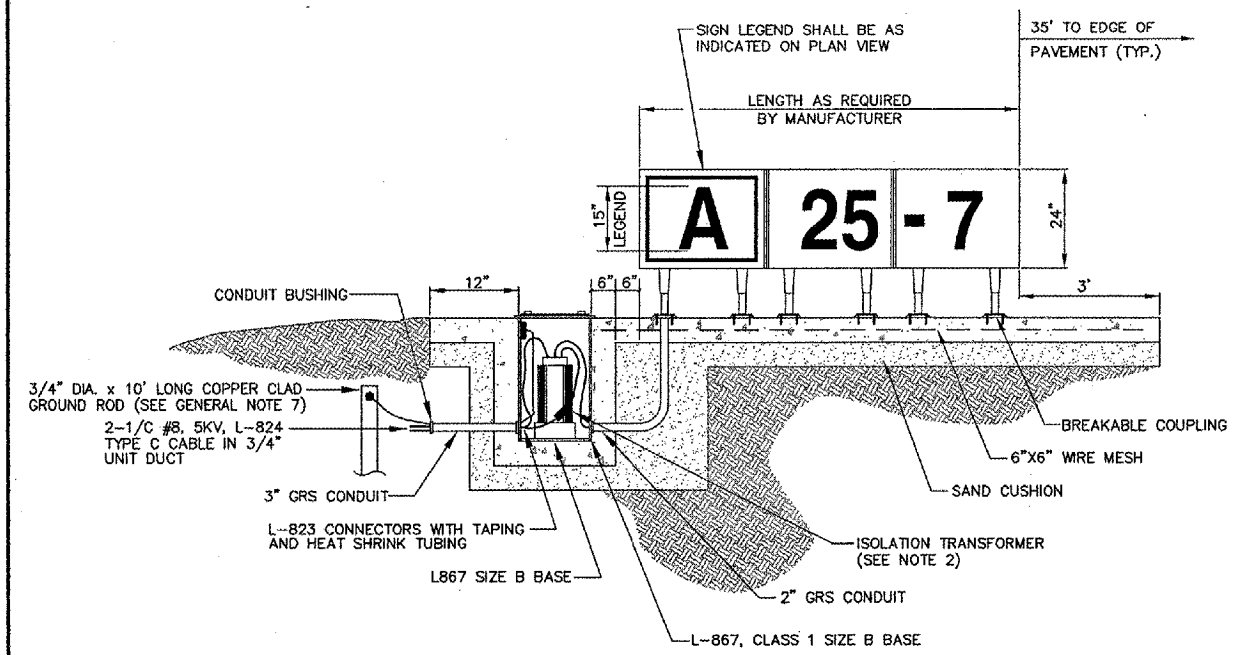
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0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

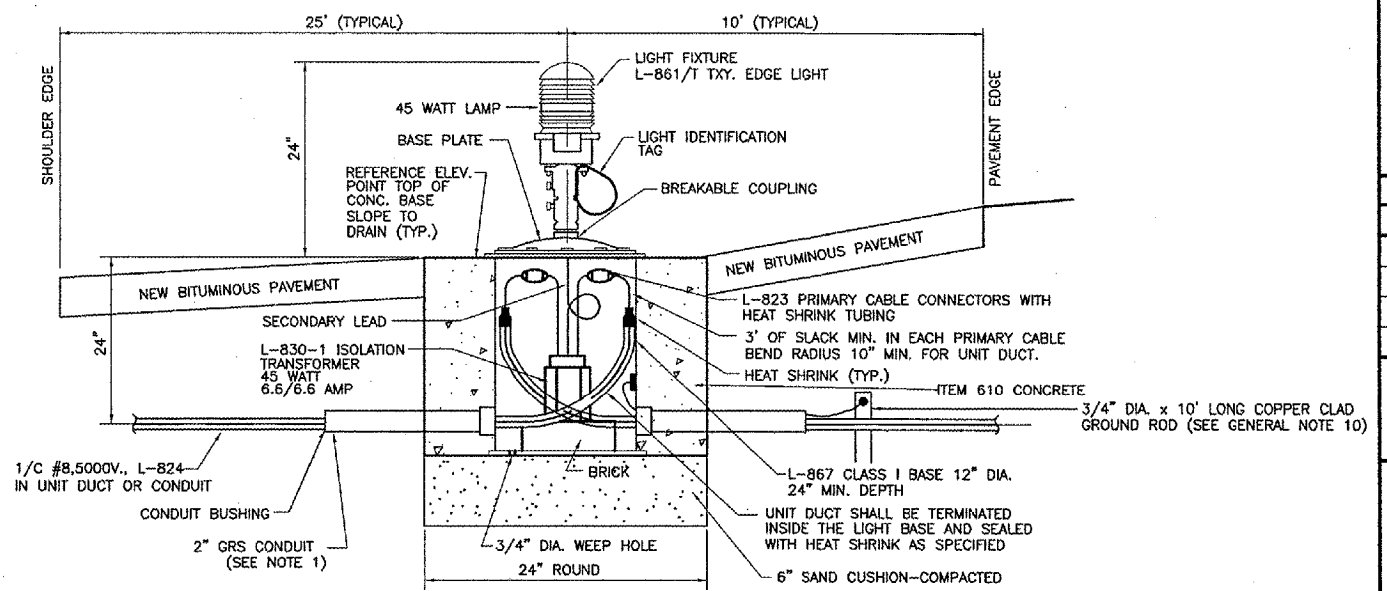
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 ROCKFORD, ILLINOIS
ELECTRICAL DETAILS - SHEET 3

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A.I.P. PROJECT:	3-17-0088-XX
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SHEET 49 OF 83 SHEETS	



TAXIWAY GUIDANCE SIGN L-858
 NOT TO SCALE



BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT

NOT TO SCALE
 INSTALL 2" PVC TO GRS ADAPTER WHERE PVC CONCRETE WILL BE INSTALLED UNDER PAVED SHOULDER.

SIGNAGE NOTES

- ALL SIGNS ARE LUMACURVE 2-SIDED SIGNS BY STANDARD SIGNS OR APPROVED EQUAL.
- TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER.
- LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
- UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
- THE NUMBER OF MODULES PER SIGN SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE AND PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE PROPOSED SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY PROPOSED SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.
- 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.

GENERAL NOTES:

- THE CONCRETE BASE FOR BASE MTD. LIGHTS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
- TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- 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.
- 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.
- 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.
- TAXIWAY LIGHTS SHALL HAVE A BLUE LENS, RUNWAY LIGHTS SHALL HAVE A CLEAR OR 180° AMBER/CLEAR LENS AS DESIGNATED ON PLANS.
- DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
- CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
- INSTALL 1/C #6 AWG. BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN OR STAKE AND EXOTHERMICALLY WELDED TO GROUND ROD.

AIRFIELD SIGNAGE SCHEDULE				
PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION
S1	E W	BLANK N	0 3	STA. 128+67.60 CENTERLINE TAXIWAY F
S2	N S	N N	3,2 2	STA. 11+60.00, 100' RT. CENTERLINE TAXIWAY N
S3	E W	N BLANK	3 0	STA. 131+87.60, 72.5' RT. CENTERLINE TAXIWAY F

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

NOTE:

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

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0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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FENCING PLAN

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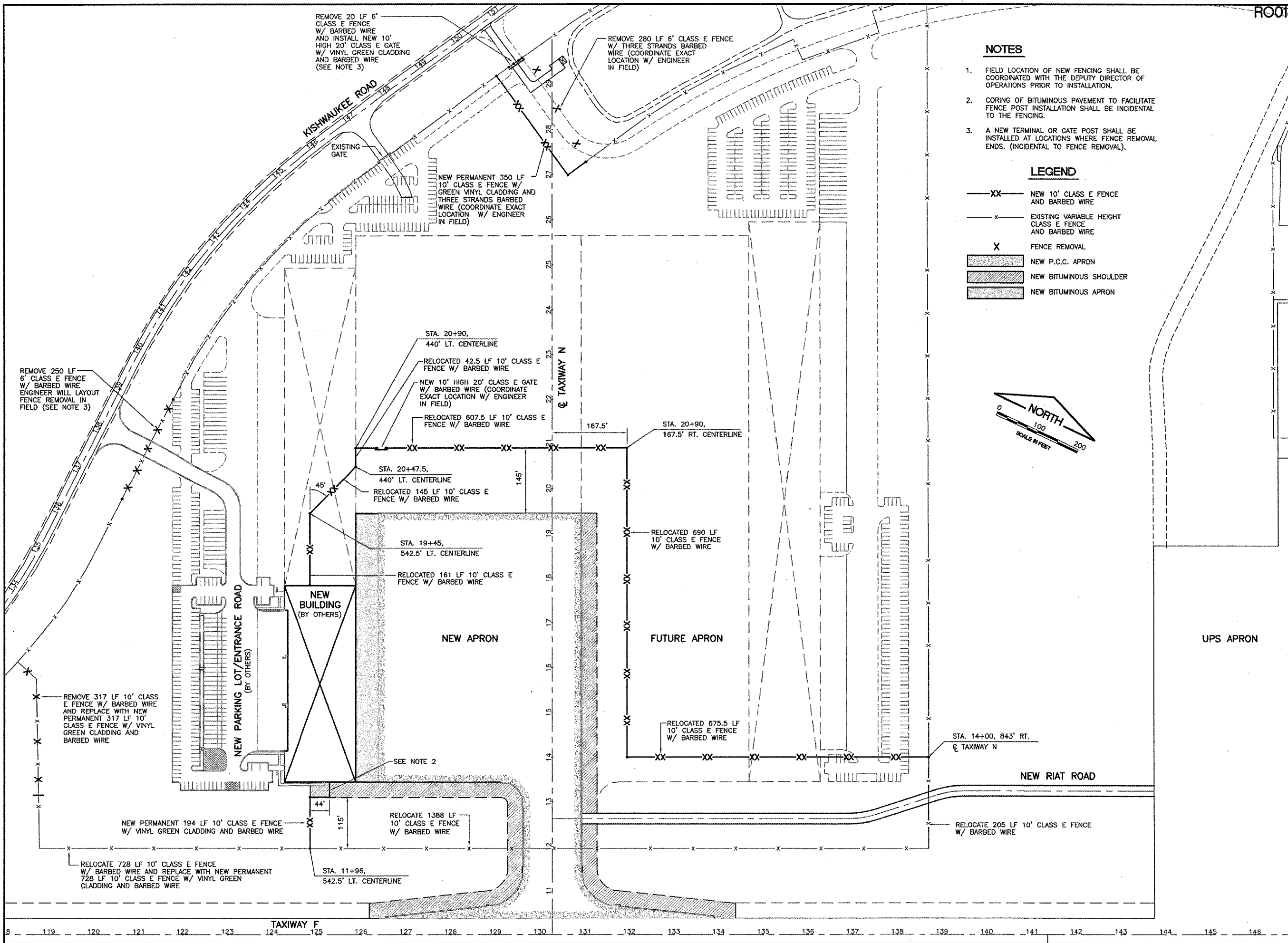
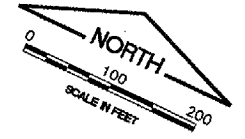
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APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 50 OF 83 SHEETS	

NOTES

1. FIELD LOCATION OF NEW FENCING SHALL BE COORDINATED WITH THE DEPUTY DIRECTOR OF OPERATIONS PRIOR TO INSTALLATION.
2. CORING OF BITUMINOUS PAVEMENT TO FACILITATE FENCE POST INSTALLATION SHALL BE INCIDENTAL TO THE FENCING.
3. A NEW TERMINAL OR GATE POST SHALL BE INSTALLED AT LOCATIONS WHERE FENCE REMOVAL ENDS. (INCIDENTAL TO FENCE REMOVAL).

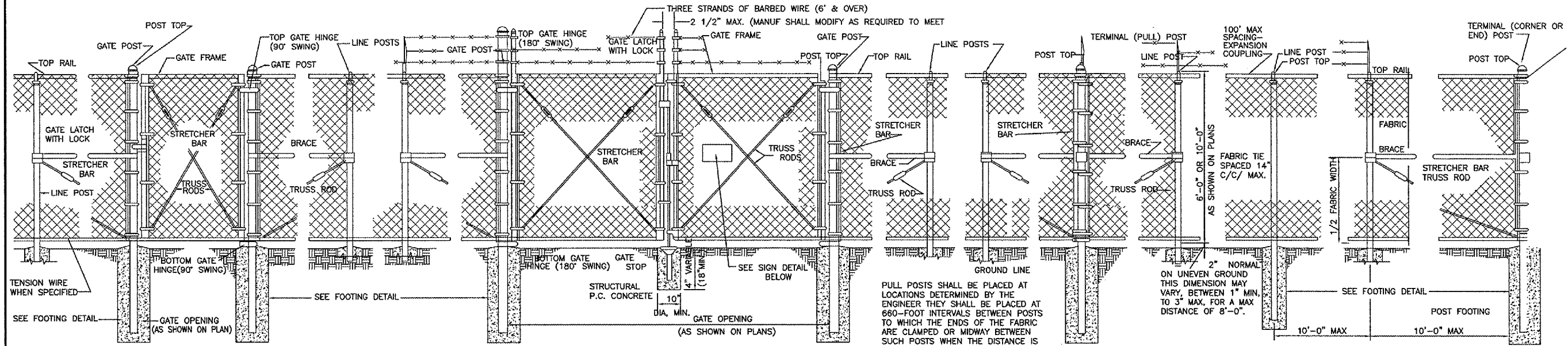
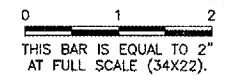
LEGEND

- XX— NEW 10' CLASS E FENCE AND BARBED WIRE
- x- EXISTING VARIABLE HEIGHT CLASS E FENCE AND BARBED WIRE
- X FENCE REMOVAL
- [Pattern] NEW P.C.C. APRON
- [Pattern] NEW BITUMINOUS SHOULDER
- [Pattern] NEW BITUMINOUS APRON



TAXIWAY F 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146

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NUMBER	BY	DATE



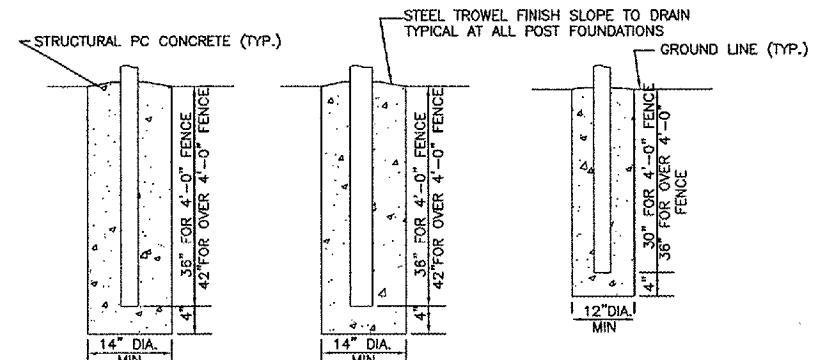
PEDESTRIAN GATE ARRANGEMENT

VEHICLE GATE ARRANGEMENT

PULL POST ARRANGEMENT

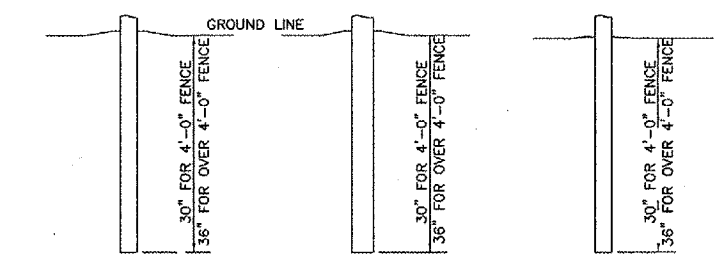
LINE POST ARRANGEMENT

CORNER OF END POST ARRANGEMENT



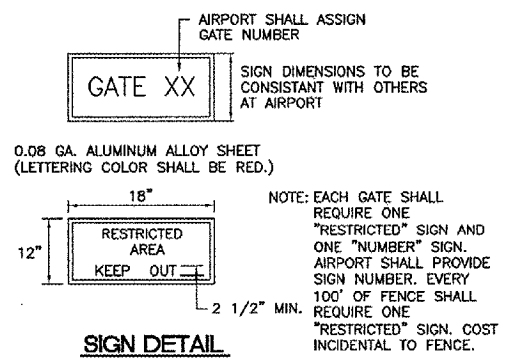
FOOTING FOR TERMINAL POST
FOOTING FOR GATE POST
FOOTING FOR LINE POST

10' PERMANENT FENCE FOOTING DETAILS

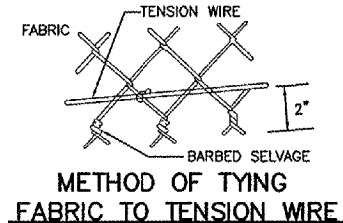


FOOTING FOR TERMINAL POST
FOOTING FOR GATE POST
FOOTING FOR LINE POST

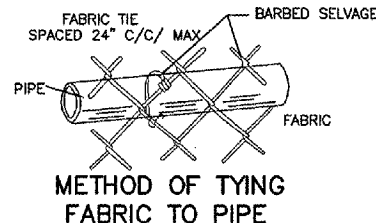
10' PUSH-IN FENCE FOOTING DETAILS



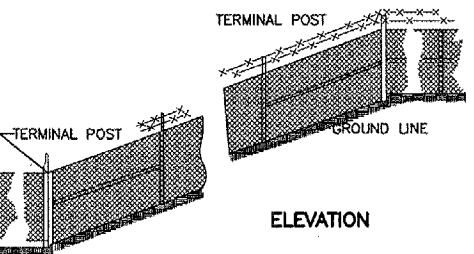
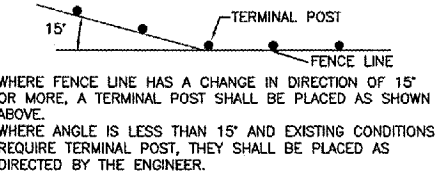
SIGN DETAIL



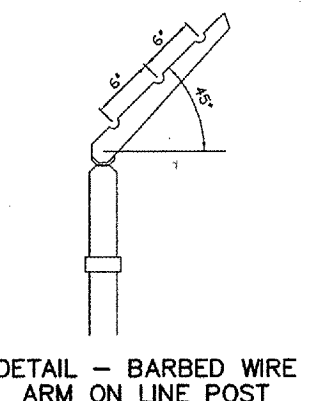
METHOD OF TYING FABRIC TO TENSION WIRE



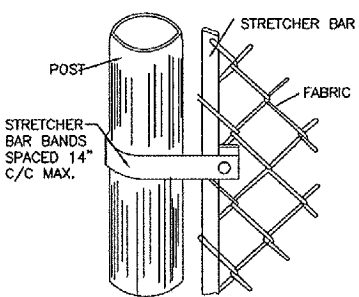
METHOD OF TYING FABRIC TO PIPE



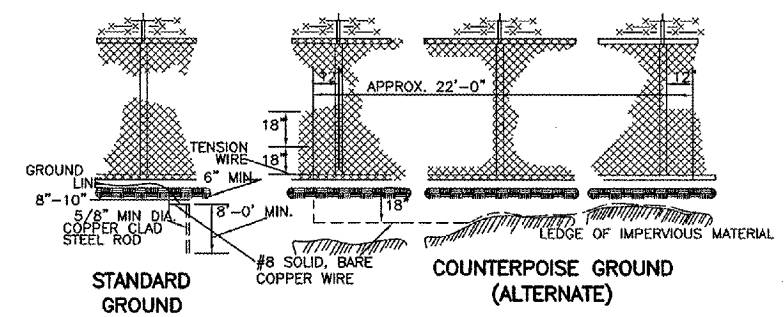
FENCE INSTALLATION ON SLOPES



DETAIL - BARBED WIRE ARM ON LINE POST



METHOD OF FASTENING STRETCHER BAR TO POST



PROTECTIVE ELECTRICAL GROUND

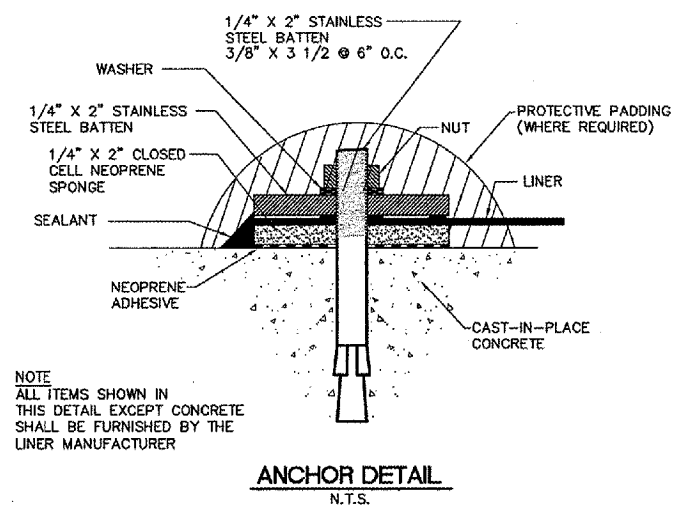
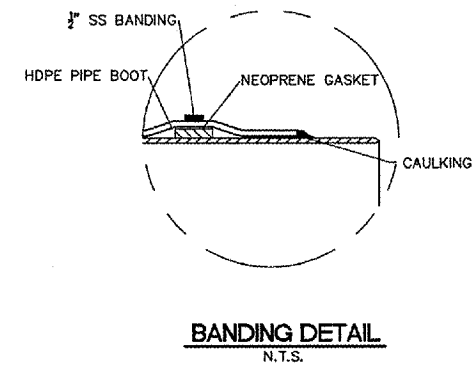
NOTE
 -CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 -FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE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

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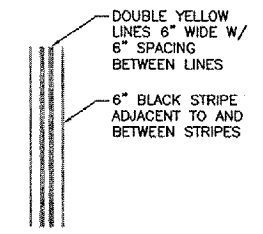
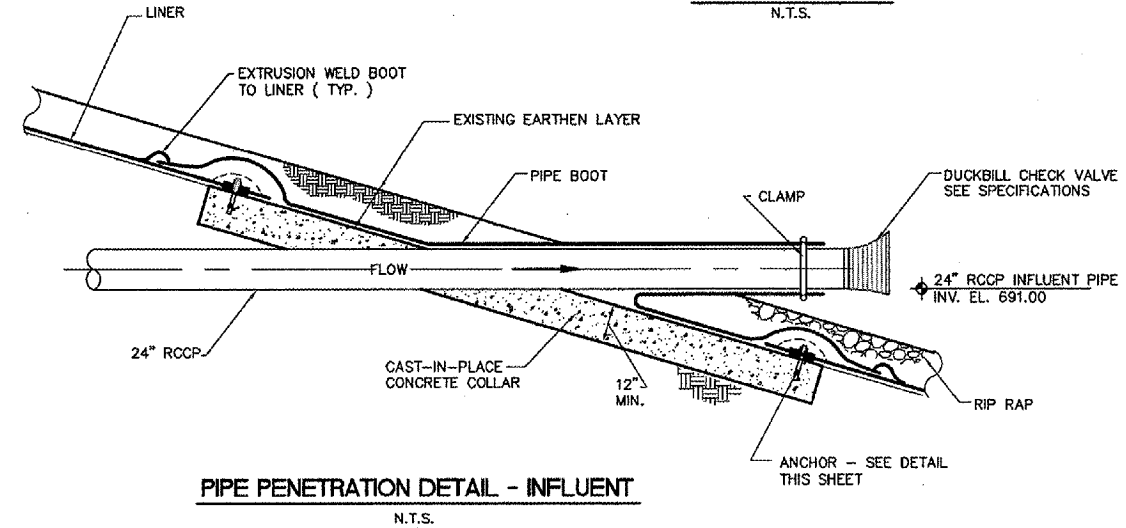
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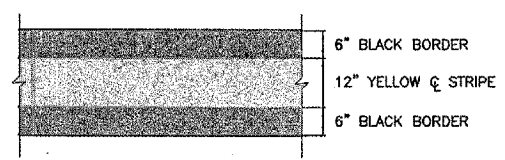
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DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 51 OF 83 SHEETS	



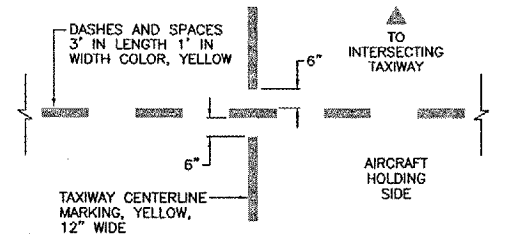
NOTE
 ALL ITEMS SHOWN IN
 THIS DETAIL EXCEPT CONCRETE
 SHALL BE FURNISHED BY THE
 LINER MANUFACTURER



**TAXIWAY
 EDGE MARKINGS
 CONTINUOUS**
 NO SCALE



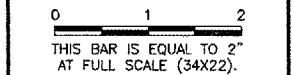
TAXIWAY CENTERLINE ON PCC DETAIL
 NOT TO SCALE



**TAXIWAY INTERMEDIATE HOLDING
 POSITION MARKING**
 NOT TO SCALE

ALL HOLDING POSITION MARKINGS SHALL HAVE 6 WIDE BLACK BORDER.

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MISCELLANEOUS DETAILS

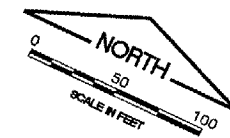
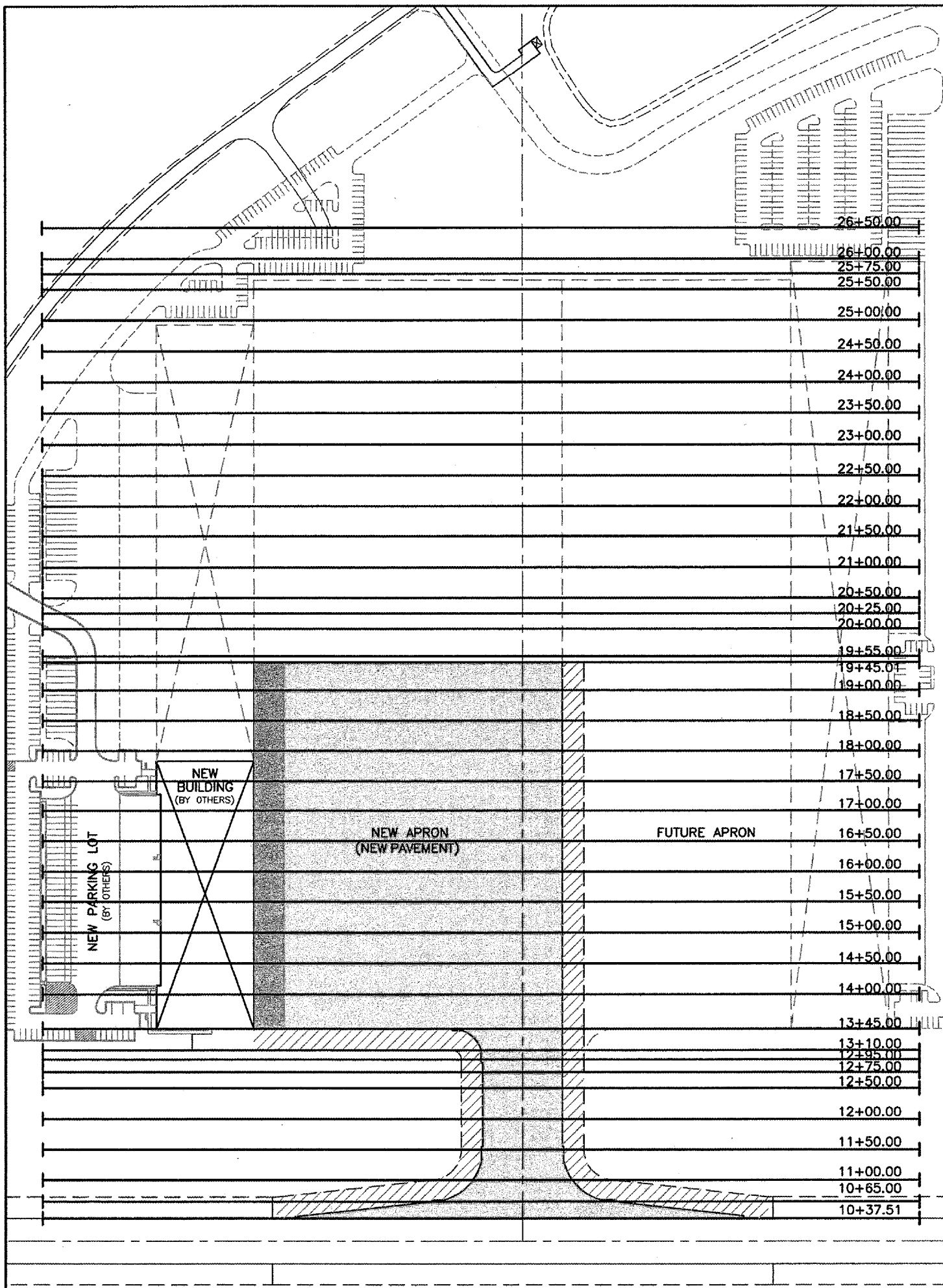
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FINAL SUBMITTAL	
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REVISIONS		
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0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).



LEGEND

[Solid Grey Box] NEW APRON

[Dashed Line Box] FUTURE APRON (BY OTHERS)

[Hatched Box] FUTURE BUILDING

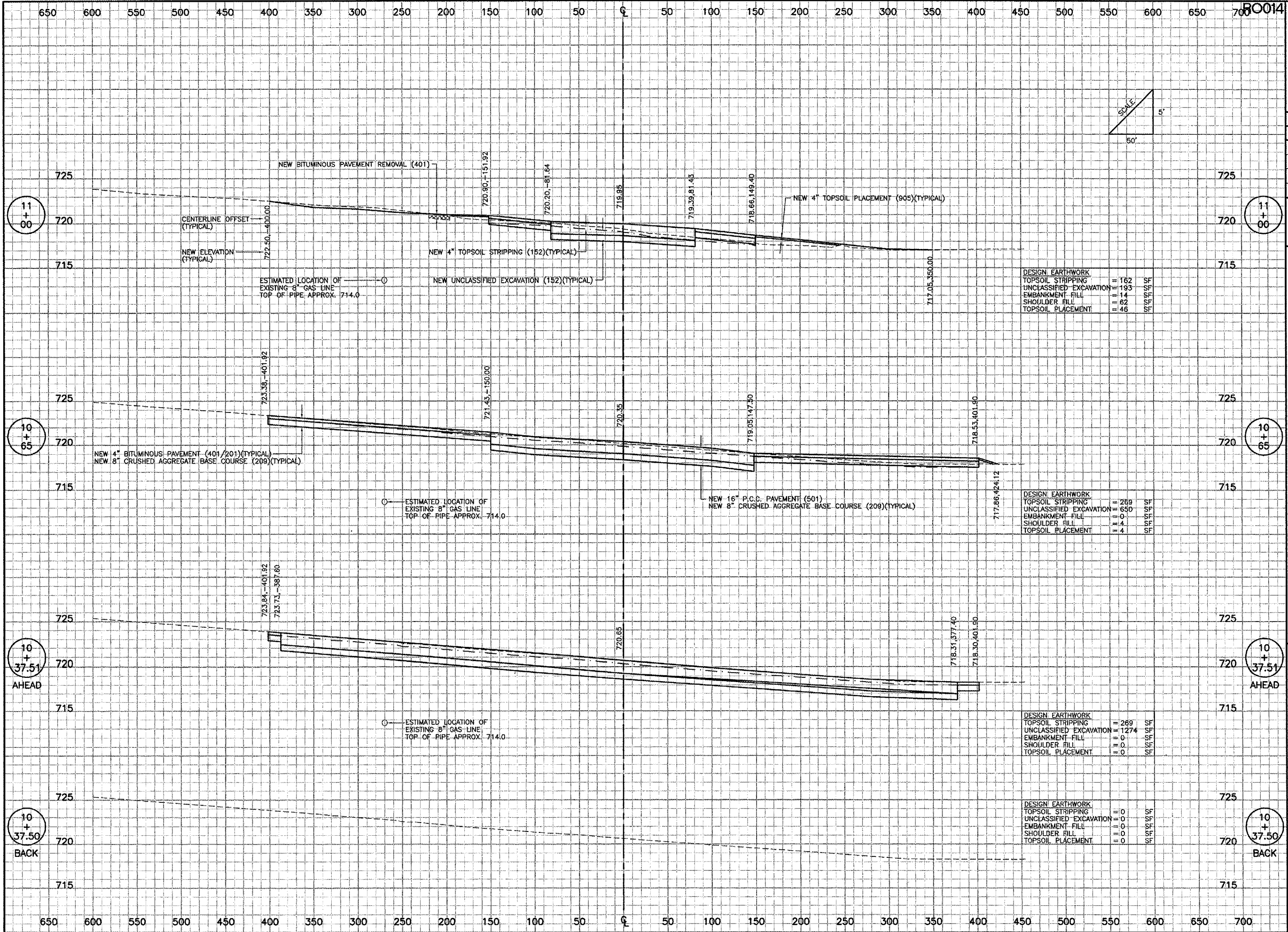
EARTHWORK SUMMARY TABLE					
LOCATION	TOPSOIL STRIPPING (INITIAL POSITION)	TOPSOIL PLACEMENT (FINAL POSITION)	SHOULDER FILL (FINAL POSITION)	UNCLASSIFIED EXCAVATION (INITIAL POSITION)	EMBANKMENT FILL (FINAL POSITION)
APRON SECTIONS	9,912 CY	4,493 CY	239 CY	22,106 CY	97,435 CY
UNSUITABLE EXCAVATION	-	-	-	1,225 CY	-
RIAT ROAD	1,541 CY	1,354 CY	1,913 CY	1,506 CY	676 CY
MISC. GRADING	771 CY	720 CY	1,000 CY	2,248 CY	4,583 CY
TOTAL	12,223 CY	6,568 CY	3,151 CY	27,085 CY	102,695 CY

- EARTHWORK NOTES**
- 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.
 - 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.
 - 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.
 - A 15% SHRINKAGE FACTOR WAS USED TO DETERMINE THE REQUIRED 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%.
 - ALL EXCESS TOPSOIL SHALL BE STOCKPILED ON-SITE. EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER, COST INCIDENTAL TO CONTRACT.
 - TOPSOIL PLACEMENT AND SHOULDER FILL ARE INCIDENTAL TO UNCLASSIFIED EXCAVATION (ITEM AR152410). NO SEPERATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT AND SHOULDER FILL.
 - EMBANKMENT FILL IS INCIDENTAL TO UNCLASSIFIED EXCAVATION (ITEM AR152410) AND OFFSITE BORROW (ITEM 152442).
 - SELECT FILL TO BE SUPPLIED BY CONTRACTOR FROM AN APPROVED OFF-SITE BORROW SITE. RESIDENT ENGINEER MAY REJECT ANY LOAD DEEMED UNSUITABLE FOR EMBANKMENT FILL.
 - TOPSOIL CAN BE USED AS SHOULDER FILL.
 - PAYMENT FOR OFFSITE BORROW IS FOR THE FILL NECESSARY TO COMPLETE THE PROJECT AND IS TO BE PAID FOR UNDER ITEM NO AR152442 IN ITS FINAL POSITION.

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**INDEX TO CROSS SECTIONS/
 EARTHWORK SUMMARY**

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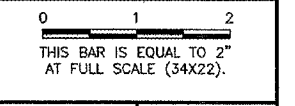
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JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
SHEET	53 OF 83 SHEETS



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 SURVEY BOOK #
 DATE: Thursday, April 03, 2008 11:31:08 AM
 XREF DWG: tbersgrd.dwg
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REVISIONS

NUMBER	BY	DATE



DESIGN EARTHWORK

TOPSOIL STRIPPING	= 162	SF
UNCLASSIFIED EXCAVATION	= 195	SF
EMBANKMENT FILL	= 14	SF
SHOULDER FILL	= 62	SF
TOPSOIL PLACEMENT	= 46	SF

DESIGN EARTHWORK

TOPSOIL STRIPPING	= 269	SF
UNCLASSIFIED EXCAVATION	= 650	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 4	SF
TOPSOIL PLACEMENT	= 4	SF

DESIGN EARTHWORK

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UNCLASSIFIED EXCAVATION	= 1274	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 0	SF

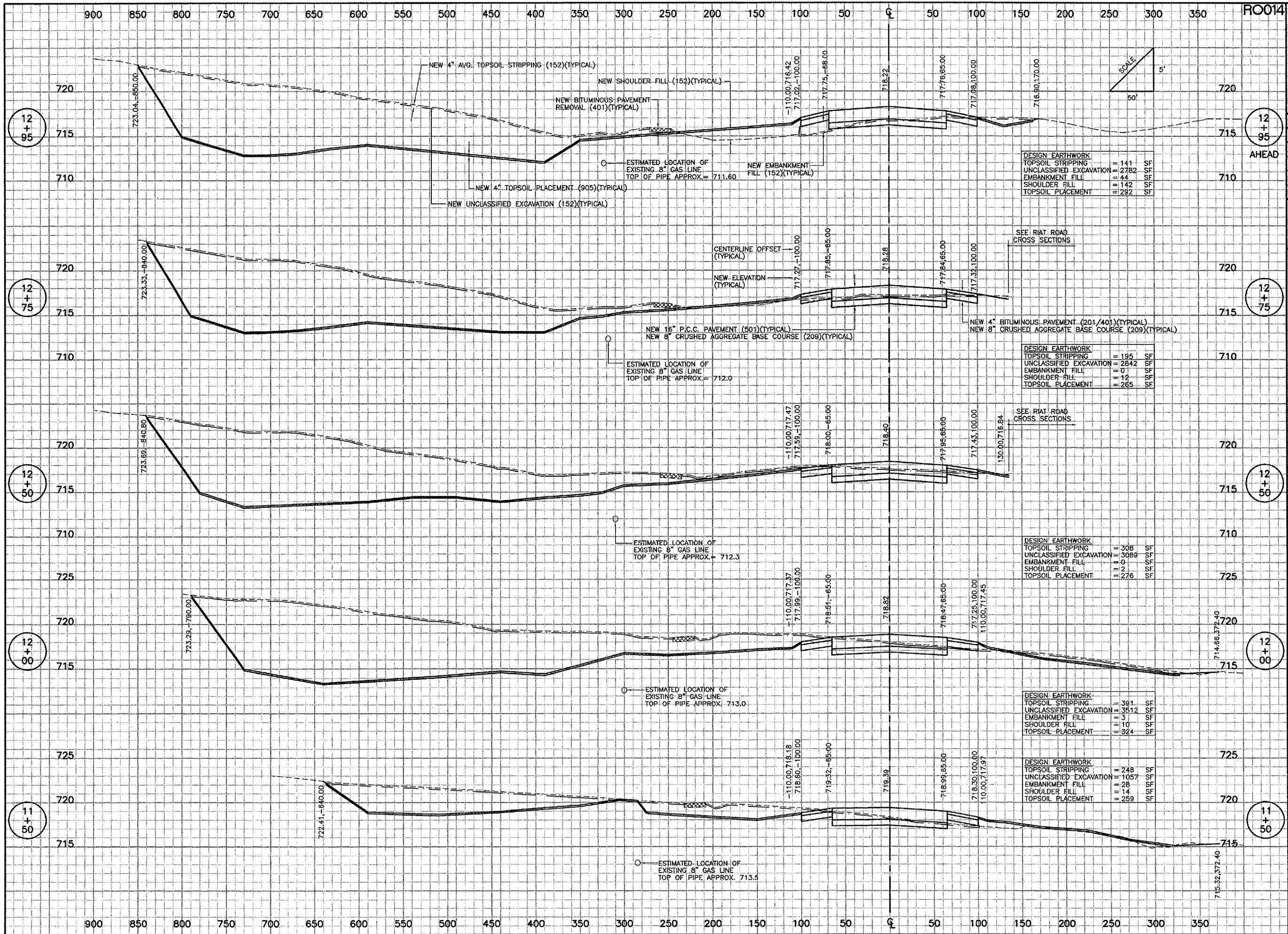
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UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 0	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 0	SF

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 ROCKFORD, ILLINOIS
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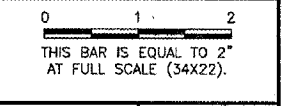
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A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 54 OF 83 SHEETS	



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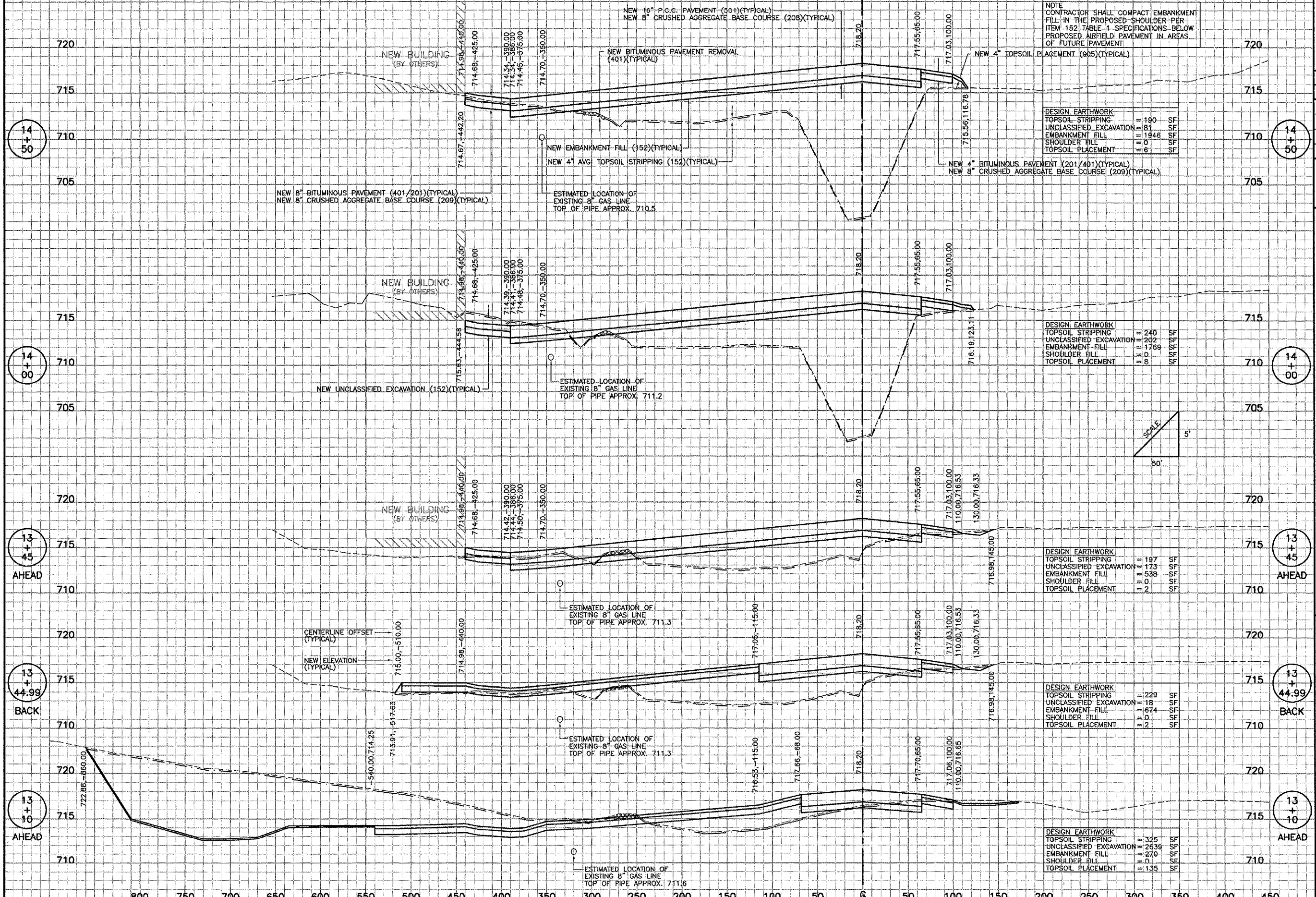
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FINAL SUBMITTAL	
SHEET 55 OF 83 SHEETS	

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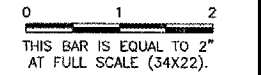
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CROSS SECTIONS - SHEET 3

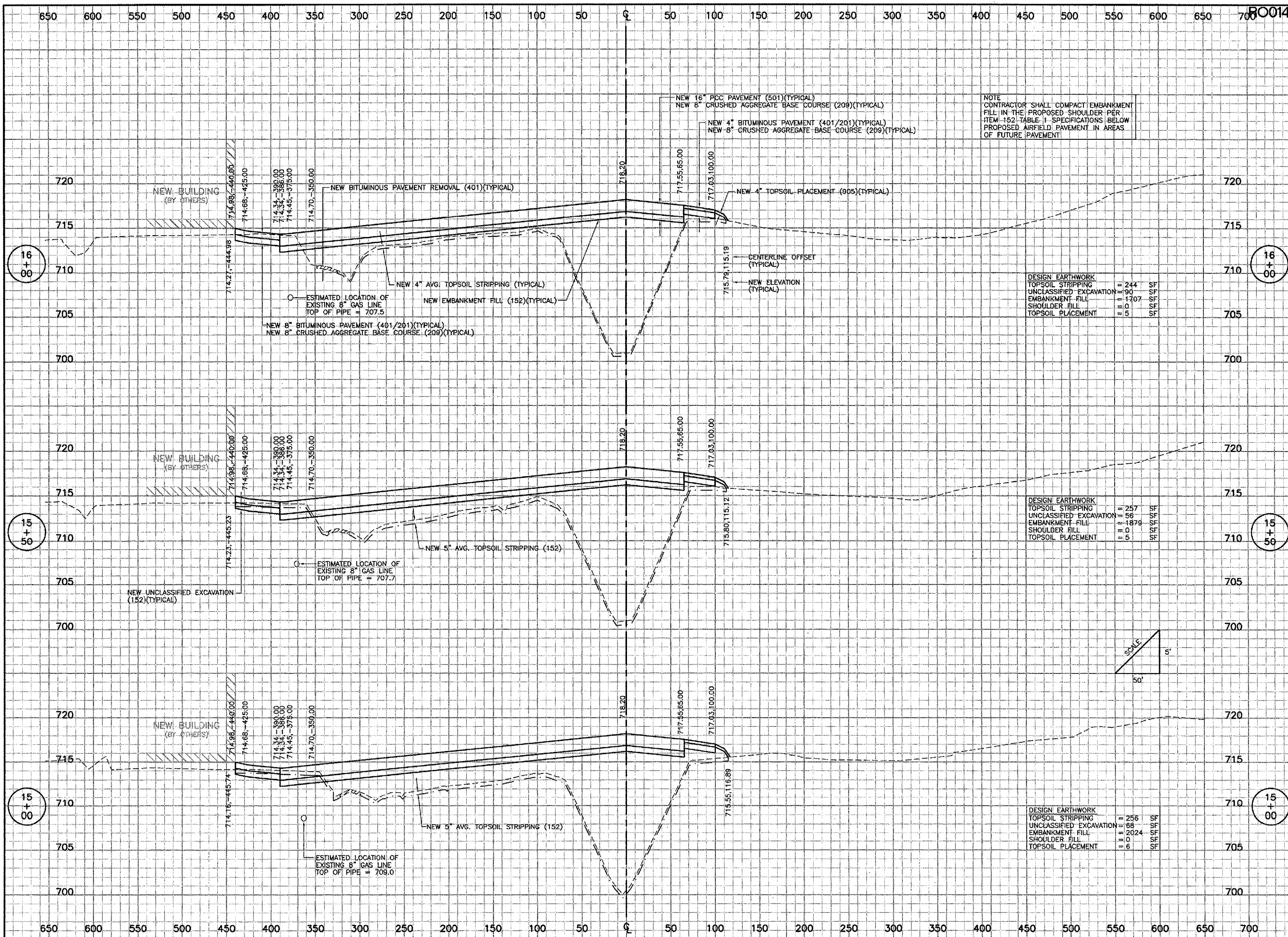
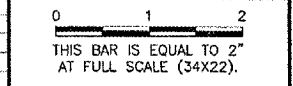
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A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
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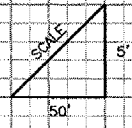


NOTE
 CONTRACTOR SHALL COMPACT EMBANKMENT
 FILL IN THE PROPOSED SHOULDER PER
 ITEM 152 TABLE 1 SPECIFICATIONS BELOW
 PROPOSED AIRFIELD PAVEMENT IN AREAS
 OF FUTURE PAVEMENT

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 244 SF
UNCLASSIFIED EXCAVATION	= 90 SF
EMBANKMENT FILL	= 1707 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 5 SF

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 257 SF
UNCLASSIFIED EXCAVATION	= 56 SF
EMBANKMENT FILL	= 1879 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 5 SF

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 256 SF
UNCLASSIFIED EXCAVATION	= 68 SF
EMBANKMENT FILL	= 2024 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 6 SF



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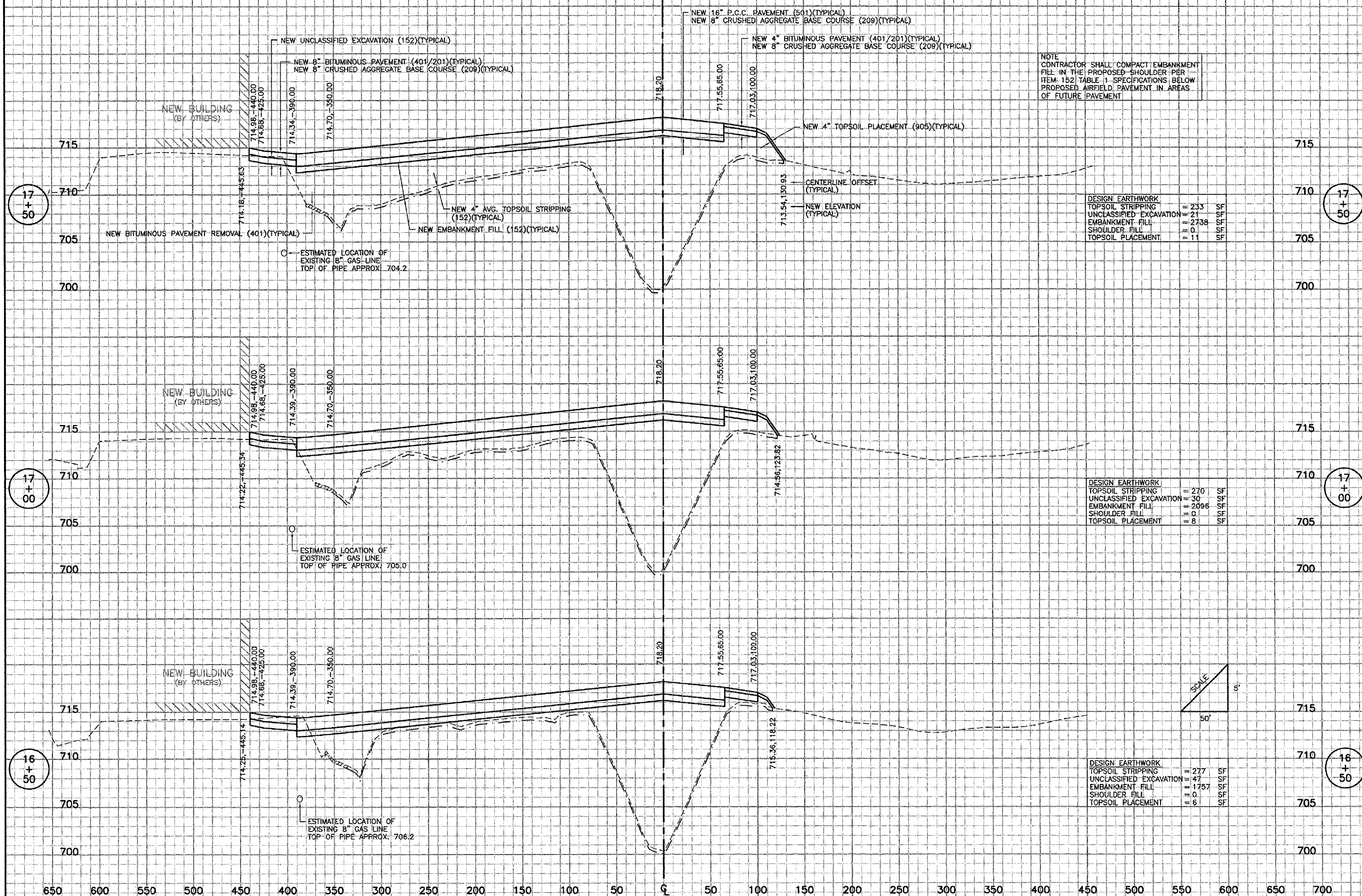
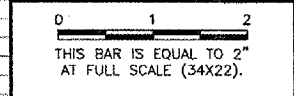
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A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 57 OF 83 SHEETS	

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BO014

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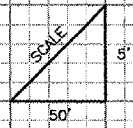


NOTE
 CONTRACTOR SHALL COMPACT EMBANKMENT
 FILL IN THE PROPOSED SHOULDER PER
 ITEM 152 TABLE 1 SPECIFICATIONS BELOW
 PROPOSED AIRFIELD PAVEMENT IN AREAS
 OF FUTURE PAVEMENT

DESIGN EARTHWORK		
TOPSOIL STRIPPING	= 233	SF
UNCLASSIFIED EXCAVATION	= 21	SF
EMBANKMENT FILL	= 2738	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 11	SF

DESIGN EARTHWORK		
TOPSOIL STRIPPING	= 270	SF
UNCLASSIFIED EXCAVATION	= 30	SF
EMBANKMENT FILL	= 2096	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 8	SF

DESIGN EARTHWORK		
TOPSOIL STRIPPING	= 277	SF
UNCLASSIFIED EXCAVATION	= 47	SF
EMBANKMENT FILL	= 1757	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 6	SF



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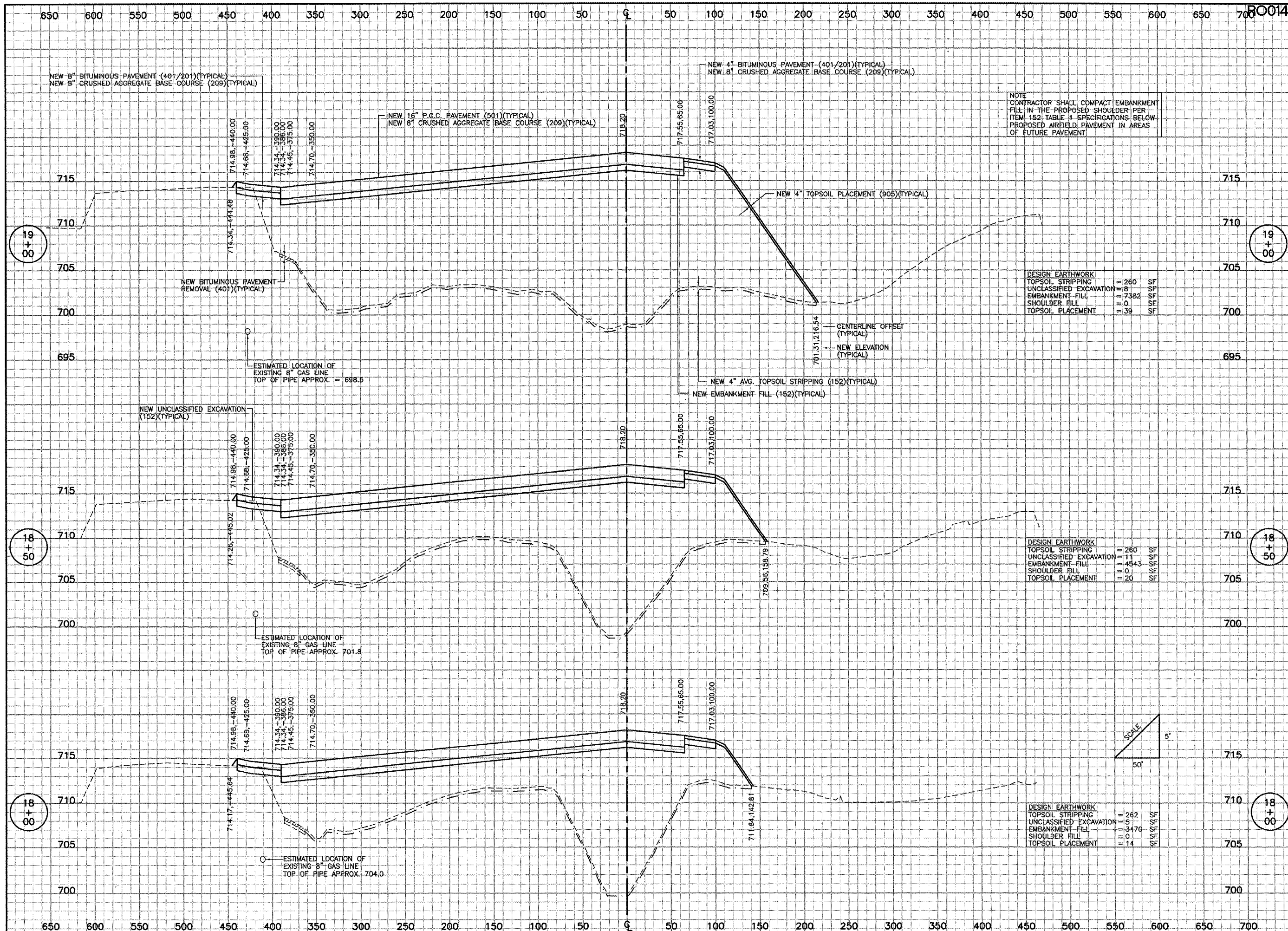
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NOTE
CONTRACTOR SHALL COMPACT EMBANKMENT
FILL IN THE PROPOSED SHOULDER PER
ITEM 152, TABLE 1, SPECIFICATIONS BELOW.
PROPOSED AIRFIELD PAVEMENT IN AREAS
OF FUTURE PAVEMENT

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 260 SF
UNCLASSIFIED EXCAVATION	= 8 SF
EMBANKMENT FILL	= 7382 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 39 SF

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 260 SF
UNCLASSIFIED EXCAVATION	= 11 SF
EMBANKMENT FILL	= 4543 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 20 SF

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 262 SF
UNCLASSIFIED EXCAVATION	= 5 SF
EMBANKMENT FILL	= 3470 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 14 SF

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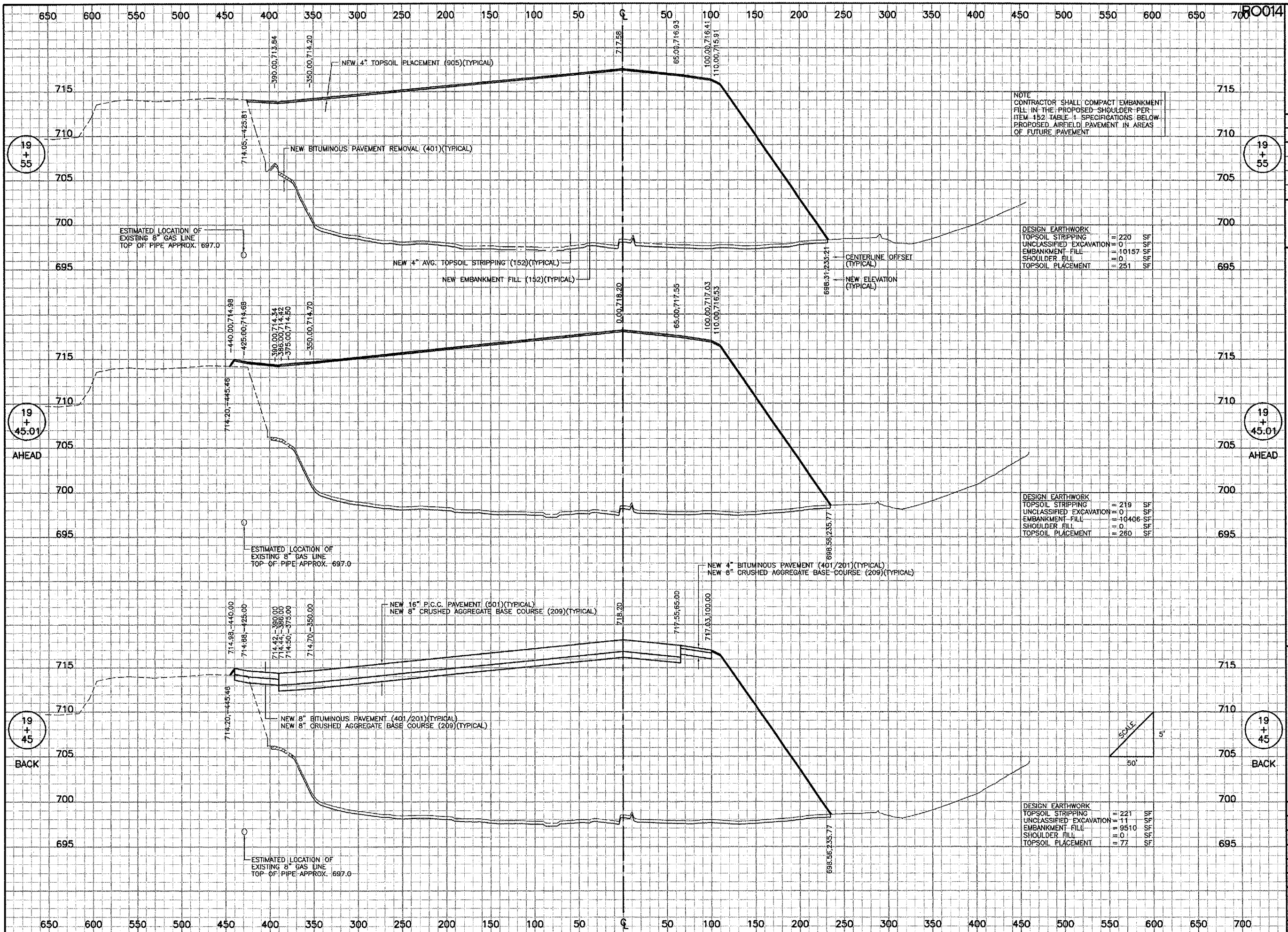
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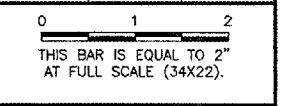
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SHEET 60 OF 83 SHEETS	

NOTE
 CONTRACTOR SHALL COMPACT EMBANKMENT
 FILL IN THE PROPOSED SHOULDER PER
 ITEM 152 TABLE 1 SPECIFICATIONS BELOW
 PROPOSED AIRFIELD PAVEMENT IN AREAS
 OF FUTURE PAVEMENT

DESIGN EARTHWORK

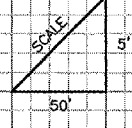
TOPSOIL STRIPPING	= 220 SF
UNCLASSIFIED EXCAVATION	= 0 SF
EMBANKMENT FILL	= 10187 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 251 SF

DESIGN EARTHWORK

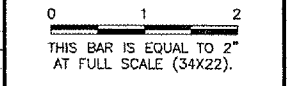
TOPSOIL STRIPPING	= 219 SF
UNCLASSIFIED EXCAVATION	= 0 SF
EMBANKMENT FILL	= 10406 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 280 SF

DESIGN EARTHWORK

TOPSOIL STRIPPING	= 221 SF
UNCLASSIFIED EXCAVATION	= 11 SF
EMBANKMENT FILL	= 9510 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 77 SF



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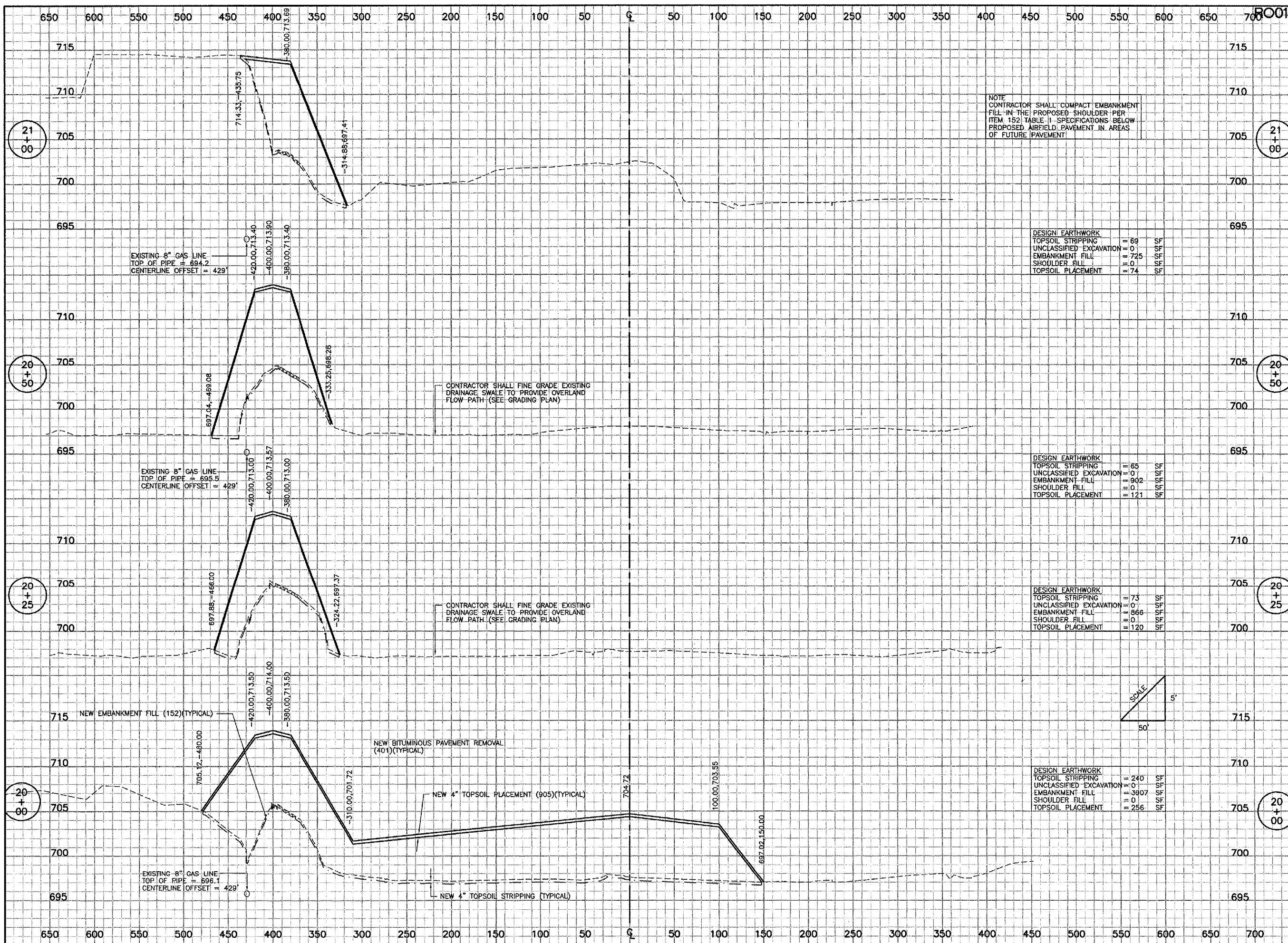
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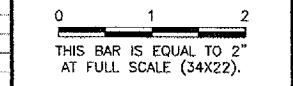
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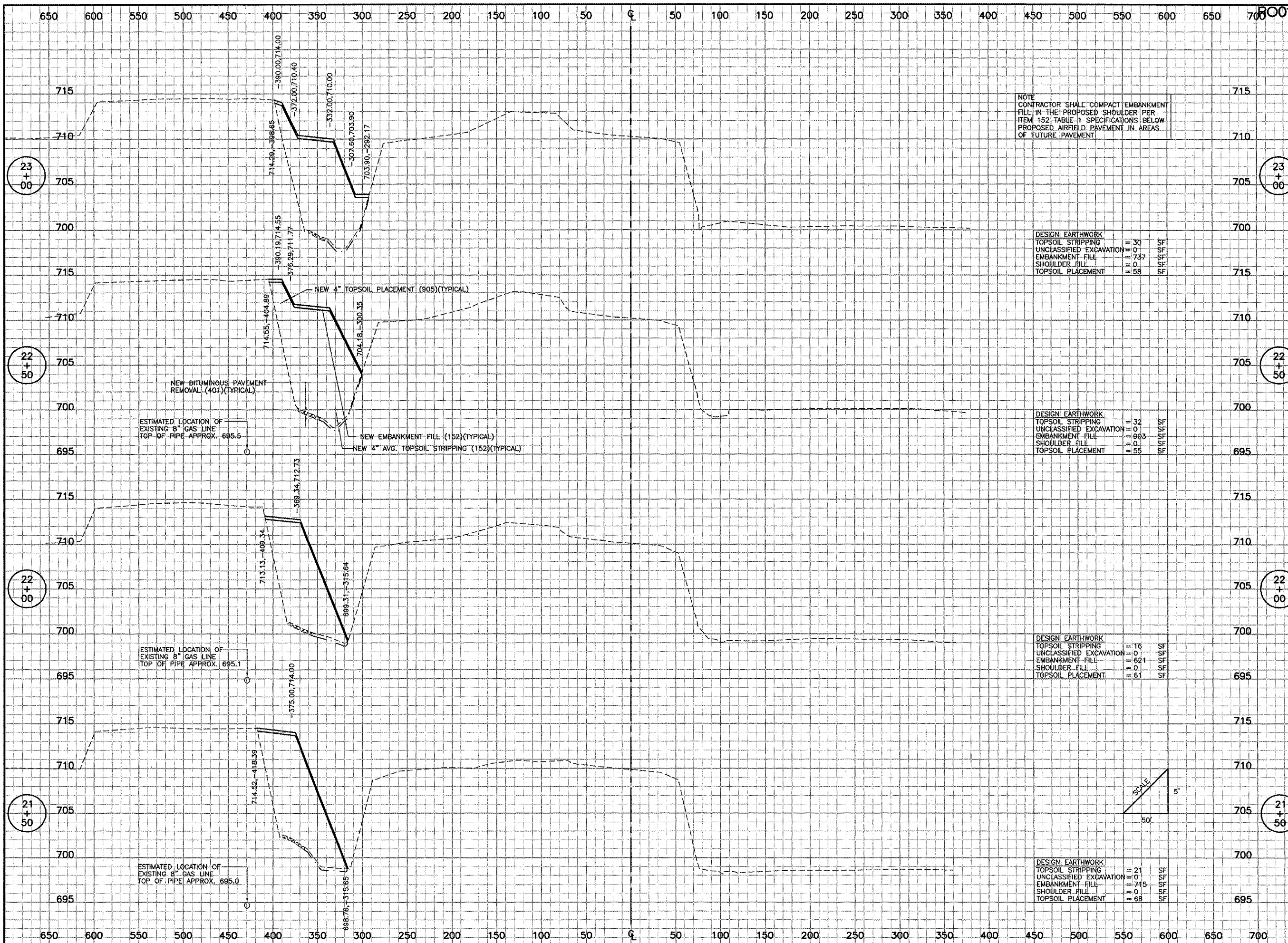
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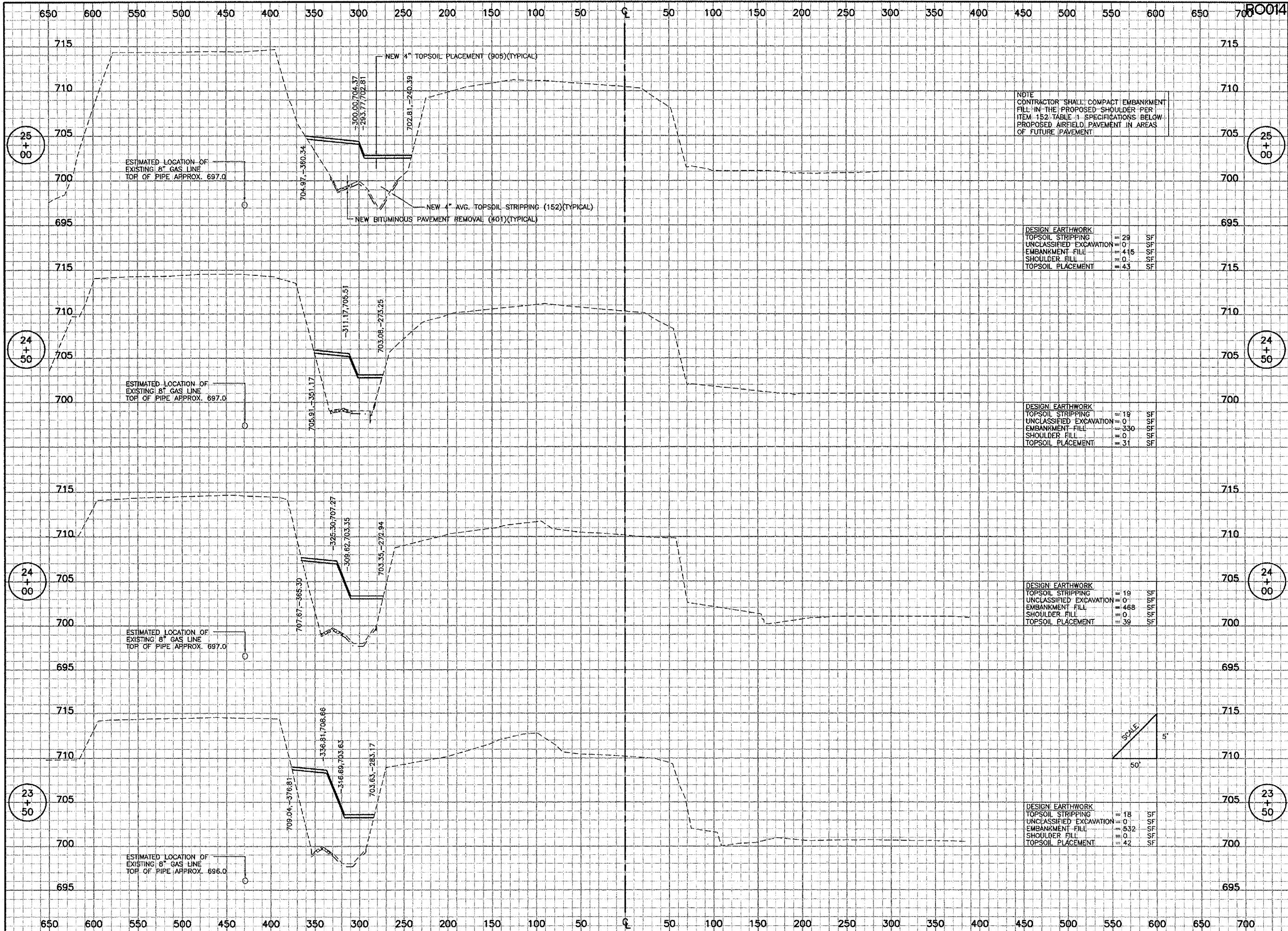
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NOTE
CONTRACTOR SHALL COMPACT EMBANKMENT FILL IN THE PROPOSED SHOULDER PER ITEM 152-TABLE 1 SPECIFICATIONS BELOW PROPOSED AIRFIELD PAVEMENT IN AREAS OF FUTURE PAVEMENT

DESIGN EARTHWORK

TOPSOIL STRIPPING	= 29	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 415	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 43	SF

DESIGN EARTHWORK

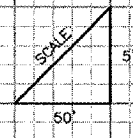
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UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 330	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 31	SF

DESIGN EARTHWORK

TOPSOIL STRIPPING	= 19	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 468	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 39	SF

DESIGN EARTHWORK

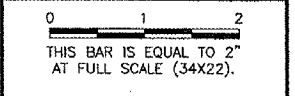
TOPSOIL STRIPPING	= 18	SF
UNCLASSIFIED EXCAVATION	= 0	SF
EMBANKMENT FILL	= 532	SF
SHOULDER FILL	= 0	SF
TOPSOIL PLACEMENT	= 42	SF



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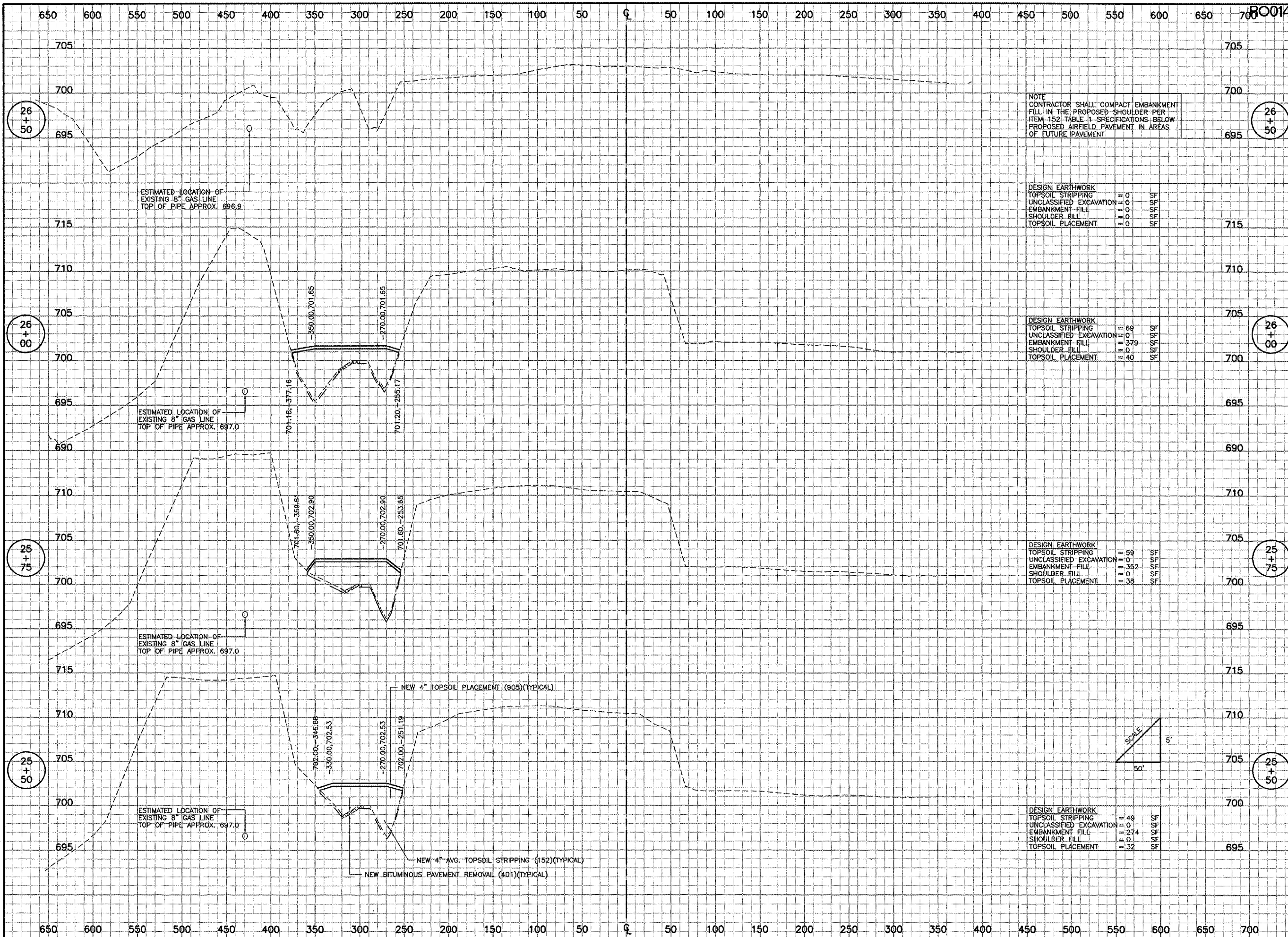
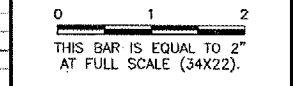
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SHEET	63 OF 83 SHEETS

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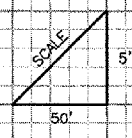
NOTE
 CONTRACTOR SHALL COMPACT EMBANKMENT
 FILL IN THE PROPOSED SHOULDER PER
 ITEM 152 TABLE 1 SPECIFICATIONS BELOW
 PROPOSED AIRFIELD PAVEMENT IN AREAS
 OF FUTURE PAVEMENT

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

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 69 SF
UNCLASSIFIED EXCAVATION	= 0 SF
EMBANKMENT FILL	= 379 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 40 SF

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 59 SF
UNCLASSIFIED EXCAVATION	= 0 SF
EMBANKMENT FILL	= 352 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 38 SF

DESIGN EARTHWORK	
TOPSOIL STRIPPING	= 49 SF
UNCLASSIFIED EXCAVATION	= 0 SF
EMBANKMENT FILL	= 274 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 32 SF



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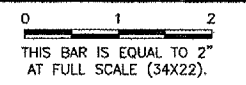
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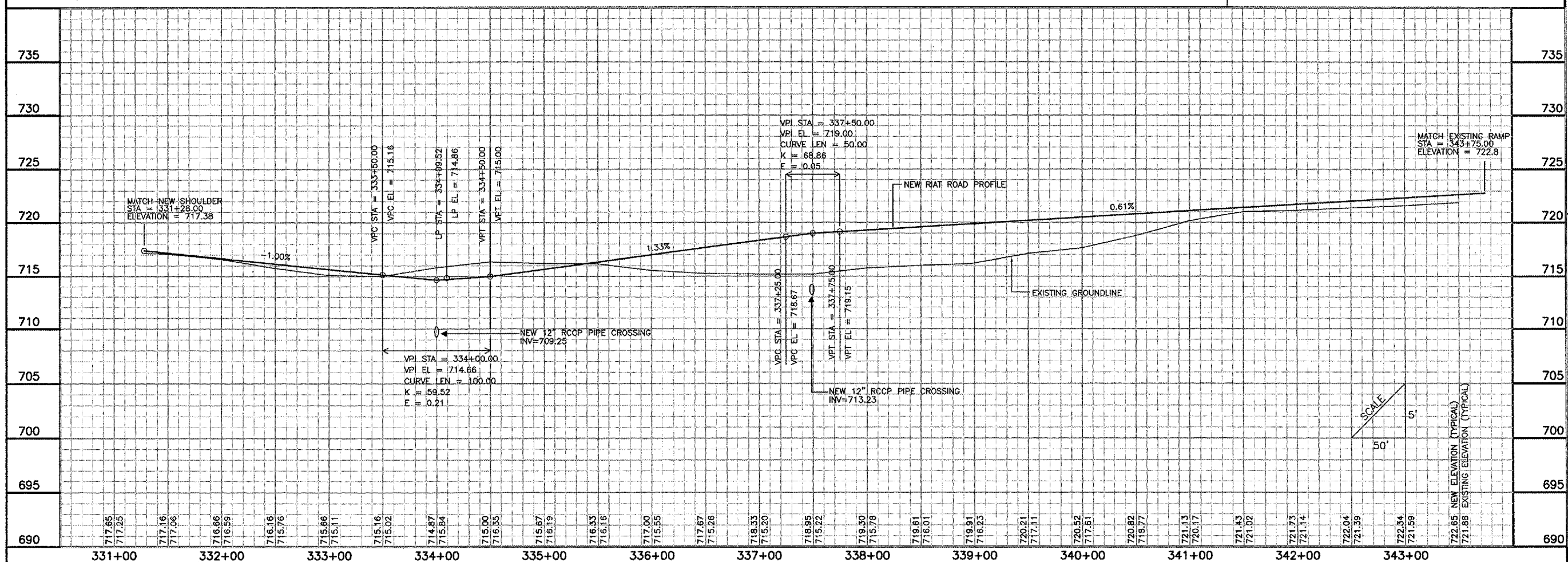
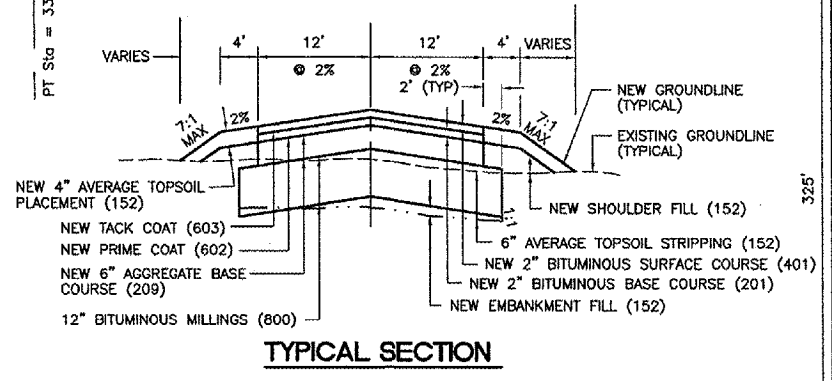
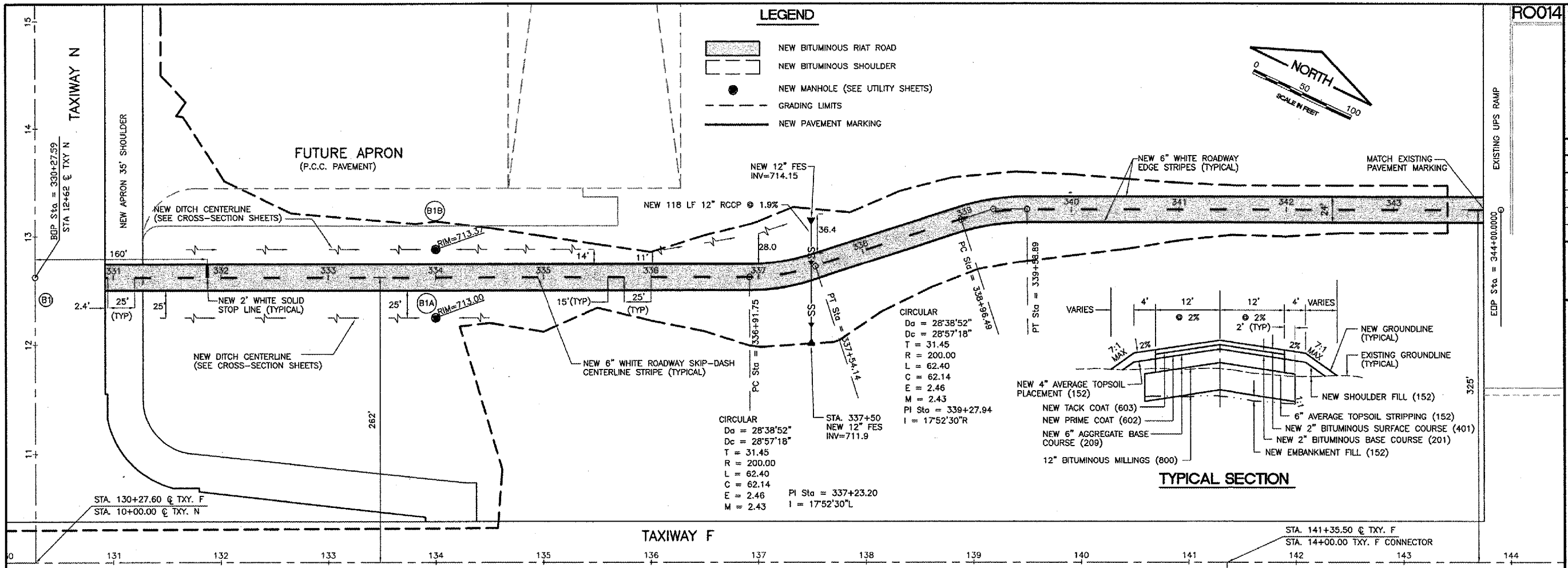
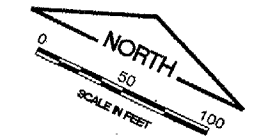
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LEGEND

- NEW BITUMINOUS RIAT ROAD
- NEW BITUMINOUS SHOULDER
- NEW MANHOLE (SEE UTILITY SHEETS)
- GRADING LIMITS
- NEW PAVEMENT MARKING



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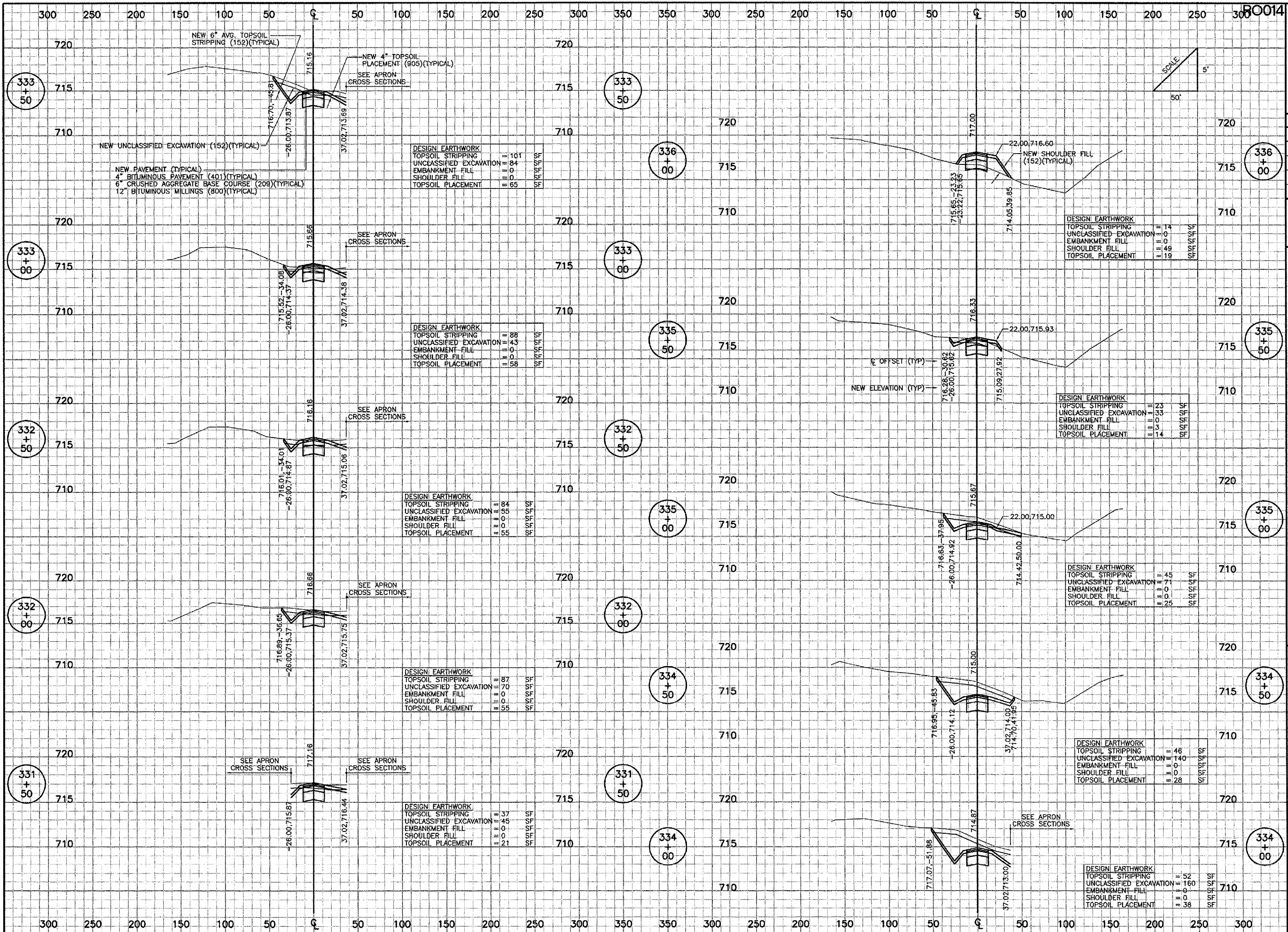
**RIATA ROAD PLAN AND PROFILE
 PAVEMENT MARKING PLAN**

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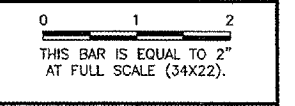
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**NEW RIAT ROAD
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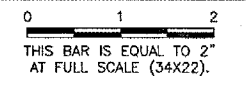
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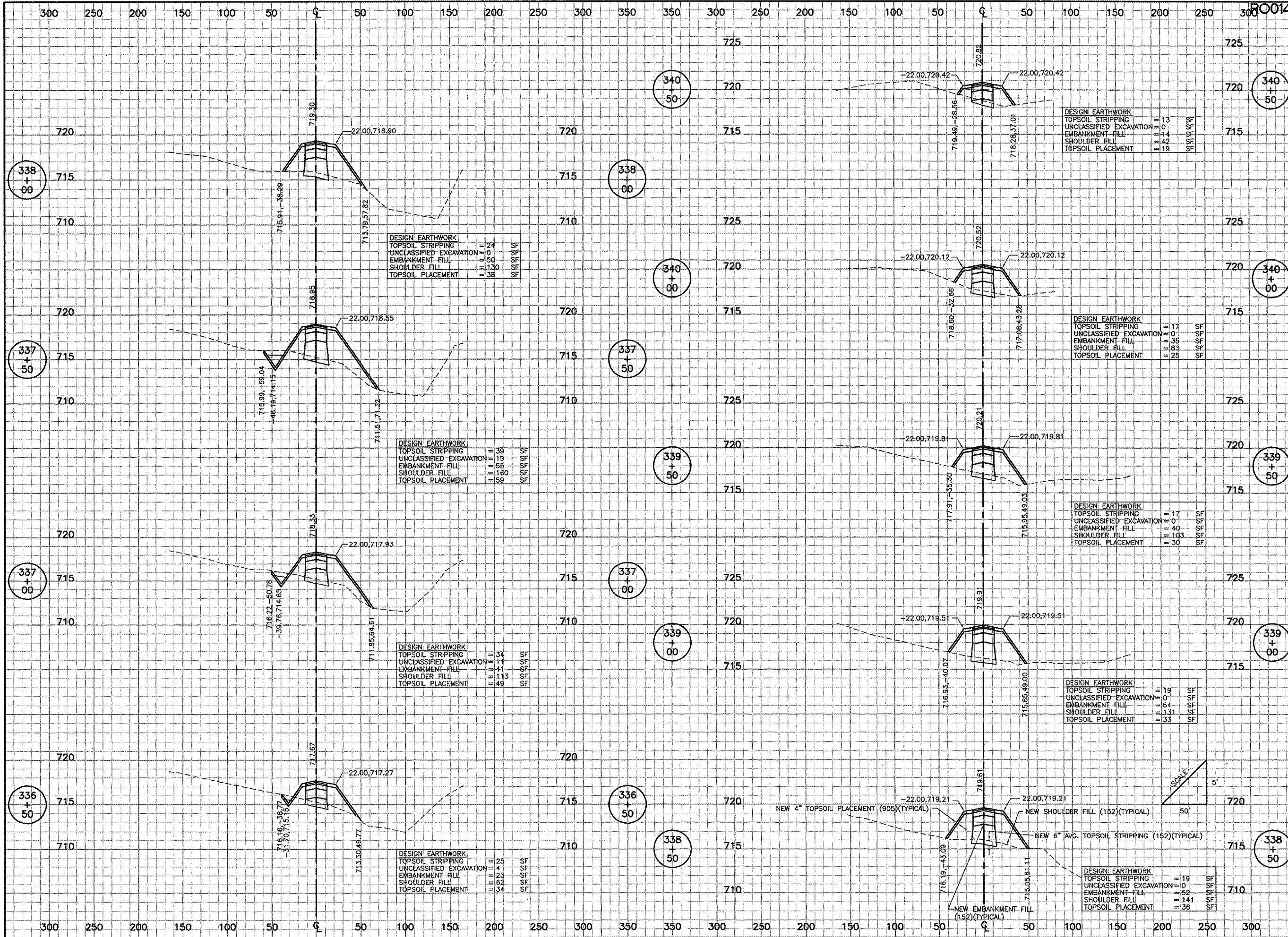
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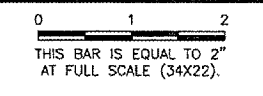
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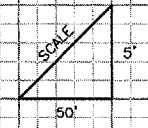
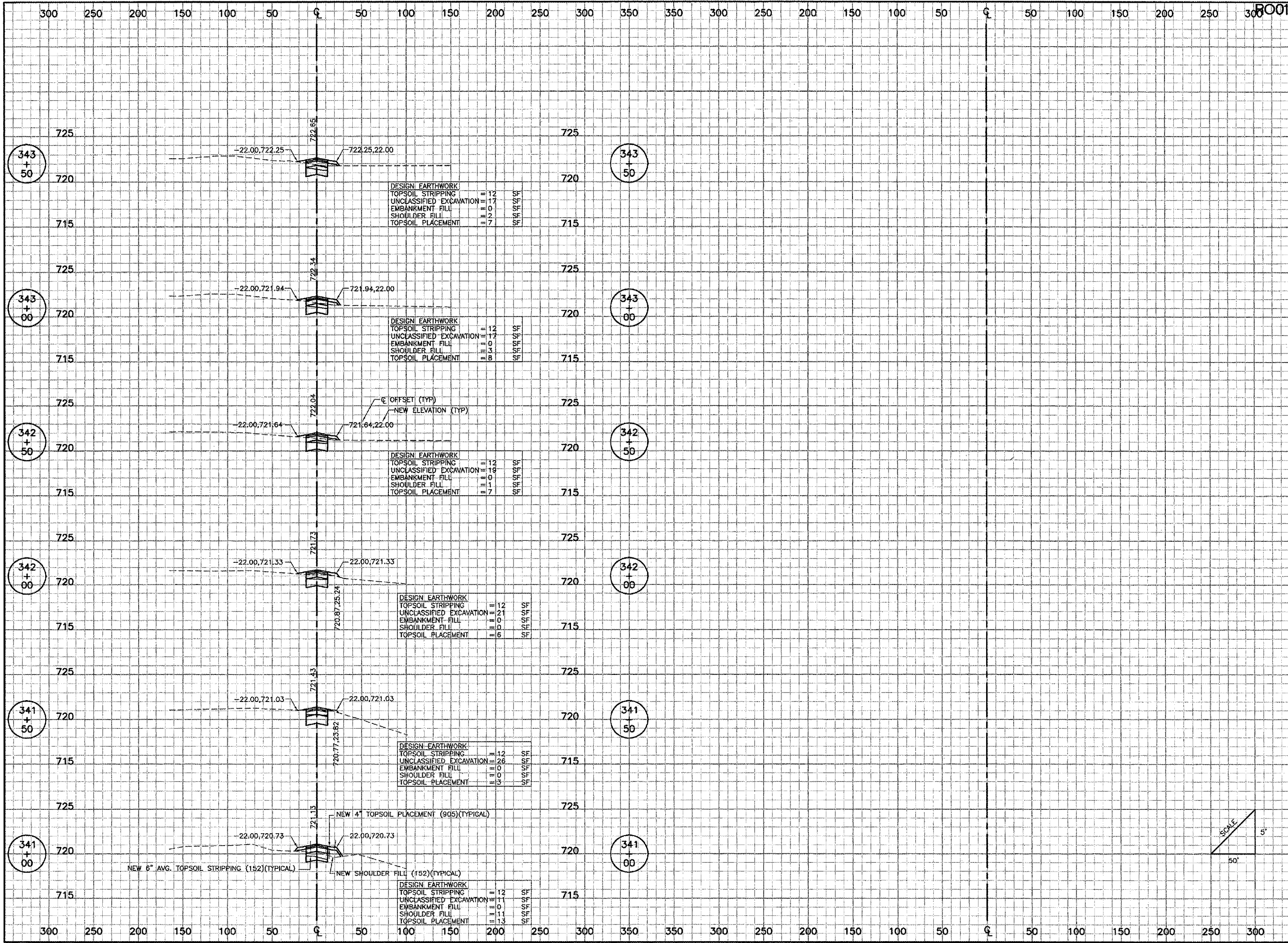
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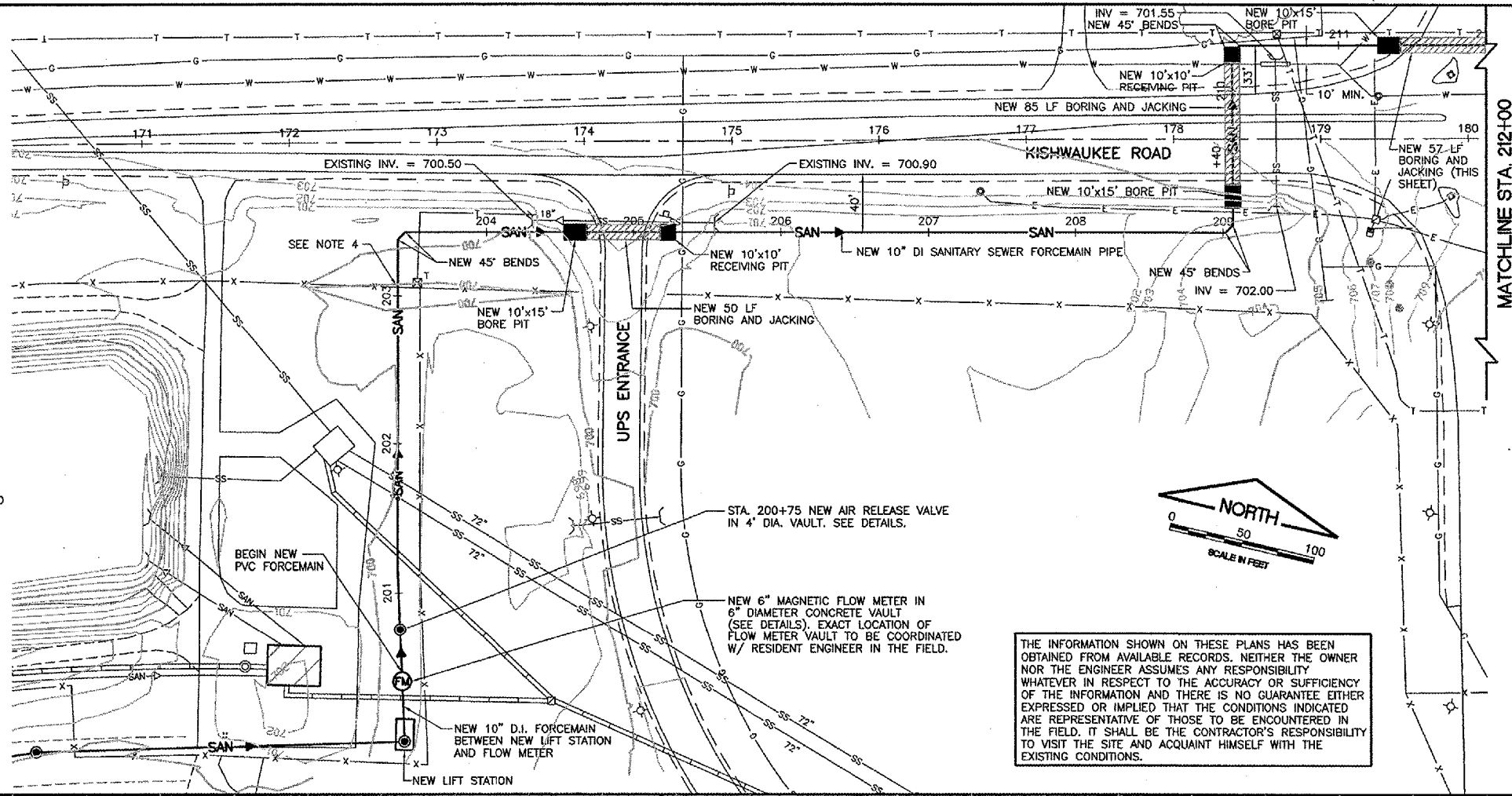


LEGEND

- V — EXISTING WATER LINE
- G — EXISTING GAS LINE
- T — EXISTING TELEPHONE LINE
- E — EXISTING ELECTRIC LINE
- X — EXISTING FENCE
- D — EXISTING DUCT/CONDUIT
- (Symbol) — EXISTING END SECTION/MANHOLE/INLET
- SS — EXISTING STORM SEWER
- SAN — EXISTING SANITARY SEWER
- (Symbol) — EXISTING SIGN
- (Symbol) — EXISTING LIGHT POLE
- (Symbol) — EXISTING UTILITY POLE
- (Symbol) — EXISTING TELEPHONE PEDESTAL
- (Symbol) — EXISTING CONTOUR
- (Symbol) — EXISTING TRAFFIC SIGNAL
- SAN — NEW SANITARY SEWER FORCEMAIN PIPE

NOTES

1. WHERE THE PROPOSED SEWER CROSSES UNDER AN EXISTING UTILITY PIPE, TRENCH BACKFILL UP TO THE TOP OF THE EXISTING PIPE SHALL BE PLACED AND COMPACTED IN 6" LIFTS BY TAMPING BEFORE BACKFILL OVER THE EXISTING PIPE IS PLACED. THIS WORK SHALL BE INCIDENTAL TO THE SANITARY SEWER.
2. THE PROPOSED LOCATIONS SHOWN FOR PIPE FITTINGS, ETC. ARE FOR LAYOUT PURPOSES ONLY AND MAY BE MODIFIED IN THE FIELD IF NECESSARY TO FACILITATE CONSTRUCTION AND IF APPROVED BY THE ENGINEER.
3. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH SECTION 41-2.01 "PROTECTION OF WATER MAINS AND WATER SERVICE LINES" OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, FIFTH EDITION, MAY 1996. HORIZONTAL AND VERTICAL SEPARATION WHERE THE PROPOSED SEWER CROSSES OR PARALLELS AND EXISTING WATERMAIN SHALL BE AS REQUIRED PER THIS SECTION.
4. AT THE CONTRACTOR'S OPTION, THE EXISTING FENCE MAY BE REMOVED AND REPLACED TO FACILITATE CONSTRUCTION OF THE RESPECTIVE UTILITY. FENCING REMOVAL AND REPLACEMENT SHALL OCCUR THE SAME DAY AND THE FENCING SHALL BE SECURE EACH NIGHT TO THE SATISFACTION OF THE AIRPORT. DURING THE DAY, AREAS OF FENCE REMOVALS SHALL BE CONSIDERED GATES AND ARE SUBJECT TO THE CONDITIONS OF THE GATE SECURITY NOTES SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. FENCE REMOVAL AND REPLACEMENT SHALL BE INCIDENTAL TO THE RESPECTIVE UTILITY.



THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER 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 ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.



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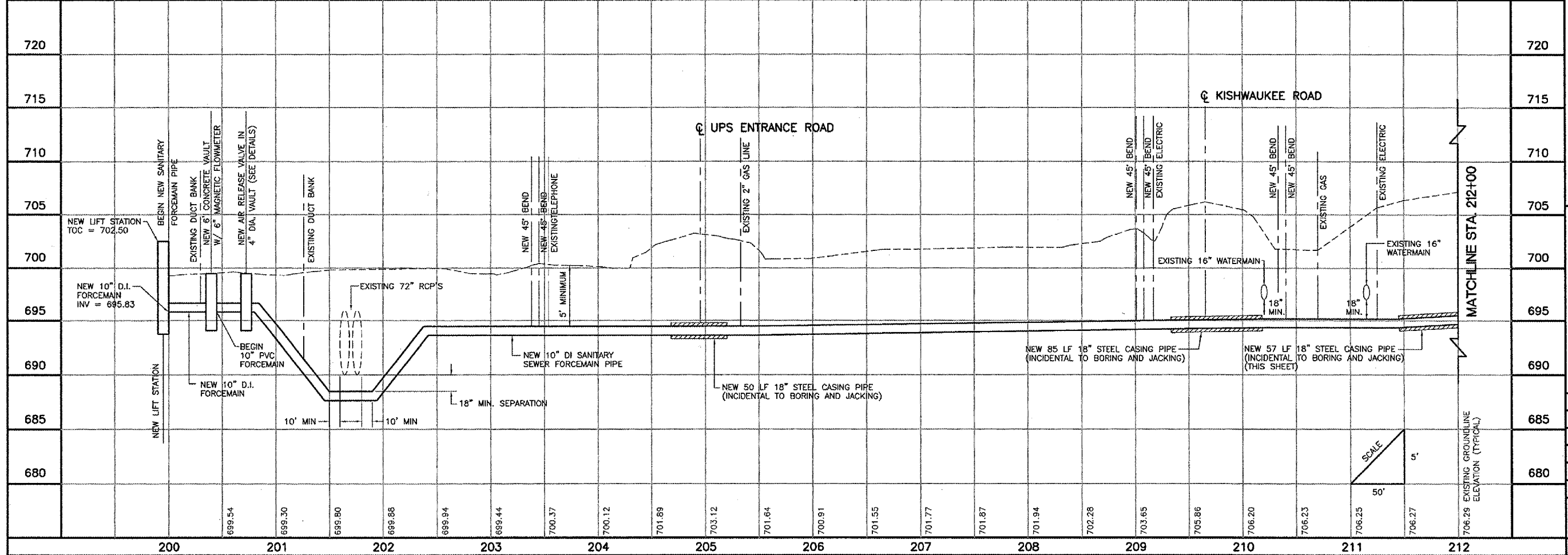
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**SANITARY PLAN AND PROFILE
 SHEET 1**



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REVISIONS		
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0 1 2
 THIS BAR IS EQUAL TO 2"
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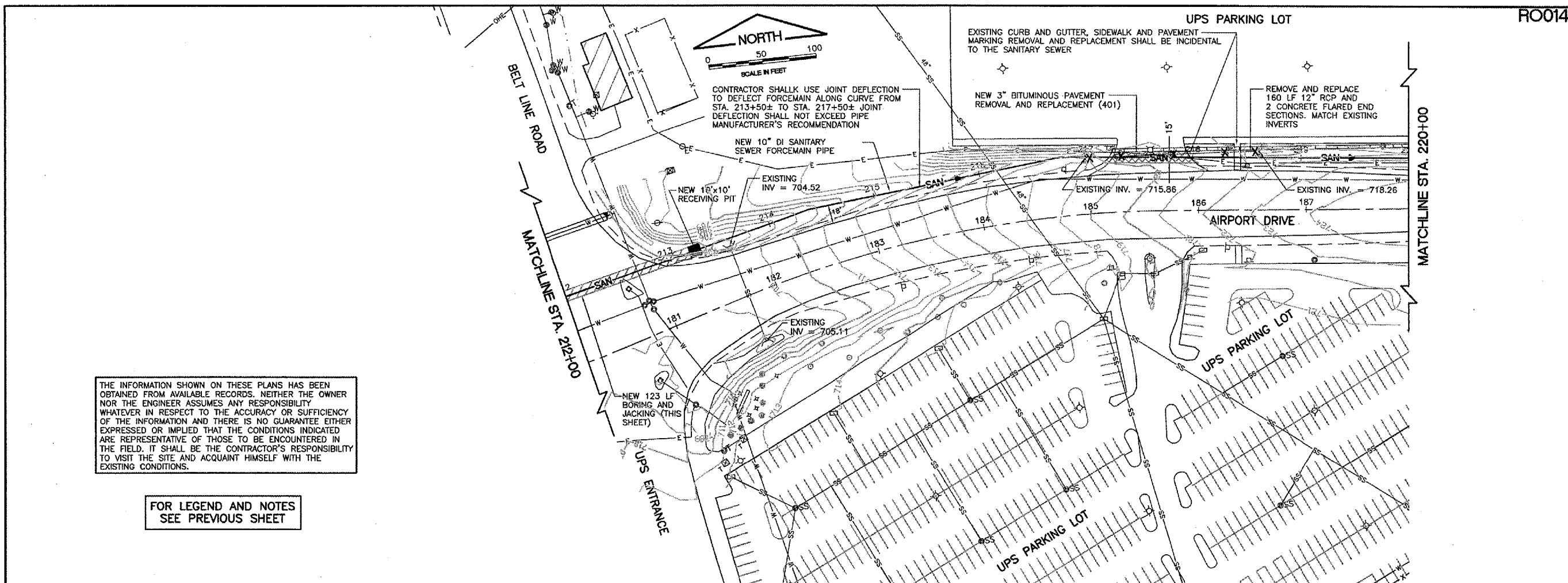
CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS
 SANITARY PLAN AND PROFILE
 SHEET 2

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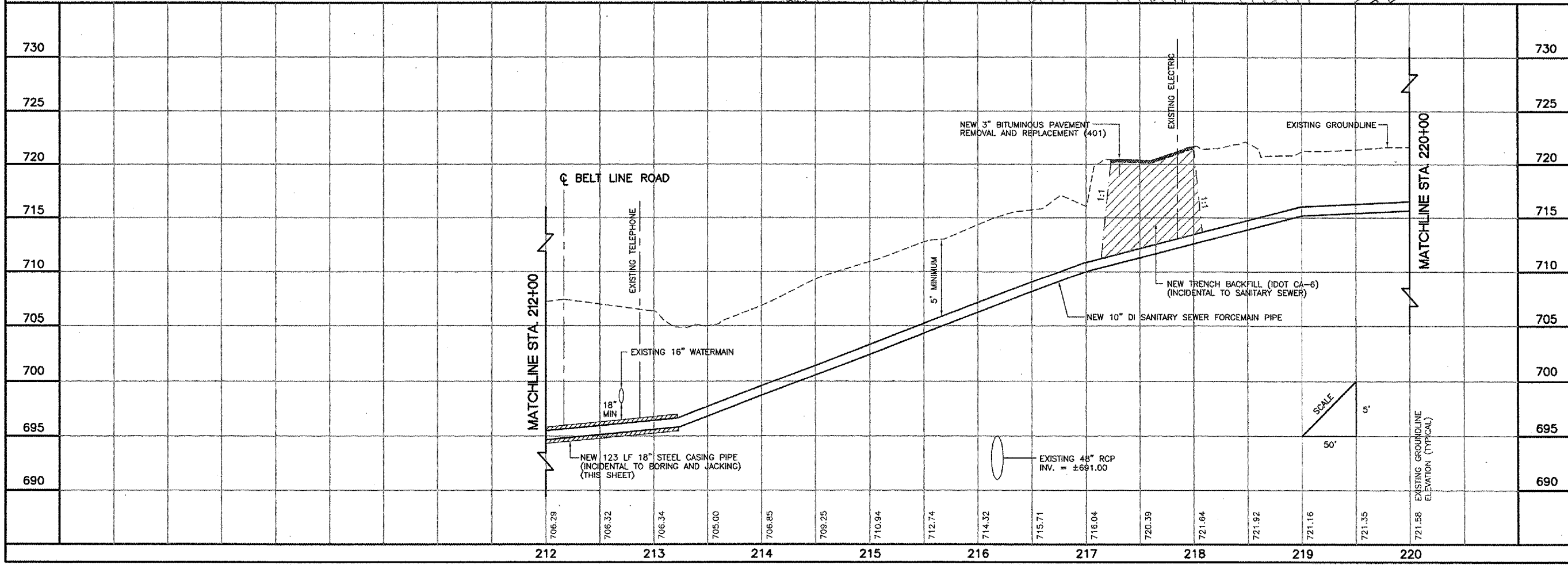
Chicago Rockford International Airport

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DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET 70 OF 83 SHEETS	

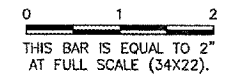


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FOR LEGEND AND NOTES SEE PREVIOUS SHEET



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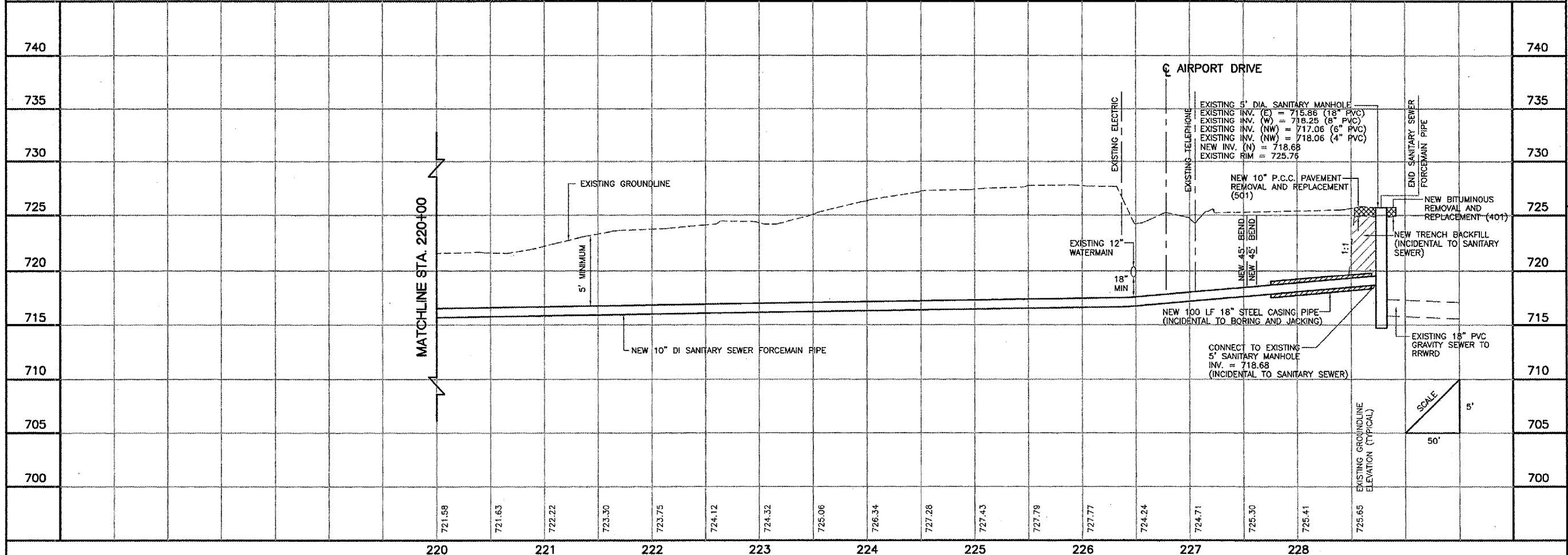
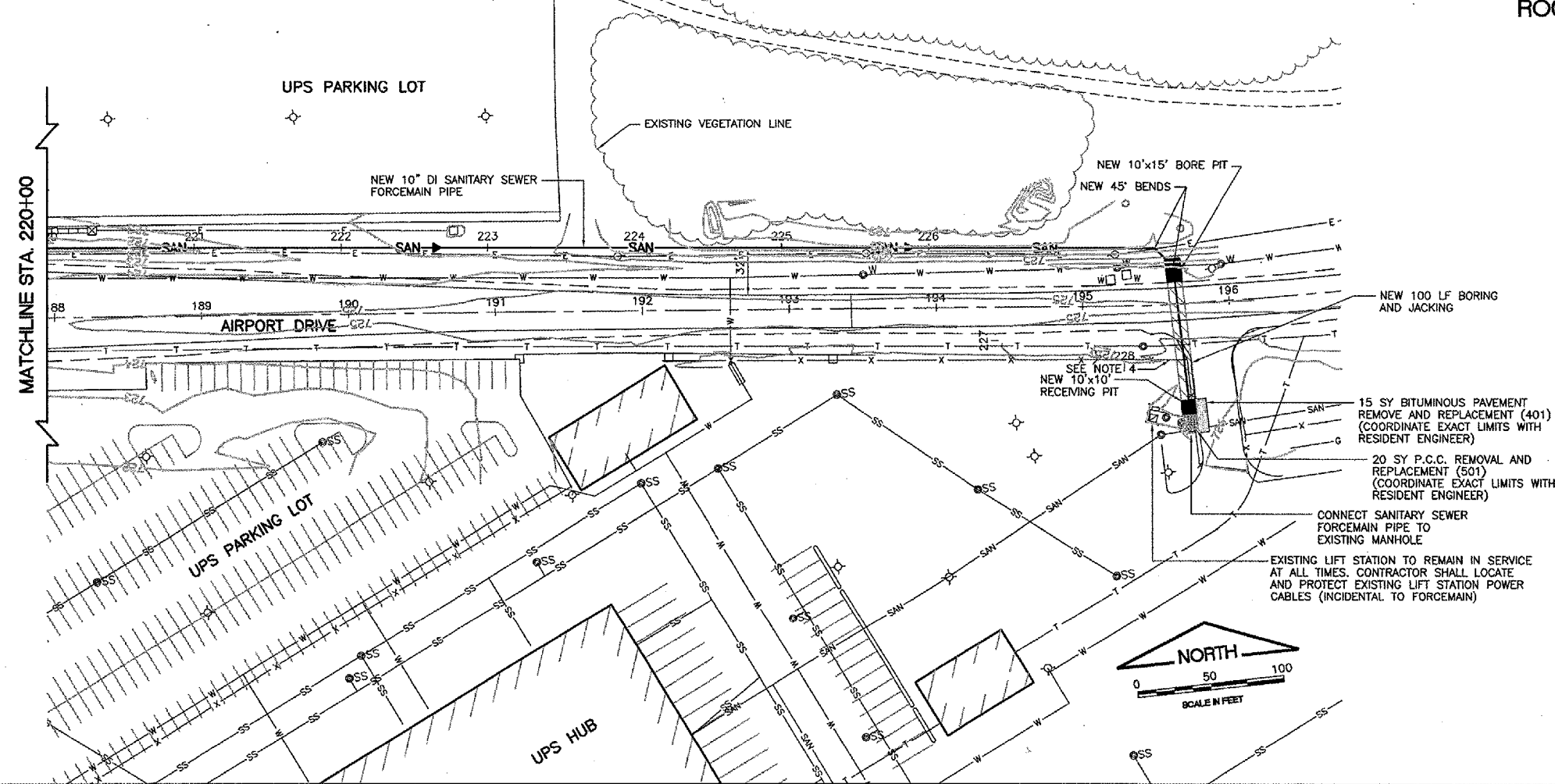
SANITARY PLAN AND PROFILE
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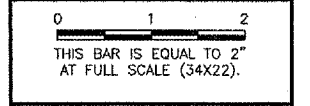
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FOR LEGEND AND NOTES
 SEE SHEET 69



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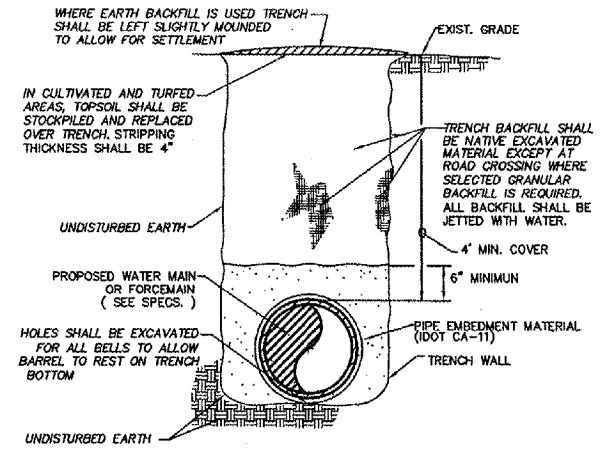
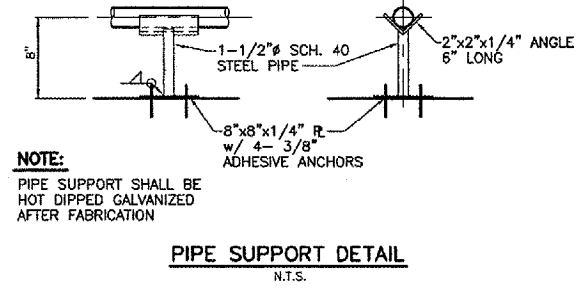
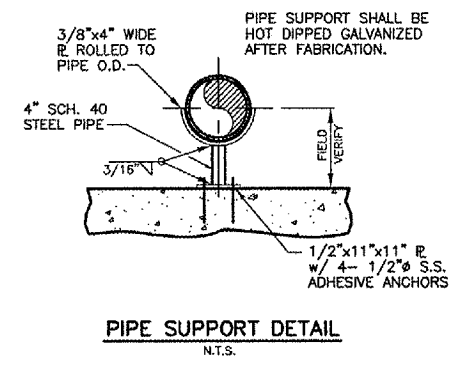
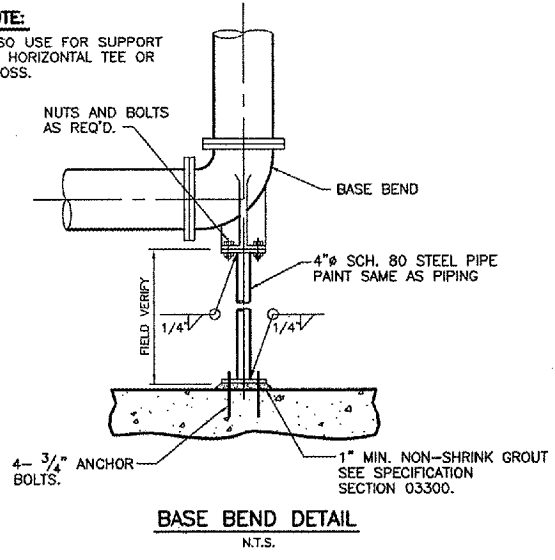
CHICAGO ROCKFORD INTERNATIONAL AIRPORT
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FINAL SUBMITTAL	
SHEET 72 OF 83 SHEETS	

NOTE:

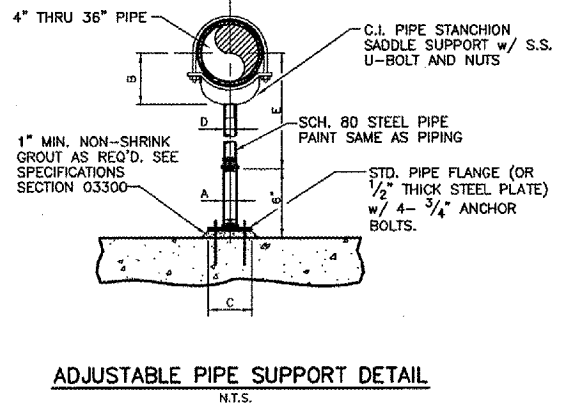
ALSO USE FOR SUPPORT OF HORIZONTAL TEE OR CROSS.



EMBEDMENT METHOD
 BELOW PIPE: LOOSENED NATIVE MATERIAL UP TO 6" OVER PIPE: PIPE EMBEDMENT MATERIAL TO BE FINE EXCAVATED MATERIAL FREE OF CLODS AND FROZEN CHUNKS SHOVELED UNDER SIDES OF PIPE AND TAMPED IN PLACE. USE SELECTED GRANULAR BACKFILL FOR EMBEDMENT MATERIAL WHERE SHOWN ON THE SHEETS, AND TAMPED IN PLACE.

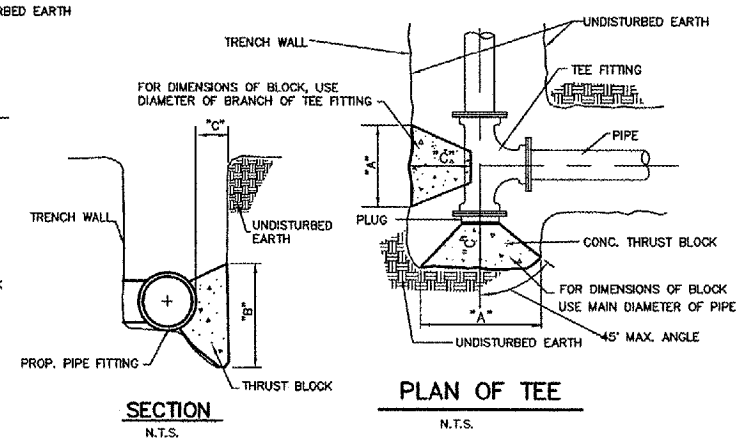
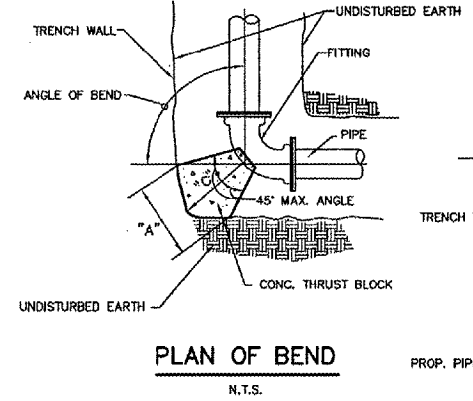
ADJUSTABLE PIPE SUPPORT DETAIL
DIMENSION TABLE

PIPE SIZE	A	B	C	D	E	
					MIN.	MAX.
4"	3"	4-1/4"	9"	2-1/2"	9-1/4"	14"
5"	3"	4-7/8"	9"	2-1/2"	10"	14-3/4"
6"	3"	5-1/2"	9"	2-1/2"	10-1/2"	15-1/4"
8"	3"	6-7/8"	9"	2-1/2"	11-3/4"	16-1/2"
10"	3"	8-1/2"	9"	2-1/2"	13-1/2"	18-1/4"
12"	3"	9-15/16"	9"	2-1/2"	15"	19-3/4"
14"	4"	10-15/16"	11"	3"	16-1/4"	20-3/4"
16"	4"	12-3/8"	11"	3"	17-3/4"	22-1/4"
18"	6"	13-7/8"	13-1/2"	3-1/2"	19-1/2"	24"
20"	6"	15-3/8"	13-1/2"	3-1/2"	21"	25-1/2"
24"	6"	17-15/16"	13-1/2"	4"	23-3/4"	28-1/4"
30"	6"	21-5/16"	13-1/2"	4"	27"	31-1/2"
32"	6"	22-1/2"	13-1/2"	4"	28-1/4"	32-3/4"
36"	6"	24-1/2"	13-1/2"	4"	30-1/4"	34-3/4"



NOTES:

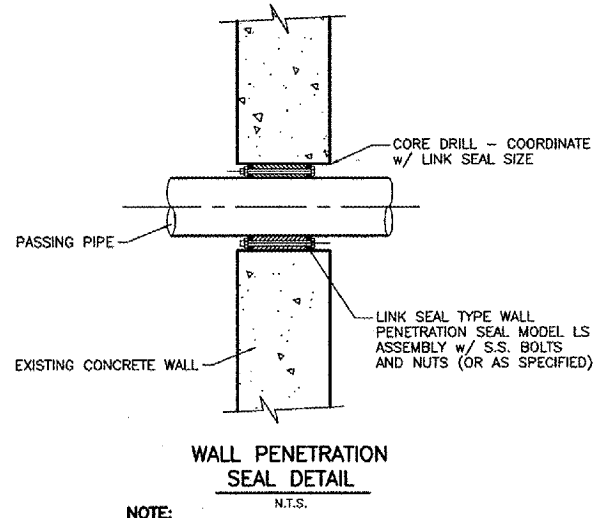
1. PROVIDE HALF ROUND RIGID INSULATION AND INSULATION PROTECTION SHIELD WHERE PIPING IS INSULATED.
2. PROVIDE NEOPRENE WAFFLE ISOLATION PAD SIMILAR TO MASON TYPE W OR KORFUND KORPAD 40, UNDER SUPPORT FOOT WHEN PIPING IS ISOLATED OR SUPPORT IS ADJACENT TO MECHANICAL EQUIPMENT.
3. FOR BASE, HEIGHT AND FLANGE DIMENSIONS, SEE TABLE, THIS DETAIL.



SIZE	90° BEND			45° BEND			22-1/2° BEND			11-1/4° BEND			TEE OR PLUG		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
4" & 6"	1'-4"	1'-0"	6"	1'-1"	0'-8"	6"	0'-9"	0'-6"	6"	0'-6"	0'-6"	6"	1'-8"	1'-2"	7"
8"	2'-0"	1'-2"	8"	1'-3"	1'-0"	8"	1'-0"	0'-8"	8"	0'-8"	0'-8"	8"	2'-6"	1'-4"	11"
10"	2'-5"	1'-7"	10"	1'-9"	1'-2"	8"	1'-3"	0'-10"	8"	0'-11"	0'-10"	8"	2'-10"	1'-10"	1'-0"
12"	4'-0"	2'-8"	1'-6"	3'-0"	2'-0"	1'-0"	2'-2"	1'-5"	8"	1'-6"	1'-0"	8"	4'-10"	3'-2"	1'-11"
18"	5'-0"	2'-8"	1'-9"	3'-6"	2'-0"	1'-6"	2'-5"	1'-8"	1'-8"	1'-8"	1'-8"	1'-8"	6'-0"	3'-1"	2'-3"

THRUST BLOCK DETAILS

- NOTES:**
1. ALL FORCEMAIN BENDS, TEES, WYES, PLUGS, FITTINGS OR OTHER SIGNIFICANT CHANGES IN ALIGNMENT SHALL BE BRACED WITH POURED CONCRETE THRUST BLOCKS. FITTINGS CONNECTED TO PVC PIPE WITH RETAINING GLANDS WILL NOT BE ALLOWED.
 2. "C" DIMENSION SHALL BE AS REQUIRED TO REACH UNDISTURBED EARTH BUT NOT LESS THAN VALUE LISTED IN TABLE BELOW.
 3. DIMENSIONS "A" AND "B" ARE BASED ON INTERNAL PIPE PRESSURE OF 100 P.S.I. AND BEARING ON THE UNDISTURBED SOIL OF 1500 P.S.F.
 4. "B" = HEIGHT OF THRUST BLOCK
 5. ALL FITTINGS SHALL BE SEPARATED FROM THE CONCRETE THRUST BLOCKING WITH A LAYER OF 10 MIL. POLYETHYLENE



NOTE:
 CONTRACTOR TO COORDINATE CORE CUT AND LINK SEAL SIZES.

IMAGE FILES: RFD Airport intl logo.JPG

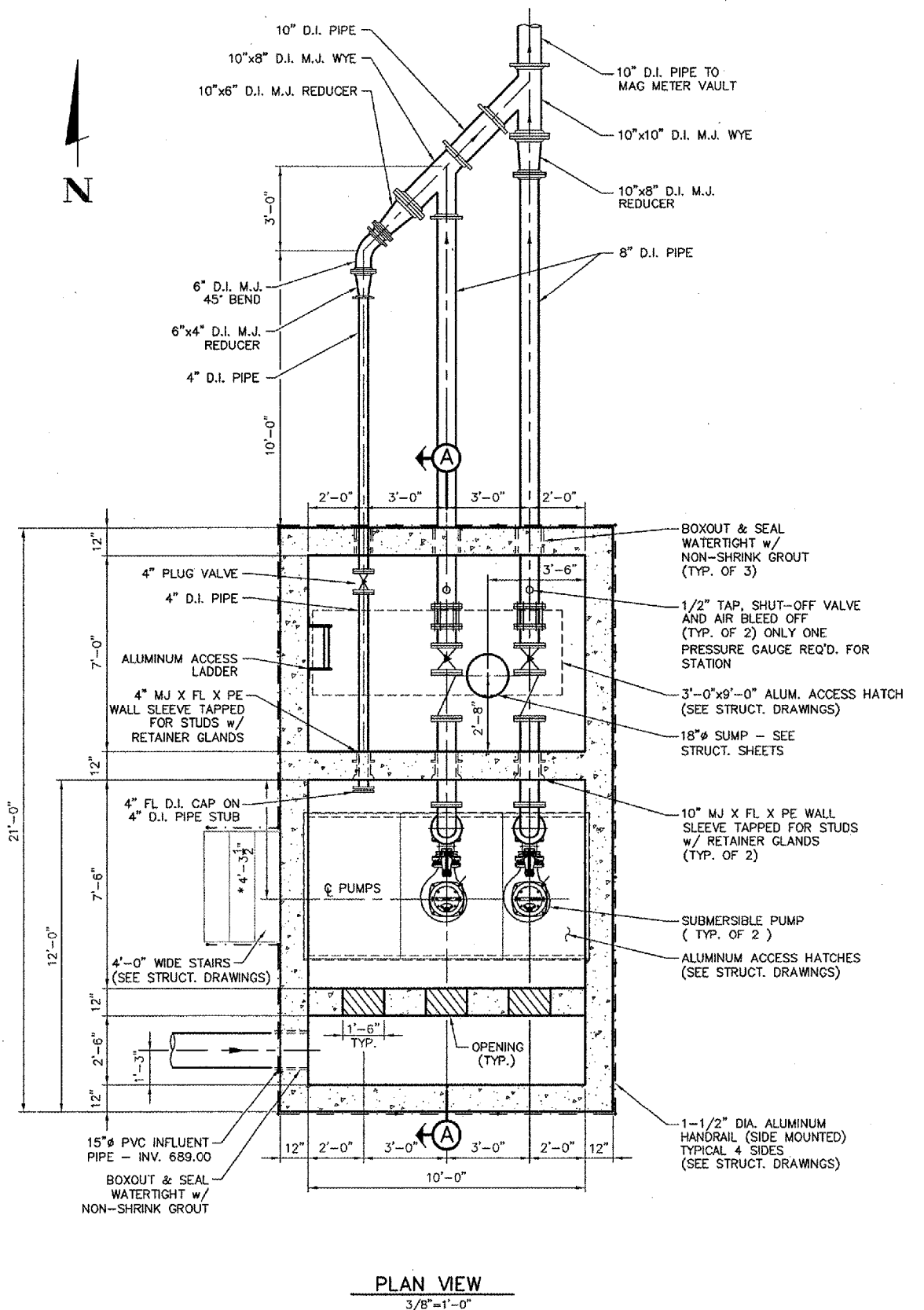
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NUMBER	BY	DATE

0 1 2
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CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS
**SANITARY LIFT STATION
 PLAN & SECTION**

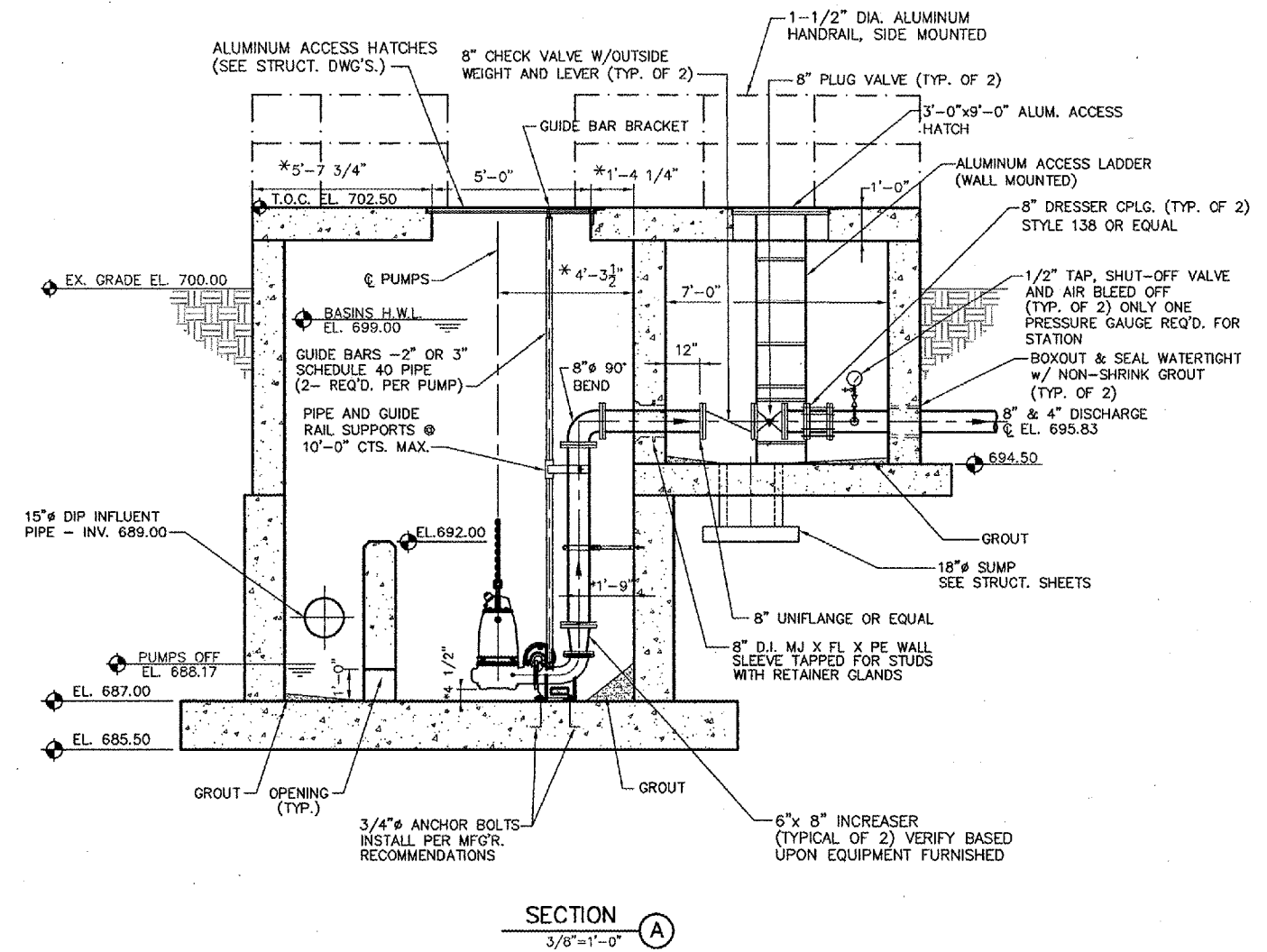
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ILLINOIS PROJECT:	RFD-3787
A.I.P. PROJECT:	3-17-0088-XX
FINAL SUBMITTAL	
SHEET	73 OF 83 SHEETS

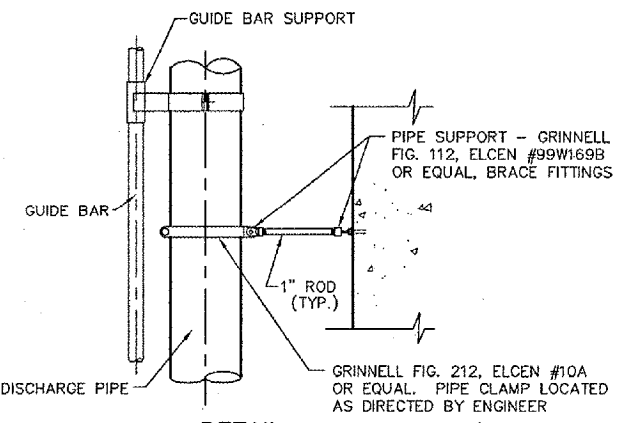


PLAN VIEW
 3/8"=1'-0"

* DIMENSION VARIES WITH PUMP MANUFACTURER. CONTRACTOR SHALL VERIFY PRIOR TO CONSTRUCTION.



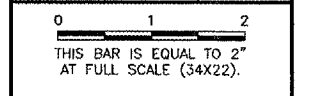
SECTION A
 3/8"=1'-0"



DETAIL
WALL HANGER & GUIDE BAR SUPPORT
 N.T.S.

- NOTES:**
1. PROVIDE RETAINER GLANDS ON ALL M.J. FITTINGS AND PIPING IN ADDITION TO THRUST BLOCKS (SEE SPEC'S.) AT ALL CHANGES IN DIRECTION OF PIPING.
 2. DIMENSIONS OF HATCHES SHOWN ARE CLEAR INSIDE OPENING DIMENSIONS
 3. STRUCTURAL STEEL AND BOLTS TO BE PAINTED PER THE SPECIFICATIONS.
 4. COORDINATE THIS SHEET WITH STRUCTURAL AND ELECTRICAL SHEETS.
 5. ALL PIPING SHALL BE D.I.P. UNLESS OTHERWISE NOTED.

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CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS
SANITARY LIFT STATION
STRUCTURAL DETAILS - SHEET 1

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SHEET	74 OF 83 SHEETS

GENERAL STRUCTURAL NOTES

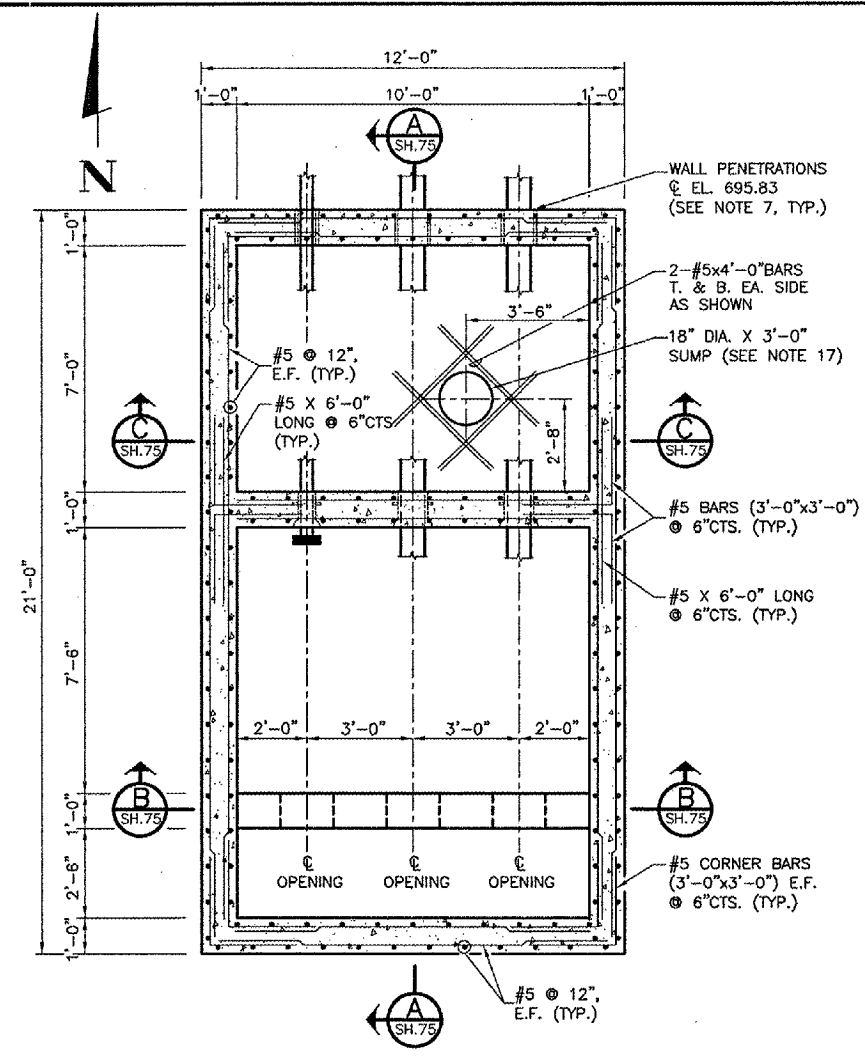
1. DESIGN LOADS - 2003 INTERNATIONAL BUILDING CODE (IBC)
- ALLOWABLE SOIL BEARING PRESSURE 1500 P.S.F. (NET)
- VERIFY DRAWINGS FOR LOCATION OF ALL OPENINGS IN WALLS AND SLABS.
 - ALL ANCHOR BOLTS, NUTS, WASHERS, ETC. SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A-153 UNLESS OTHERWISE NOTED.
 - ALL FILL OR BACKFILL WITHIN THE LIMITS OF A BUILDING OR A STRUCTURE SHALL BE COMPACTED ACCORDING TO THE SPECIFICATIONS.
 - ALL ALUMINUM SURFACES IN CONTACT WITH CONCRETE SHALL BE COATED WITH UNTHINNED BITUMASTIC PAINT. ALL ALUMINUM SURFACES IN CONTACT WITH STEEL OR DISSIMILAR METAL SHALL BE ISOLATED BY 1/4" MIN. THICKNESS 60 DUROMETER NEOPRENE PADS.
 - ALL MISCELLANEOUS PLATES, ANGLES, ETC SHALL BE ASTM A36. ALL WIDE FLANGE MEMBERS SHALL BE ASTM A992.
 - FOR ALL PIPE PENETRATIONS THROUGH FLOOR SLABS, WALLS, OR RAISED SLABS, SEE MECHANICAL SHEETS FOR TYPE OF SEAL REQUIRED.
 - CONTRACTOR SHALL COORDINATE STRUCTURAL SHEETS WITH ALL OTHER SHEETS FOR PIPE SIZES AND LOCATIONS, BLOCK OUTS, ELECTRICAL REQUIREMENTS AND ANCHOR BOLTED ATTACHMENTS, AND SHALL COORDINATE THE INSTALLATION OF ELECTRICAL AND MECHANICAL EQUIPMENT WITH THE RESPECTIVE SUB-CONTRACTORS PRIOR TO THE PLACEMENT OF THE CONCRETE. SEE HVAC, MECHANICAL, AND ELECTRICAL PLANS FOR SLEEVES, INSERTS, ETC.
 - CONTRACTOR IS RESPONSIBLE FOR ADEQUACY OF TEMPORARY SHORING, TO RESIST ALL LOADING CONDITIONS DURING CONSTRUCTION.
 - SHORING FOR ROOF AND FLOOR SLABS SHALL BE REMOVED IN SUCH A MANNER AS TO MAINTAIN A UNIFORM LOADING ON THE SLAB AT ALL TIMES. REMOVAL OF SHORING SHALL NOT BEGIN UNTIL THE CONCRETE HAS ATTAINED ITS SPECIFIED STRENGTH.
 - UNLESS SPECIFICALLY DETAILED HEREIN, NO PIPES OR SLEEVES SHALL PASS THROUGH STRUCTURAL MEMBERS WITHOUT PERMISSION OF THE ENGINEER.
 - ALL FOOTING EXCAVATIONS SHALL BE CLEAN AND FREE OF DEBRIS, STANDING WATER AND LOOSE SOIL AND SHALL BE INSPECTED BY THE ENGINEER PRIOR TO PLACEMENT OF CONCRETE.
 - IN STRUCTURAL AREAS (WHERE STRUCTURES DERIVE SOME OR ALL SUPPORT FROM FILL-SUPPORTED FOUNDATIONS) AND SLABS-ON-GRADE, FILL SHALL BE COMPACTED TO 100 PERCENT OF STD. PROCTOR MAXIMUM DRY DENSITY (ASTM D-698), UNLESS OTHERWISE SPECIFIED.
 - PROTECT SUBGRADE AT ALL TIMES INCLUDING PROPER DRAINAGE OF CONSTRUCTION AREAS, PREVENTION OF STANDING WATER, MINIMIZING CONSTRUCTION TRAFFIC AND PLACING FOUNDATION AS SOON AS POSSIBLE AFTER EXCAVATING (PREFERABLY THE SAME DAY).
 - ALL FILL MATERIAL SHALL BE ACCEPTABLE TO THE ENGINEER FOR USE IN ADVANCE OF PLACEMENT. NO FILL SHALL BE PLACED OVER FROZEN, MUDDY OR OTHER DELETERIOUS MATERIAL. LIFT THICKNESS SHALL BE MINIMIZED TO ALLOW EFFICIENT COMPACTION. NO FILL MAY BE PLACED OVER A PREVIOUS LIFT THAT HAS NOT BEEN ADEQUATELY COMPACTIONED AND HAS NOT BEEN ACCEPTED BY THE ENGINEER. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
 - BACKFILL AGAINST GRADE WALLS SHALL BE PLACED EVENLY ON ALL SIDES, UNLESS OTHERWISE NOTED.
 - SUMP BASIN SHALL BE CONSTRUCTED OF FIBERGLASS DESIGNED TO WITHSTAND 120 PCF SOIL PRESSURE. BASIN SHALL BE CAST INTEGRALLY INTO THE VALVE FLOOR TO PREVENT UPLIFT OF THE BASIN DUE TO HYDROSTATIC PRESSURE AND TO PREVENT GROUNDWATER SEEPAGE FROM ENTERING THE VALVE VAULT. A COVER SHALL BE PROVIDED TO PREVENT DEBRIS FROM ENTERING THE BASIN.
 - DO NOT SCALE DIMENSIONS FOR CONSTRUCTION.

CONCRETE NOTES

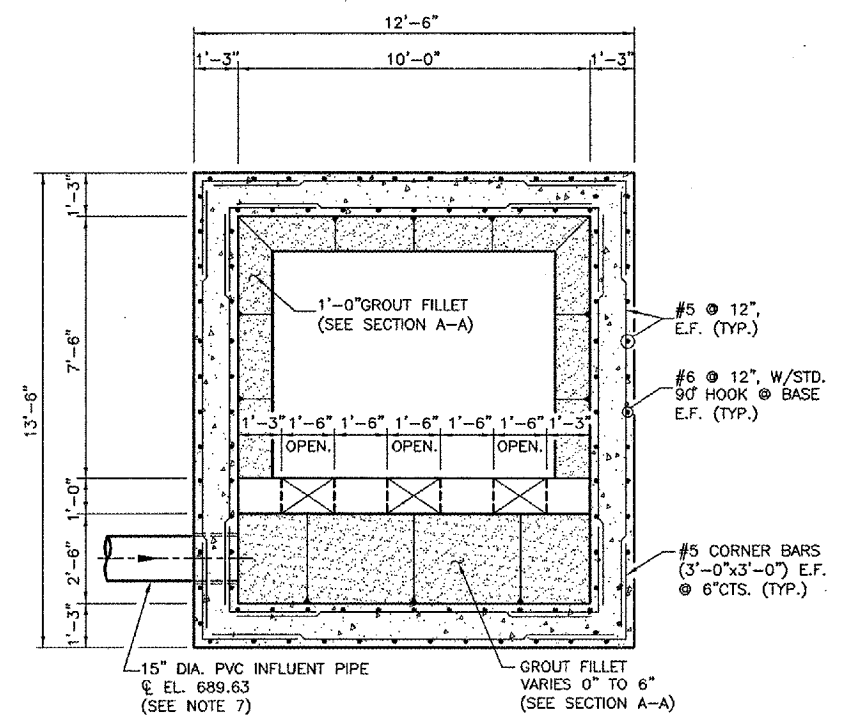
- ALL CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 P.S.I.
- ALL REINFORCEMENT BARS SHALL CONFORM TO ASTM-A615, GRADE 60.
- ALL WELDED WIRE REINFORCEMENT SHALL CONFORM TO ASTM-A185. (FLAT STOCK ONLY)
- ALL CONCRETE WORK SHALL CONFORM TO ACI 318-05 "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE." ALL REINFORCING DETAILS NOT SHOWN SHALL CONFORM TO ACI 315 "DETAILING MANUAL," LATEST EDITION.
- REINFORCING BAR LAP SPLICES SHALL BE CLASS "B" SPLICES UNLESS SHOWN OTHERWISE ON THE DRAWINGS. MECHANICAL SPLICES MAY BE USED IN LIEU OF LAP SPLICES. MECHANICAL SPLICES SHALL DEVELOP IN TENSION OR COMPRESSION, AT LEAST 125 PERCENT OF THE SPECIFIED YIELD STRENGTH, F_y OF THE BAR. THE CONTRACTOR SHALL SUBMIT, TO THE ENGINEER, MANUFACTURER'S LITERATURE, PRODUCT SAMPLES AND CERTIFIED TEST REPORTS PRIOR TO RECEIVING APPROVAL OF THE MECHANICAL SPLICES. LOCATIONS OF THE MECHANICAL BAR SPLICES SHALL BE SHOWN ON THE REINFORCING STEEL SHOP DRAWINGS.
- AT CONSTRUCTION JOINTS SHOWN ON THE PLANS, WHERE DOWELS WILL PENETRATE CONSTRUCTION FORMWORK, THE CONTRACTOR MAY USE A MANUFACTURED DOWEL BAR SUBSTITUTION SYSTEM WHEN APPROVED IN WRITING BY THE ENGINEER. THE CONTRACTOR SHALL SUBMIT MANUFACTURER'S LITERATURE, PRODUCT SAMPLES AND CERTIFIED TEST REPORTS TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL ALSO INCLUDE INFORMATION ON WHERE HE PROPOSES TO USE THEM. TEST REPORTS SHALL SHOW YIELD AND ULTIMATE TENSILE LOAD CAPACITIES.
- CONCRETE PROTECTION (MINIMUM CONCRETE COVER) FOR REINFORCEMENT SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED:
 - CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH 3"
 - CONCRETE EXPOSED TO EARTH OR WEATHER 2"
 - CONCRETE NOT EXPOSED TO WEATHER OR IN CONTACT WITH GROUND
 - SLABS 3/4"
 - WALLS, BEAMS, COLUMNS, PRIMARY REINFORCEMENT, TIES, STIRRUPS, SPIRALS 1-1/2"
- ALL REINFORCEMENT BARS SHALL BE CLEAN AND FREE OF GREASE, SCALING RUST, AND OTHER FOREIGN MATERIALS.
- UNLESS OTHERWISE INDICATED, FOR SLABS ON GRADE, USE 1/2" THICK PREMOLDED JOINT FILLER TO ISOLATE THE SLAB FROM CONTACT WITH THE STRUCTURES ALONG ITS PERIMETER AND APPLY TWO-COMPONENT POLYURETHANE SEALANT, 3/4" MINIMUM DEPTH.
- A LEAN CONCRETE MUD SLAB 3 TO 4 INCHES THICK SHALL BE USED IN THE FOOTING EXCAVATION IF THE BOTTOM OF THE EXCAVATION TENDS TO BECOME MUDDY AND SOFT. LEAN CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 2,000 P.S.I.
- ALL EXPOSED EDGES AND EQUIPMENT PADS SHALL BE CHAMFERED 3/4".
- TWO #5 BARS EACH FACE SHALL BE PROVIDED DIAGONALLY AT ALL CORNERS OF DOOR OPENINGS. BARS SHALL BE EXTENDED 24 IN. MINIMUM BEYOND CORNERS OF THE OPENINGS.
- REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
- UNLESS NOTED OTHERWISE, PROVIDE CONTROL OR CONSTRUCTION JOINTS IN SLABS-ON-GRADE AT 15'-0" MAXIMUM SPACES EACH DIRECTION OR AS SHOWN ON DRAWINGS. CONTROL JOINTS TO BE SAW CUT 1 1/2" DEEP IN SLAB OR USE A PREFORMED CONTROL JOINT FORMER APPROVED BY THE ENGINEER.
- NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS WILL BE ALLOWED EXCEPT THOSE SUBMITTED BY THE CONTRACTOR IN WRITING AND ACCEPTABLE TO THE ENGINEER.
- EXPOSED CONCRETE SHALL RECEIVE A SCRUBBED FINISH TO 1'-0" MINIMUM BELOW FINISH GRADE. SEE SECTION 03300 OF SPECIFICATIONS FOR FINISH REQUIREMENTS.

SIZE	*CLASS "B" SPLICE			
	f'c = 4,000 PSI		f _y = 60,000 PSI	
	UNCOATED BARS		EPOXY COATED BARS	
OTHER BARS	TOP BARS	OTHER BARS	TOP BARS	
#4	2'-1"	2'-9"	2'-6"	3'-3"
#5	2'-7"	3'-5"	3'-1"	4'-1"
#6	3'-1"	4'-1"	3'-9"	4'-10"
#7	4'-6"	5'-11"	5'-5"	7'-1"
#8	5'-2"	6'-9"	6'-2"	8'-1"
#9	5'-10"	7'-7"	7'-0"	9'-1"
#10	6'-6"	8'-5"	7'-9"	10'-1"
#11	7'-1"	9'-3"	8'-6"	11'-1"

NOTE:
 TOP BARS CONSIST OF HORIZONTAL REINFORCEMENT SO PLACED THAT MORE THAN 12" OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW THE SPLICE.
 *PER ACI 318-05 BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE.



PLAN VIEW ABOVE ELEV. 693.50
 3/8"=1'-0"

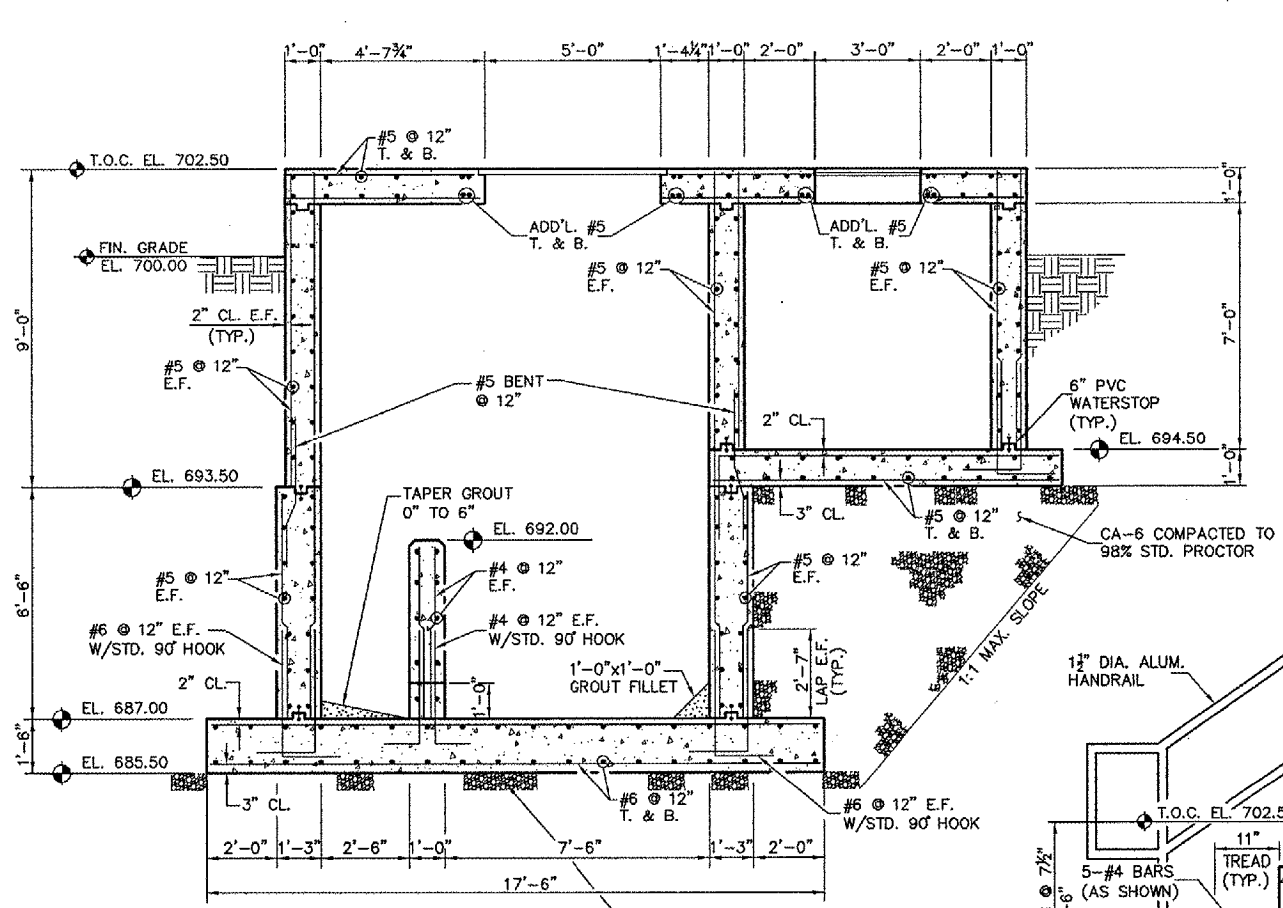


PLAN VIEW BELOW ELEV. 693.50
 3/8"=1'-0"

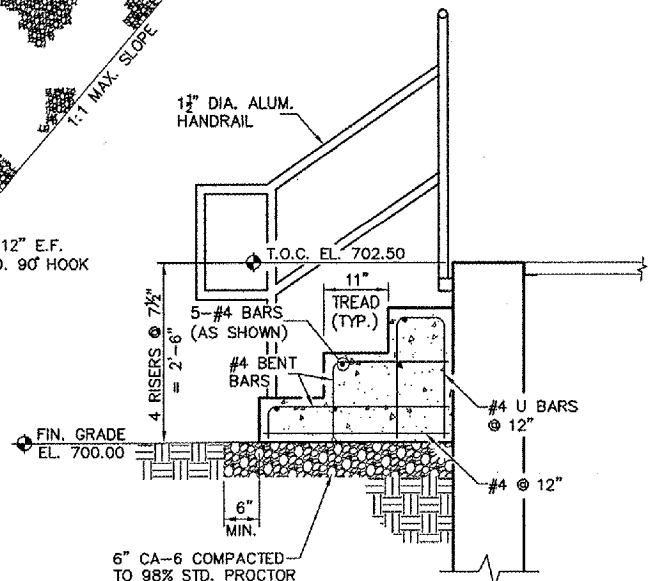
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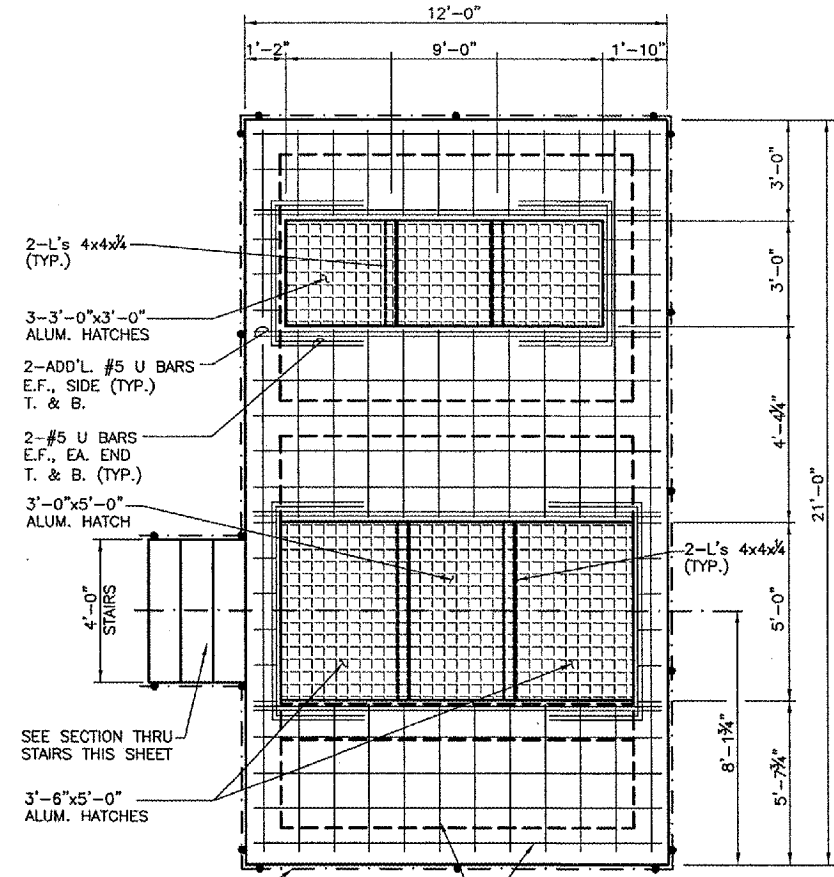
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SECTION A
 3/8"=1'-0"

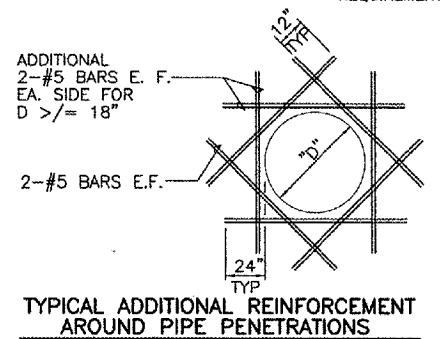


SECTION THRU STAIRS
 3/4"=1'-0"

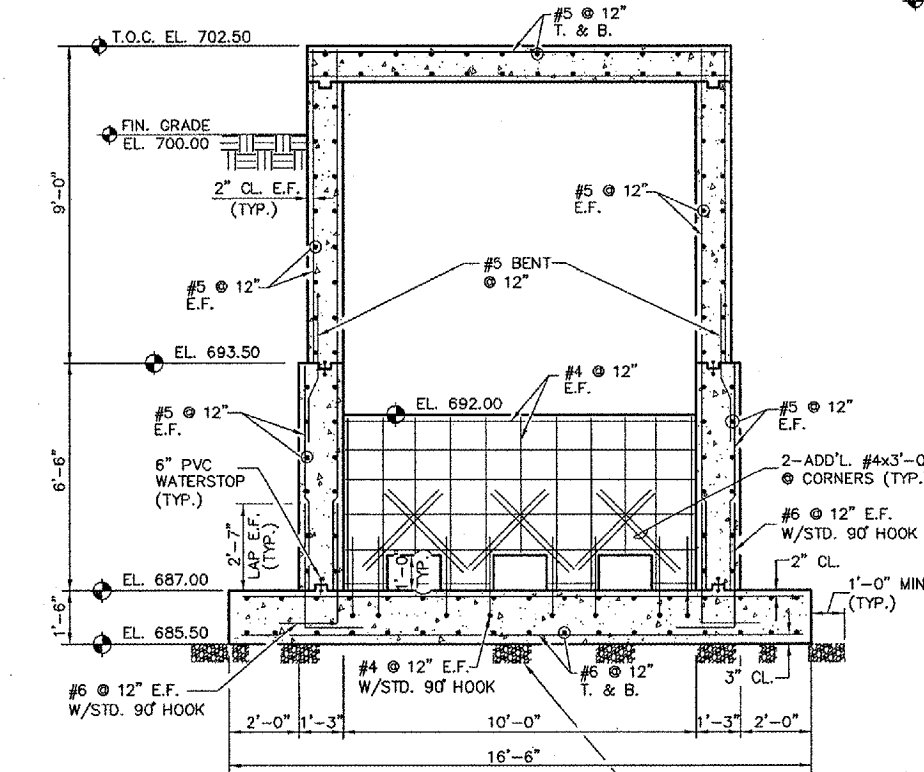


TOP SLAB PLAN
 3/8"=1'-0"

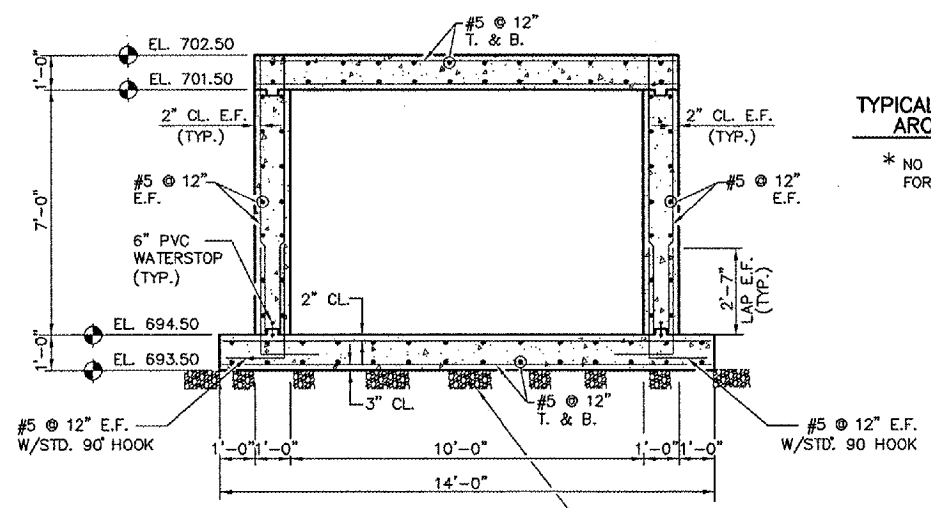
- NOTES:
1. SEE SPECIFICATIONS SEC 05500 FOR ACCESS HAT REQUIREMENTS.
 2. SEE SPECIFICATIONS SEC 05520 FOR HANDRAIL REQUIREMENTS.



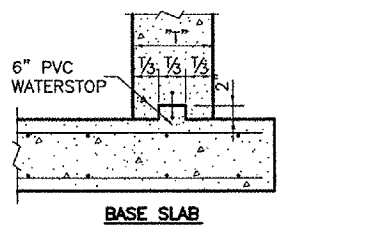
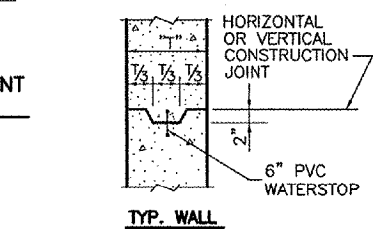
TYPICAL ADDITIONAL REINFORCEMENT AROUND PIPE PENETRATIONS
 * NO ADDITIONAL REINFORCEMENT NEEDED FOR PIPE PENETRATIONS LESS THAN 4".



SECTION B
 3/8"=1'-0"



SECTION C
 3/8"=1'-0"



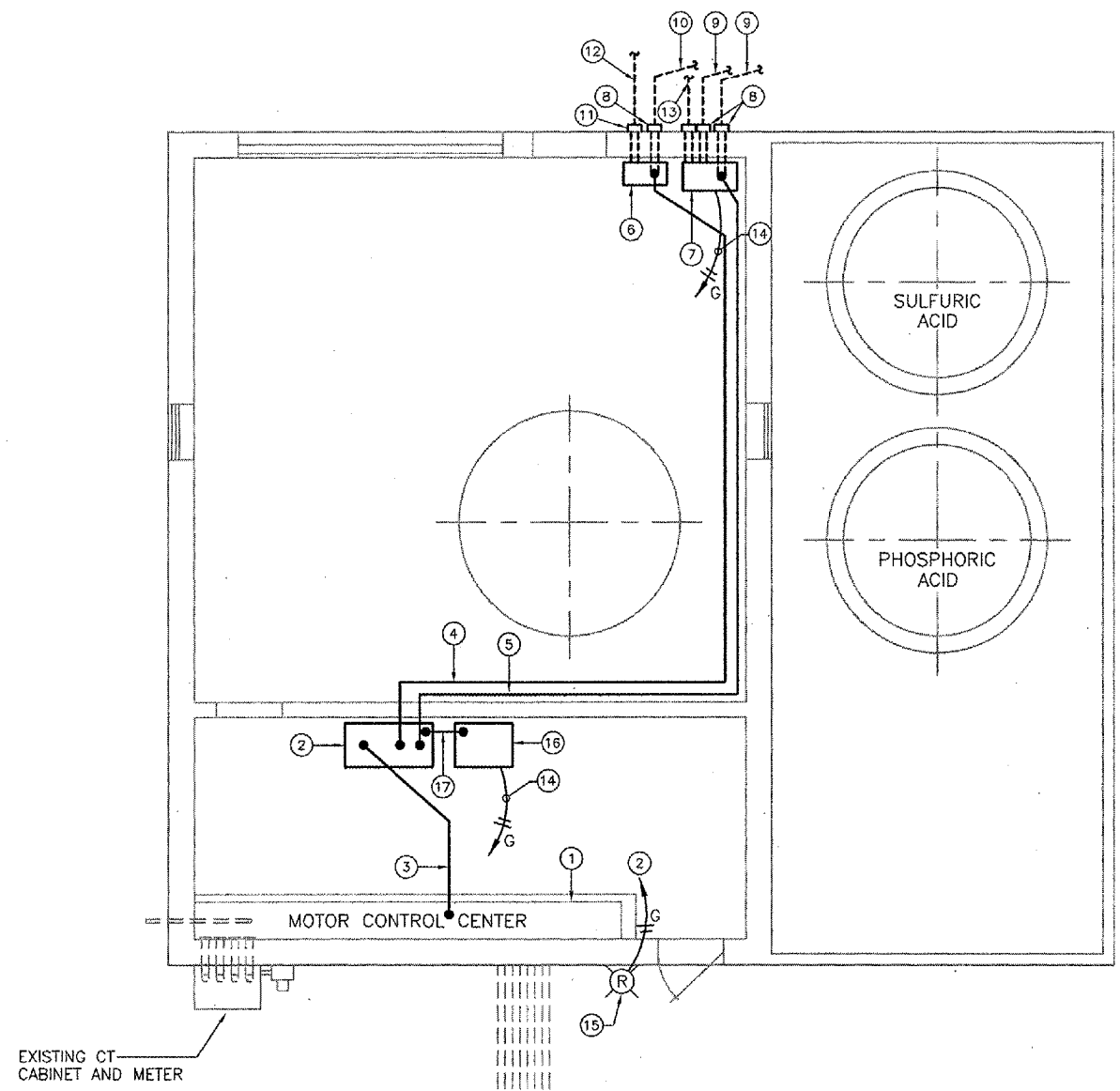
KEYWAY DETAILS

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SANITARY LIFT STATION
 STRUCTURAL DETAILS - SHEET 2

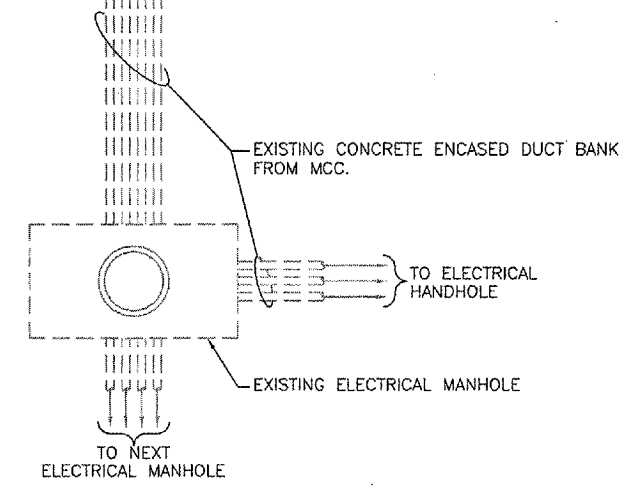
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A.I.P. PROJECT:	3-17-0088-XX
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SHEET	75 OF 83 SHEETS



PLAN VIEW
 1/4" = 1'-0"

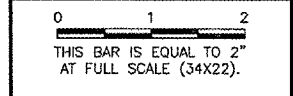
ALL ELECTRICAL WORK INSIDE CHEMICAL/ELECTRICAL BUILDING AND ALL CABLING/CONDUIT BETWEEN SANITARY LIFT STATION, MAGMETER VAULT AND CHEMICAL/ELECTRICAL BUILDING SHALL BE PAID UNDER LUMP SUM PAY ITEM OF CHEMICAL/ELECTRICAL BUILDING MODIFICATIONS, PAY ITEM 800132



NOMENCLATURE

- ① EXISTING MOTOR CONTROL CENTER (MCC). INSTALL NEW 1-100 AMP, 3-POLE CIRCUIT BREAKER IN SPARE SECTION. INSTALL LABEL "SANITARY LIFT STATION". MATCH EXISTING CONDITIONS.
- ② NEW SANITARY LIFT STATION CONTROLLER IN NEMA 12 ENCLOSURE MOUNTED ON WALL. SEE SANITARY LIFT STATION CONTROLLER SCHEMATIC. MOUNT FLOW INDICATOR ON THE DOOR.
- ③ NEW 2" GRS CONDUIT WITH 3 #2 THWN, 1 #6 GND.
- ④ NEW 1-1/2" GRS CONDUIT WITH 10 CONDUCTORS FOR MULTITRODE PROBE, AND 2-1/C #16 SHIELDED CABLE FOR FLOW INDICATOR.
- ⑤ NEW 2" GRS CONDUIT WITH 6 #4 XLP-USE AND 2 #6 GND.
- ⑥ NEW 8"x8"x6" JUNCTION BOX.
- ⑦ NEW 12"x12"x8" JUNCTION BOX.
- ⑧ NEW 1-1/2" "LB" MOUNTED MINIMUM 8'-0" AFF.
- ⑨ NEW 1-1/2" CONDUIT WITH 3 #4 XLP-USE, 1 #6 GND. TO SANITARY LIFT STATION.
- ⑩ NEW 1-1/2" CONDUIT WITH 10 CONDUCTORS FOR MULTITRODE PROBE TO SANITARY LIFT STATION.
- ⑪ NEW 1" "LB" MOUNTED MINIMUM 8'-0" AFF (TYP OF 2)
- ⑫ NEW 1" CONDUIT WITH 2-1/C #16 SHIELDED CABLE TO FLOW METER
- ⑬ NEW 1" CONDUIT WITH 2 #12 XLP-USE, 1 #12 GND. TO FLOW METER
- ⑭ NEW 3/4" GRS CONDUIT WITH 2 #12 XLP-USE, 1 #12 GND. TO EXISTING LIGHTING PANEL IN MCC. INSTALL 1-20A, 1-POLE C.B.
- ⑮ VAPOR PROOF ALARM LIGHT WITH 100 WATT BULB, RED GLOBE AND GUARD.
- ⑯ SENSAPHONE CELL PHONE DIALER, MODEL 1800 OR APPROVED EQUAL.
- ⑰ NEW 6 # 12 THWN IN 3/4" CONDUIT.

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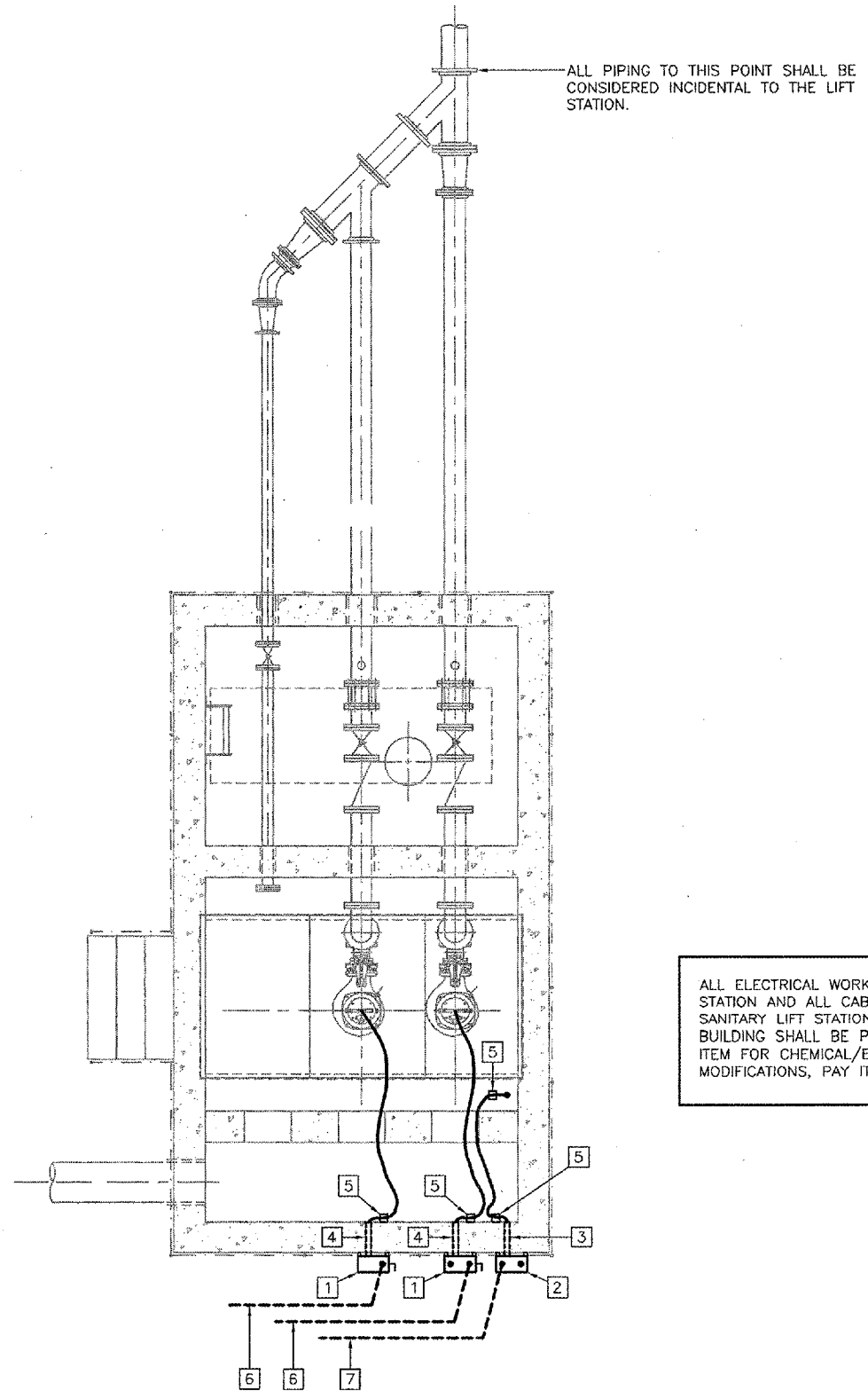
CHEMICAL/ELECTRICAL BUILDING PLAN

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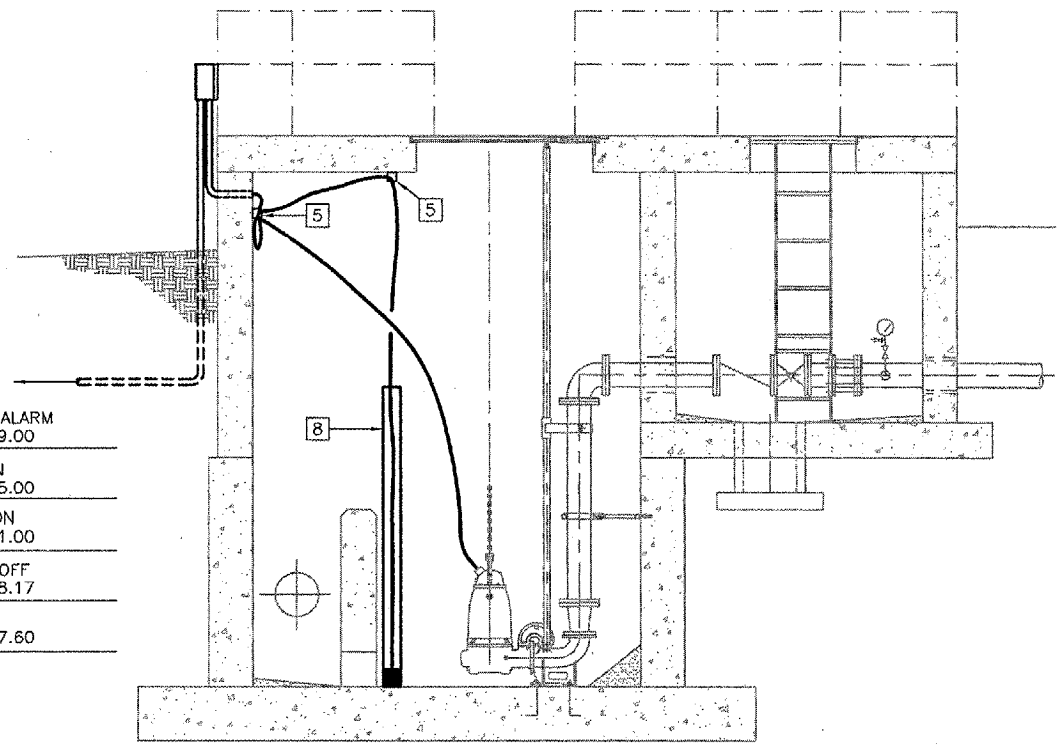
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SHEET 76 OF 83 SHEETS	



- H.W.L. ALARM
EL. 699.00
- LAG ON
EL. 695.00
- LEAD ON
EL. 691.00
- PUMP OFF
EL. 688.17
- L.W.L.
EL. 687.60



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ALL ELECTRICAL WORK RELATED TO SANITARY LIFT STATION AND ALL CABLE/CONDUITS BETWEEN SANITARY LIFT STATION AND CHEMICAL/ELECTRICAL BUILDING SHALL BE PAID UNDER LUMP SUM PAY ITEM FOR CHEMICAL/ELECTRICAL BUILDING MODIFICATIONS, PAY ITEM AR800132

NOMENCLATURE

- 1 60 AMP, 3-POLE, NON-FUSED SAFETY-SWITCH IN NEMA 4X ENCLOSURE. SECURELY INSTALL WITH TOP OF SWITCH 5'-0" ABOVE FINISH GRADE ON UNISTRUT SUPPORT.
- 2 12"x12"x8" JUNCTION BOX, STAINLESS STEEL, NEMA 4X. SECURE INSTALL ON PUMP STATION WALL WITH TOP OF ENCLOSURE 5'-0" ABOVE FINISH GRADE ON UNISTRUT SUPPORT.
- 3 2" C CONTAINING 10 CONDUCTORS FOR MULTITRODE PROBE; COORDINATE CONDUIT SIZE WITH INSTRUMENT MANUFACTURER; INCREASE CONDUIT SIZE AS REQUIRED, DO NOT DECREASE CONDUIT SIZE BELOW THAT SHOWN. CAUTION: INTRINSICALLY-SAFE WIRING, DO NOT COMBINE WITH ANY POWER CONDUCTORS, KEEP PHYSICALLY ISOLATED FROM PUMP CABLES WITHIN WET WELL. ALL WET-WELL WALL PENETRATIONS SHALL BE ABOVE ELEVATION 517.11.
- 4 2" C CONTAINING SUBMERSIBLE PUMP CABLES, ONE CONDUIT PER PUMP; CONDUIT SIZES SHOWN ARE BASED ON PUMP CABLES OF 1.5" DIAMETER MAXIMUM. COORDINATE CABLE AND CONDUIT SIZE WITH PUMP MANUFACTURER AND INCREASE AS REQUIRED. DO NOT EXCEED 53% CONDUIT FILL. DO NOT DECREASE CONDUIT SIZE BELOW THAT SHOWN. PROVIDE CONDUIT SEAL ON CONDUIT RUN BETWEEN SAFETY-SWITCH AND WET-WELL WALL. ALL WET-WELL WALL PENETRATIONS SHALL BE ABOVE ELEVATION 517.11.
- 5 NON-METALLIC OR STAINLESS STEEL CABLE SUPPORT HANGAR. FURNISH SEPARATE HANGARS FOR MULTITRODE PROBE CABLES AND PUMP CABLES.
- 6 1-1/2" CONDUIT CONTAINING 3 #4 XLP-USE, 1 #8 GND. TO PUMP CONTROLLER IN CHEMICAL BUILDING.
- 7 1-1/2" CONDUIT CONTAINING 10 CONDUCTORS FOR MULTITRODE PROBE TO PUMP CONTROLLER IN CHEMICAL BUILDING.
- 8 10 LEVEL PROBE. COORDINATE ELEVATIONS WITH ENGINEER.

HAZARDOUS CLASSIFICATION NOTE:
 THE INTERIOR OF THE PUMP STATION WET-WELL IS A CLASS 1, DIVISION 1, GROUP D AREA. ALL ELECTRICAL EQUIPMENT AND ELECTRICAL WIRING METHODS SHALL COMPLY WITH APPLICABLE SECTIONS OF ARTICLES 500 & 501 OF THE NATIONAL ELECTRICAL CODE. FOR CONDUIT PENETRATIONS INTO WET WELL, SEE "WET WELL, JUNCTION BOX DETAIL" ON "ELECTRICAL STANDARD DETAILS AND NOTES-2".

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 ROCKFORD, ILLINOIS**

SANITARY LIFT STATION ELECTRICAL

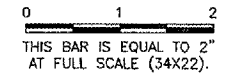
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SHEET	77 OF 83 SHEETS

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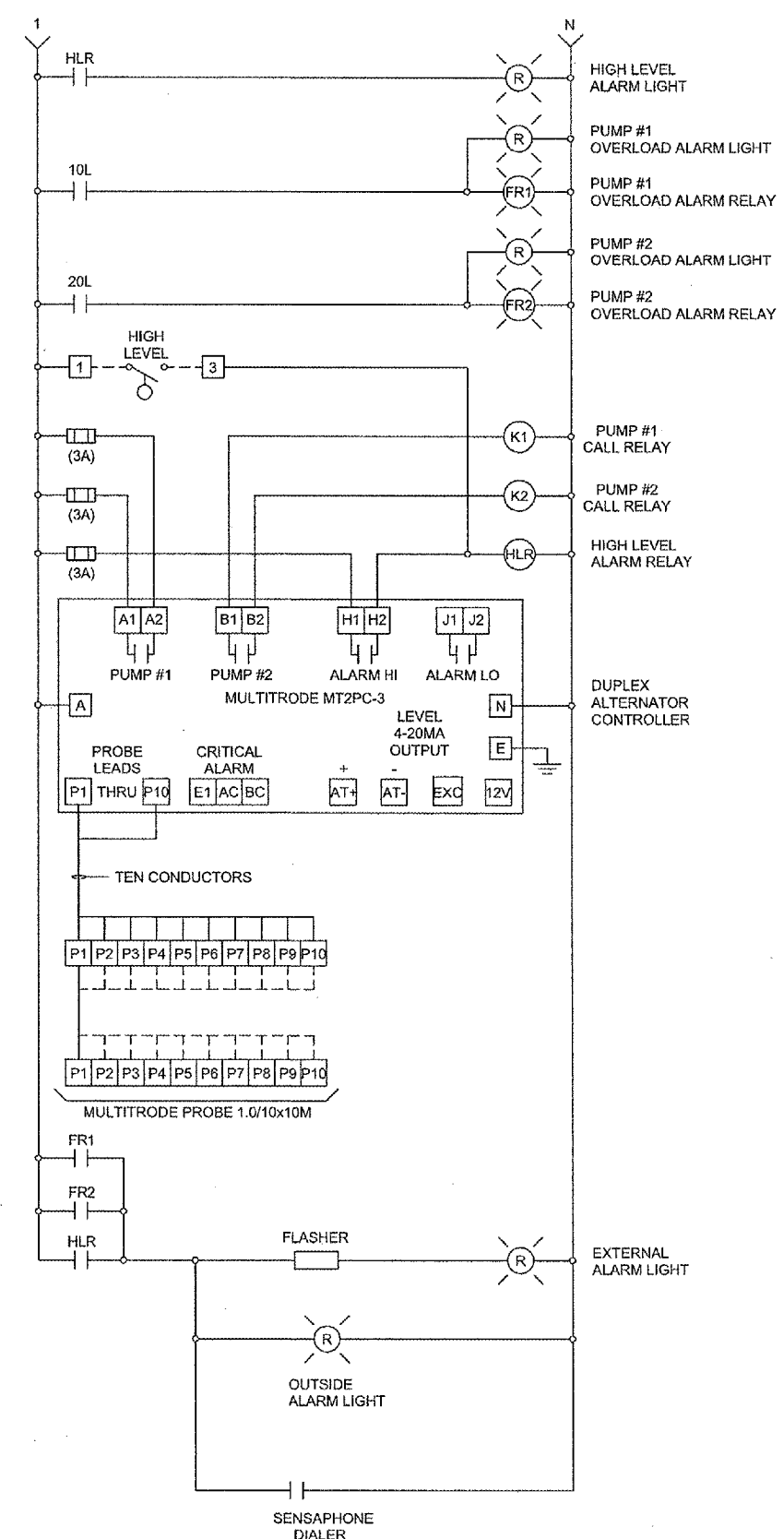
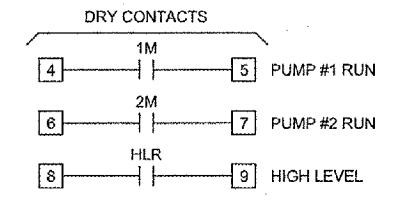
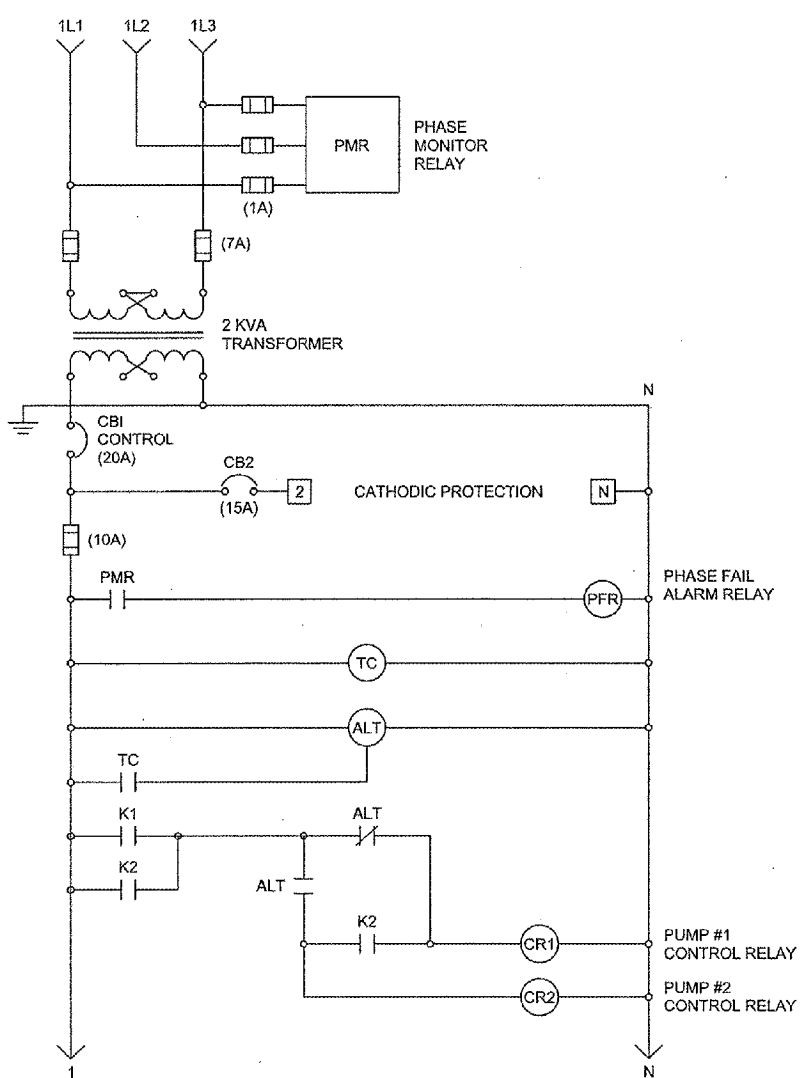
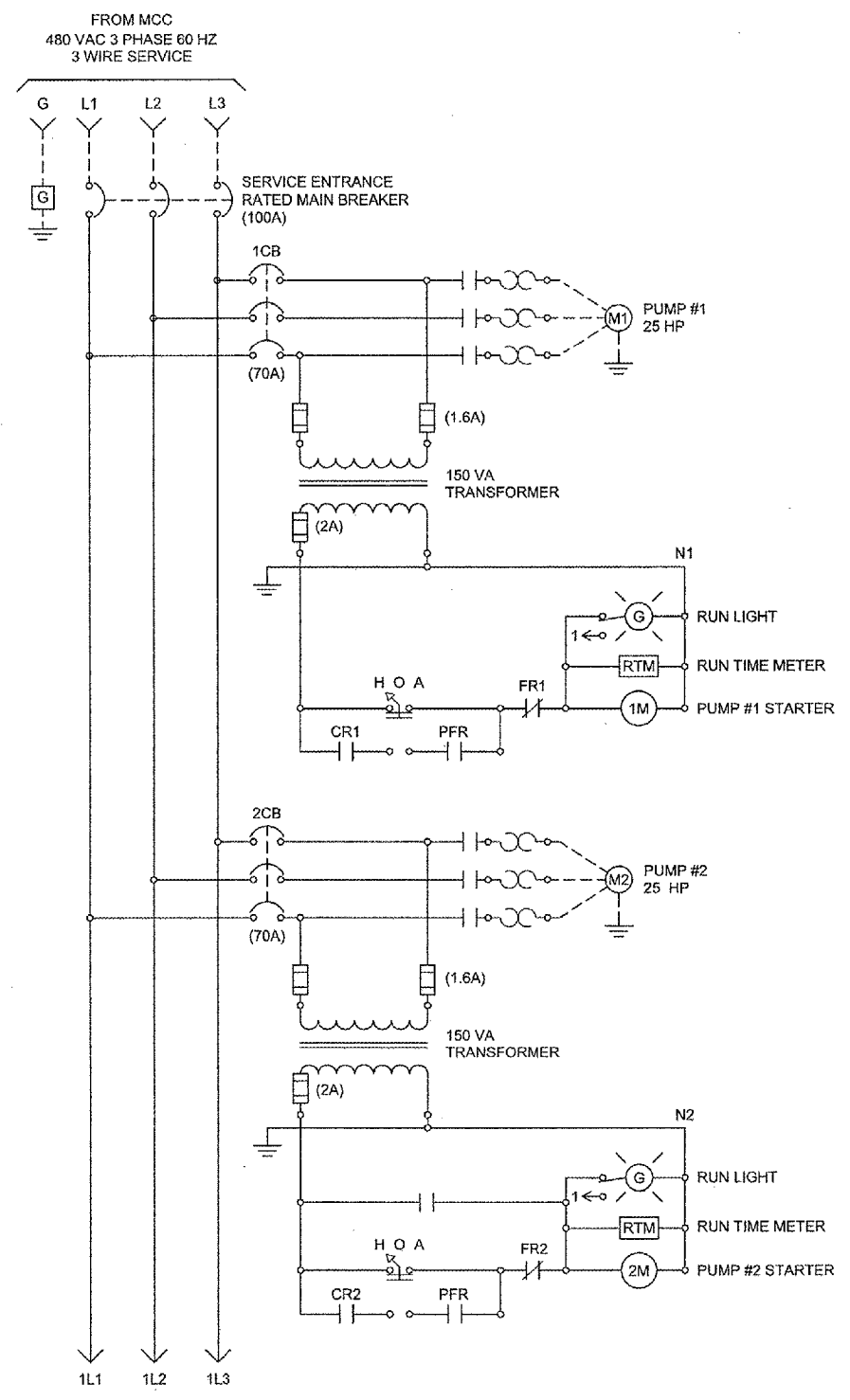
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**SANITARY LIFT STATION
 CONTROL SCHEMATIC**

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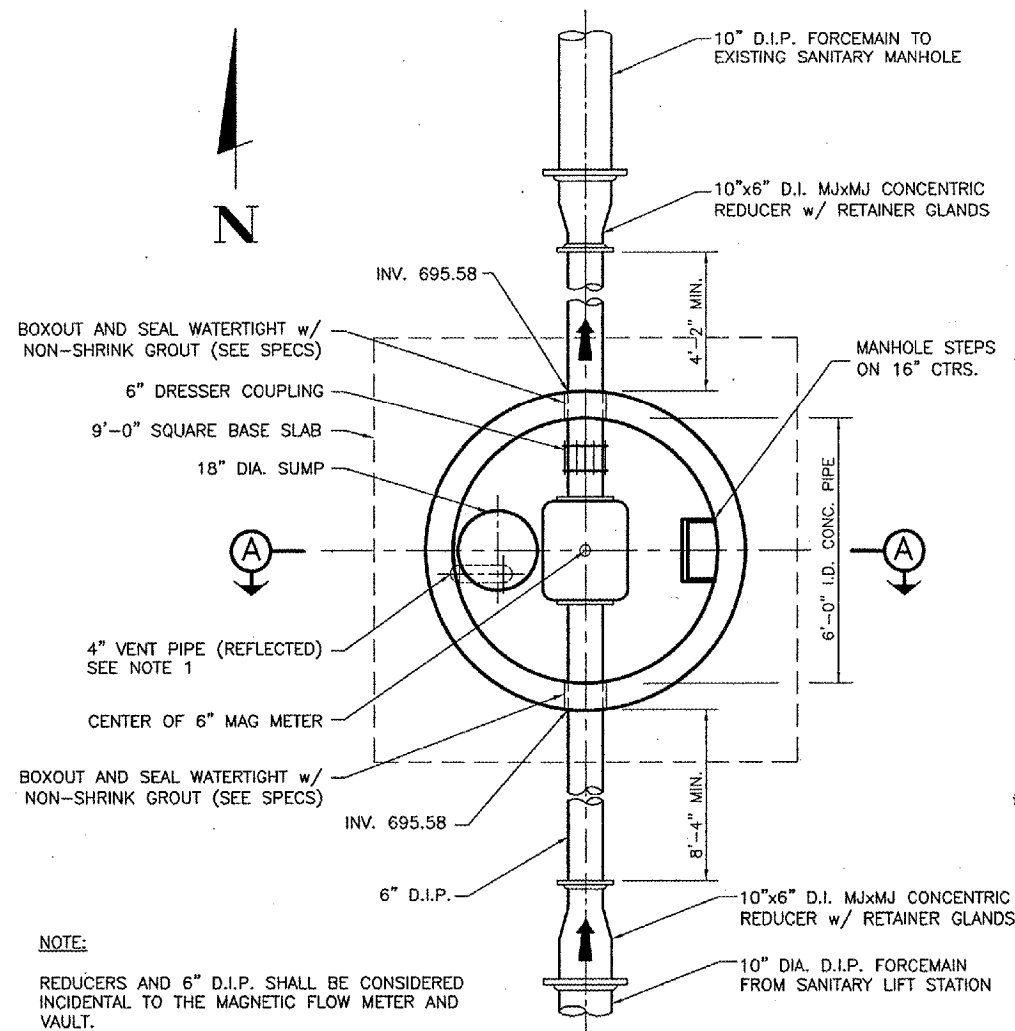
MAG METER AND AIR RELEASE VALVE DETAILS

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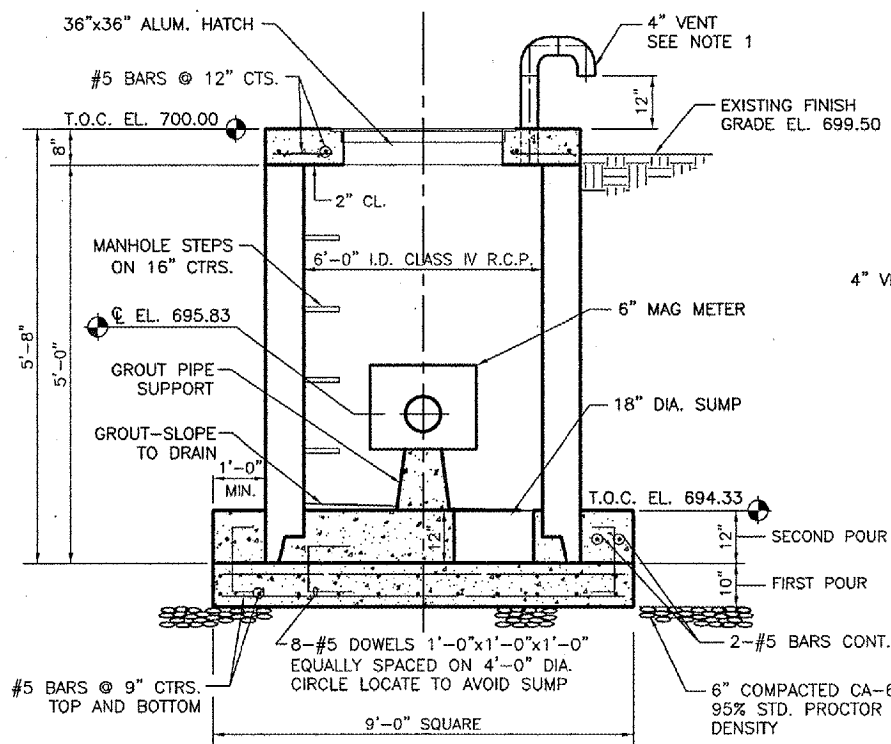
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SHEET	79 OF 83 SHEETS

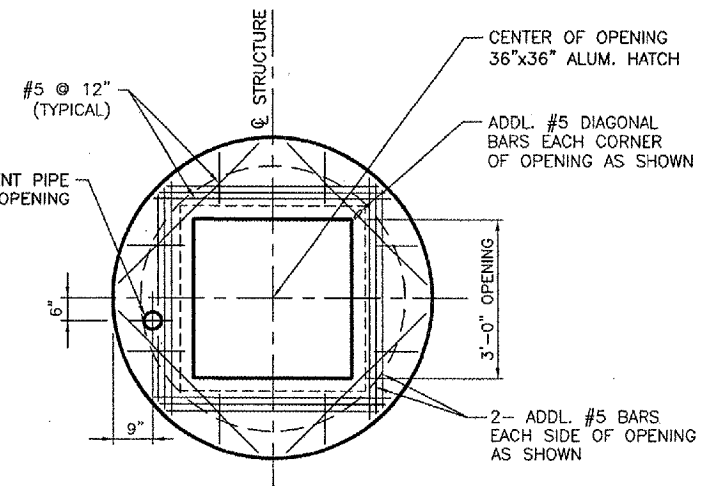


PLAN VIEW
 N.T.S.



SECTION A
 N.T.S.

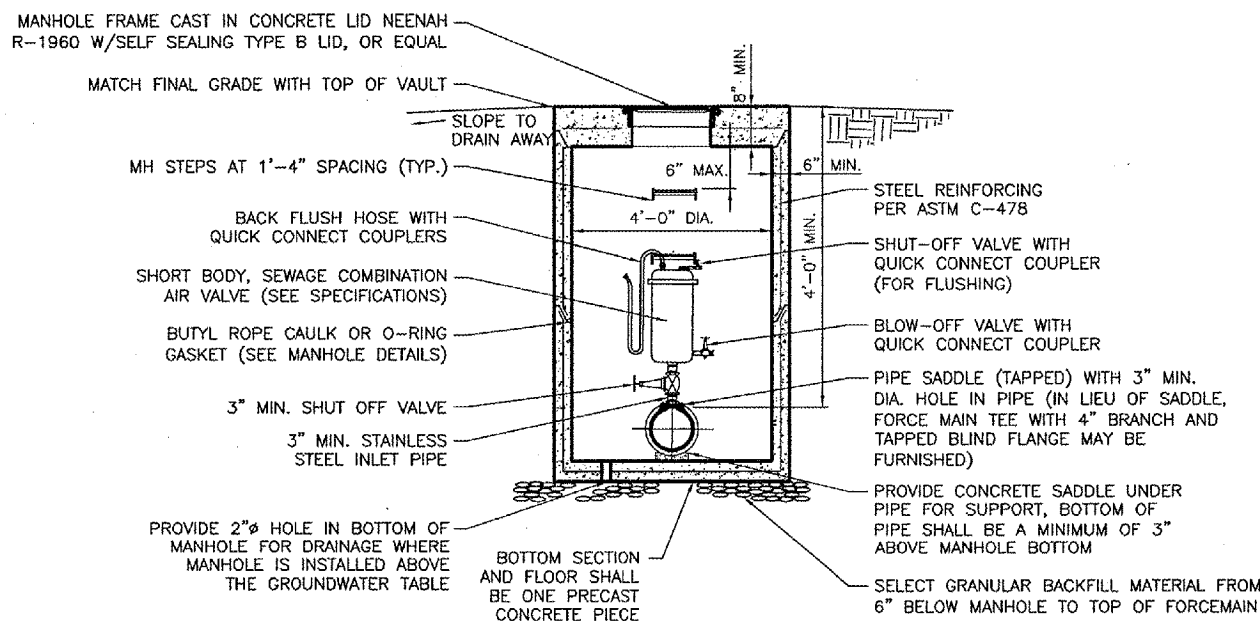
SANITARY LIFT STATION MAG METER VAULT
 N.T.S.



TOP SLAB PLAN
 N.T.S.

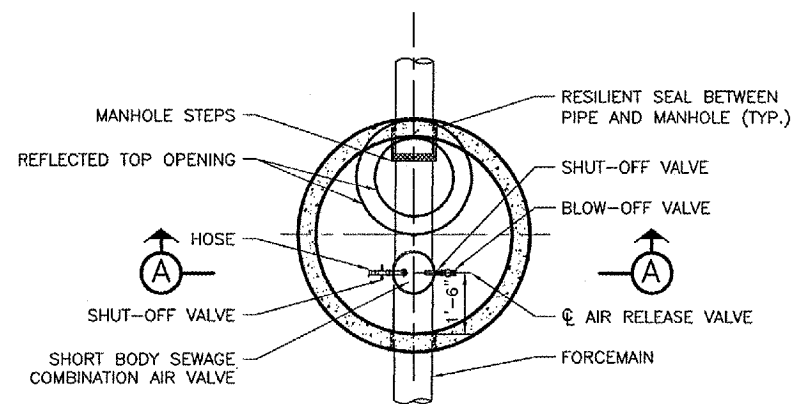
MAGNETIC FLOWMETER VAULT NOTES:

1. PROVIDE STAINLESS STEEL 10 MESH SCREEN ON END OF VENT. ATTACH WITH STAINLESS STEEL PIPE CLAMP. VENT SHALL BE SCHEDULE 40 GALVANIZED STEEL.
2. MAG METER SHALL BE SUBMERSIBLE.



SECTION A
 N.T.S.

SANITARY FORCEMAIN AIR RELEASE VALVE AND VAULT DETAILS
 N.T.S.



PLAN VIEW
 N.T.S.

AIR VALVE NOTES:

1. VAULT MANHOLE AND FORCE MAIN SHALL BE INSTALLED AT THE SAME TIME.
2. COMBINATION AIR VALVES SHALL BE PROVIDED AT THE APPROXIMATE LOCATIONS SHOWN TO LIMIT AIR ENTRAPMENT. SUCH VALVES SHALL BE LOCATED AT THE HIGH POINT(S) IN THE FORCEMAIN (TO BE LOCATED IN THE FIELD).

NOMENCLATURE

- 1 FLOWMETER TRANSMITTER/INDICATOR. MOUNT VIA STRUT-TYPE FRAMING TO 5'-0" ABOVE FINISHED GRADE.
- 2 FLOWMETER SIGNAL CABLE (SUPPLIED WITH FLOWMETER). CONTRACTOR SHALL CORE-DRILL MINIMUM 2" HOLE THROUGH TOP SLAB OR INSTALL 2" PVC SLEEVE PRIOR TO POUR OF TOP SLAB FOR ROUTING OF SIGNAL CABLE. THE TOP AND BOTTOM OF CORE DRILL OR SLEEVE SHALL BE CHAMFERED OR BELLED TO MINIMIZE ABRASION OF CABLE.
- 3 TO LIGHTING PANEL (SEE SCHEDULES FOR PANEL AND CIRCUIT NUMBERS).
- 4 MINIMUM 1" CONDUIT WITH 2/C #16 SHIELDED CABLE TO REMOTE INDICATOR.

NOTES:

- 1 THIS DRAWING IS INTENDED TO SHOW TYPICAL INSTALLATION. ADJUST FOR FIELD CONDITIONS DURING CONSTRUCTION.
- 2 FURNISH AND INSTALL ALL GROUNDING AND BONDING PER MANUFACTURER'S REQUIREMENTS.

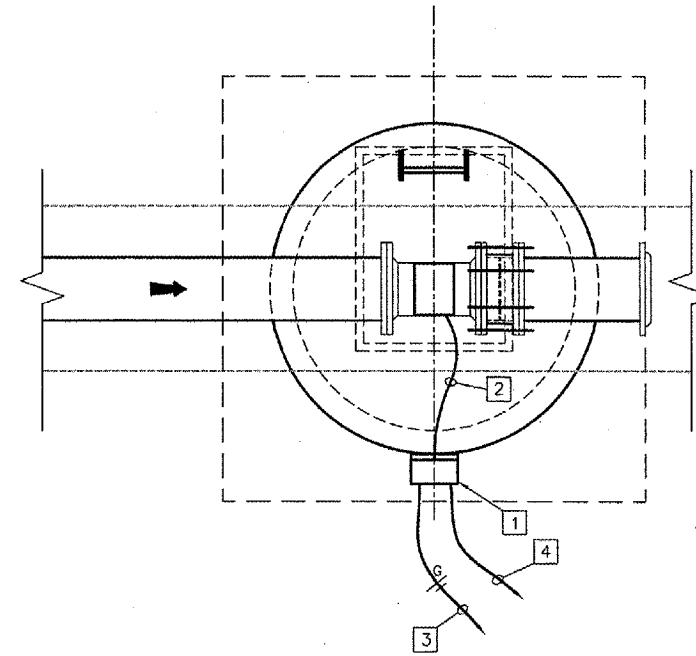
HAZARDOUS CLASSIFICATION NOTE:

THE INTERIOR OF THE METER VAULTS IS A CLASS I, DIVISION 2, GROUP D AREA. ALL ELECTRICAL EQUIPMENT AND ELECTRICAL WIRING METHODS SHALL COMPLY WITH APPLICABLE SECTIONS OF ARTICLES 500 & 501 OF THE NATIONAL ELECTRICAL CODE.

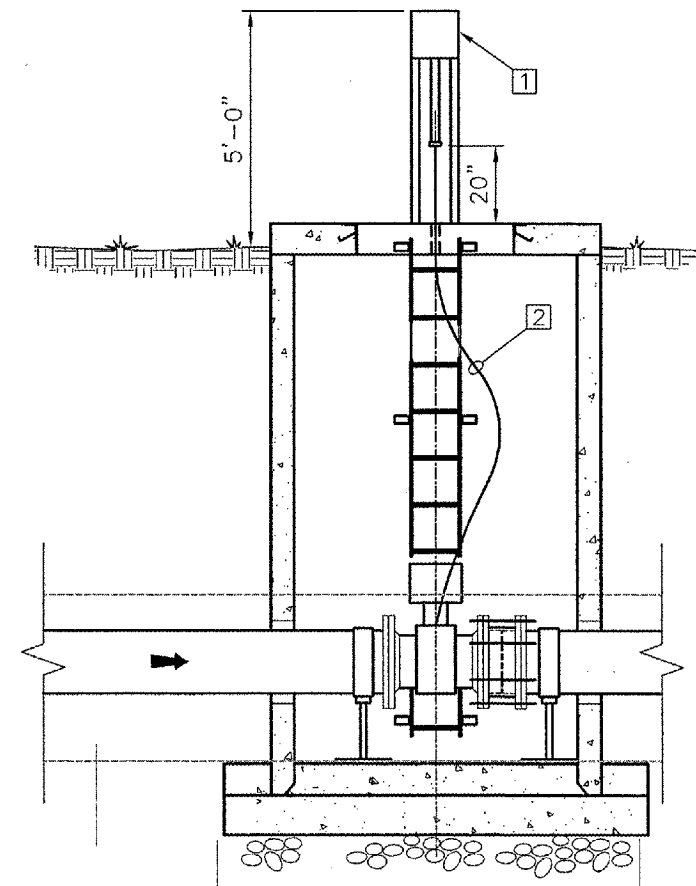
FLOWMETER SCHEDULE

LOCATION AND TAG #	APPLICATION	# UNITS REQUIRED	TYPE	THROAT SIZE
SANITARY MAGMETER	RAW SEWAGE	1	MAGMETER	6"

ALL ELECTRICAL WORK RELATED TO INSTALLATION OF MAGMETER, AND CABLING/CONDUITS BETWEEN MAGMETER AND CHEMICAL/ELECTRICAL BUILDING SHALL BE PAID UNDER LUMP SUM PAY ITEM OF CHEMICAL/ELECTRICAL BUILDING MODIFICATIONS, PAY ITEM AR800132



PLAN - ELECTRICAL
N.T.S.



ELEV - ELECTRICAL
N.T.S.

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MAGMETER ELECTRICAL INSTALLATION

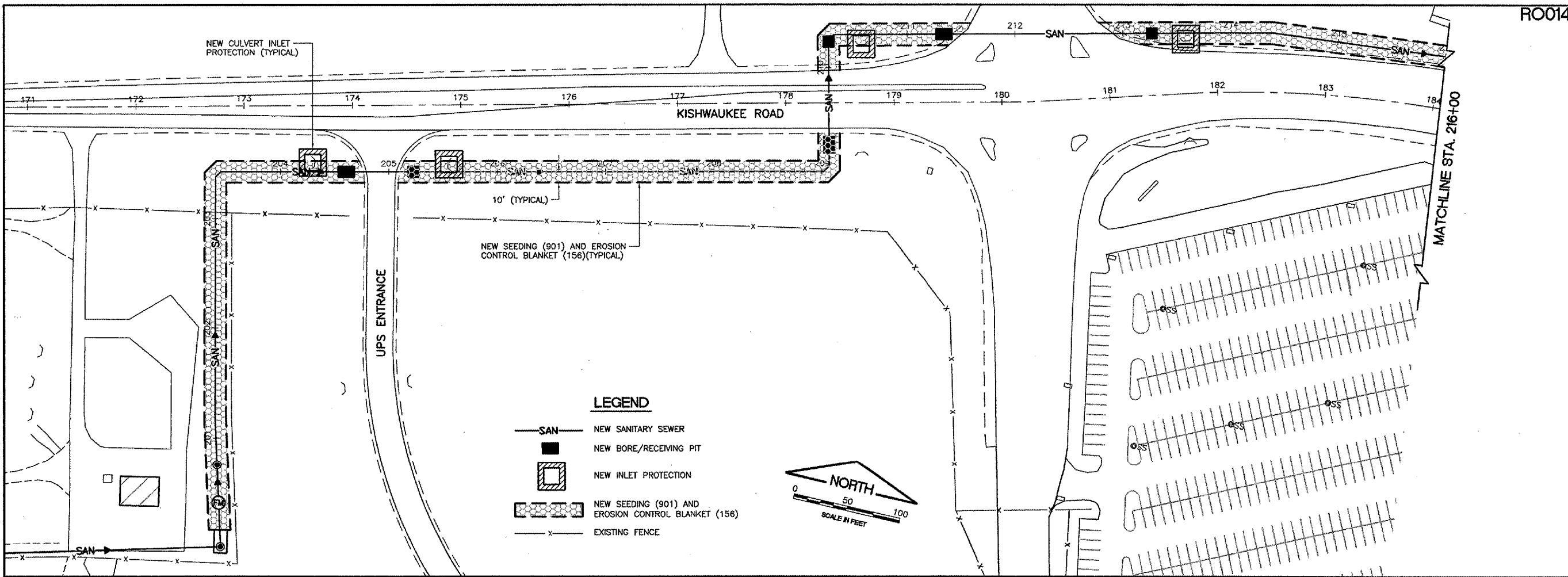
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SHEET	80 OF 83 SHEETS

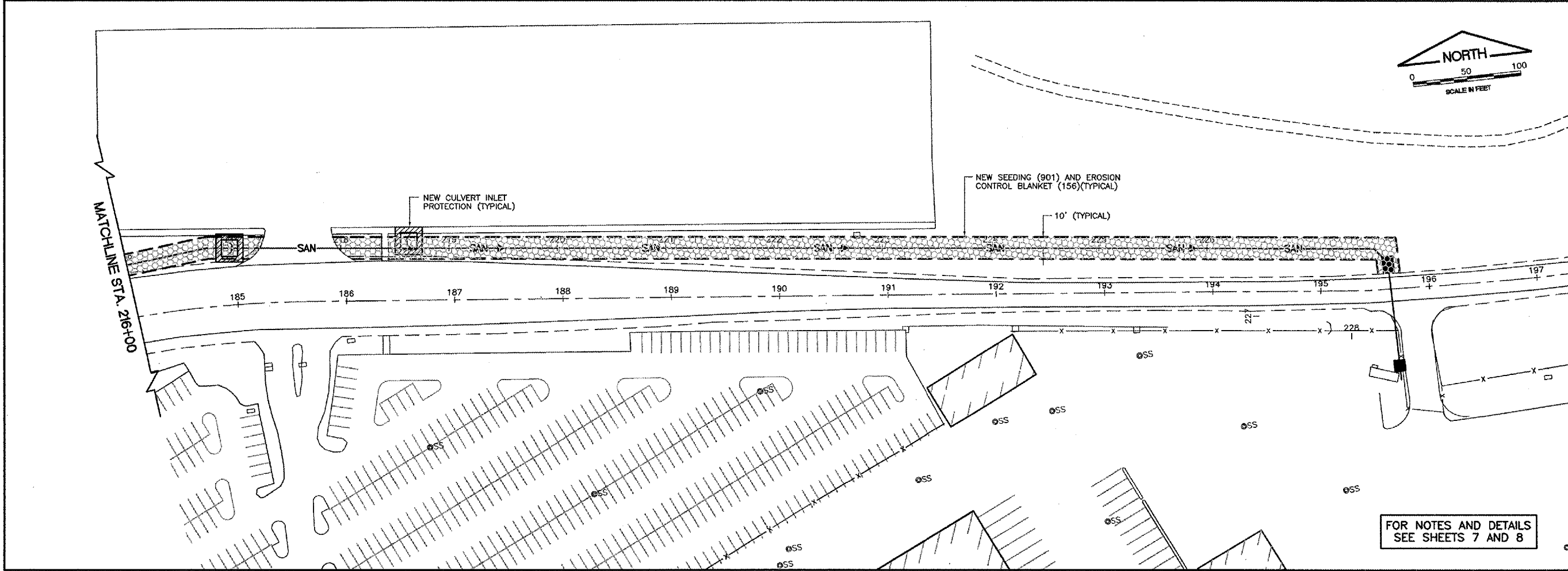
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- LEGEND**
- NEW SANITARY SEWER
 - NEW BORE/RECEIVING PIT
 - NEW INLET PROTECTION
 - NEW SEEDING (901) AND EROSION CONTROL BLANKET (156)
 - EXISTING FENCE



FOR NOTES AND DETAILS
 SEE SHEETS 7 AND 8

**CHICAGO ROCKFORD INTERNATIONAL AIRPORT
 ROCKFORD, ILLINOIS**

**SANITARY FORCEMAIN STORMWATER
 POLLUTION PREVENTION PLAN**

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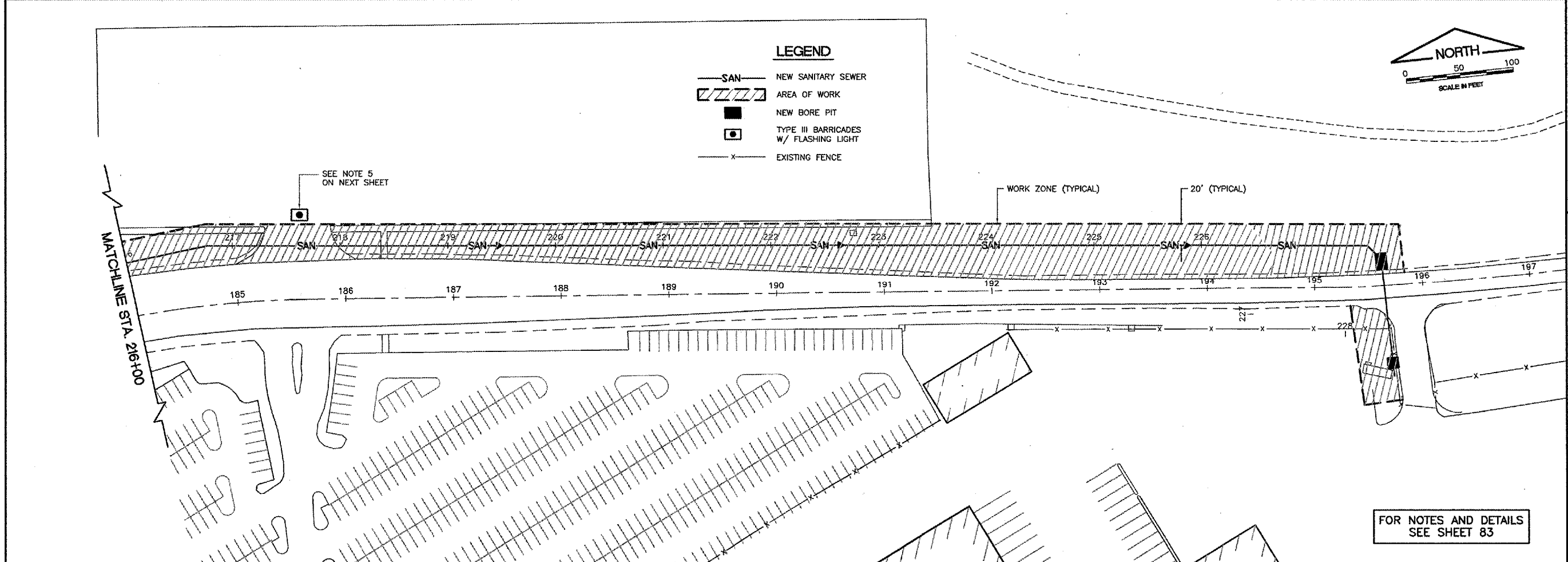
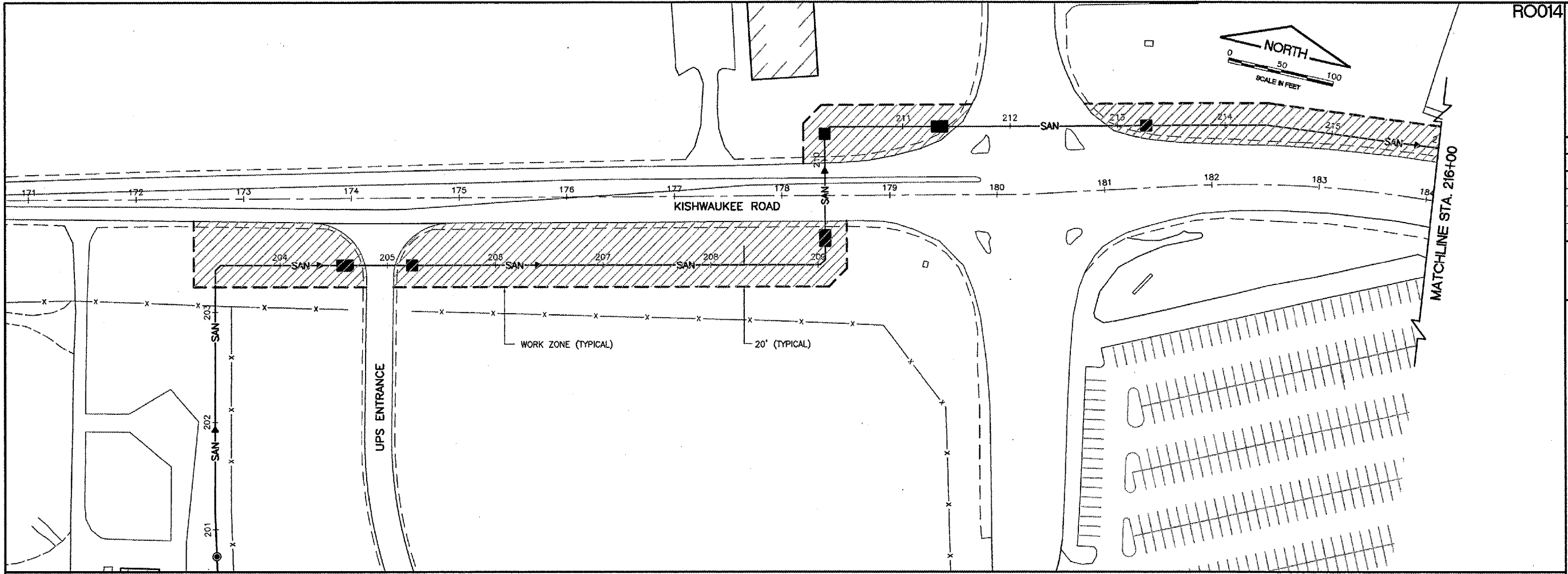
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LEGEND

- NEW SANITARY SEWER
- AREA OF WORK
- NEW BORE PIT
- TYPE III BARRICADES W/ FLASHING LIGHT
- EXISTING FENCE

SEE NOTE 5
 ON NEXT SHEET

FOR NOTES AND DETAILS
 SEE SHEET 83

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TEMPORARY TRAFFIC CONTROL PLAN

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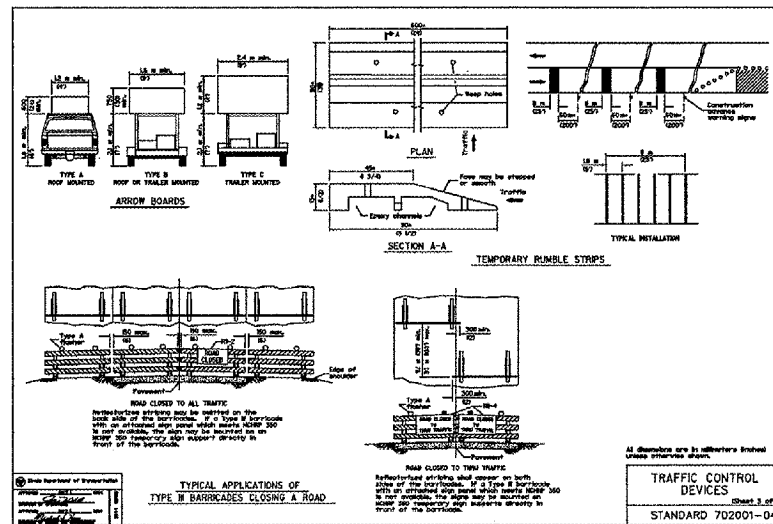
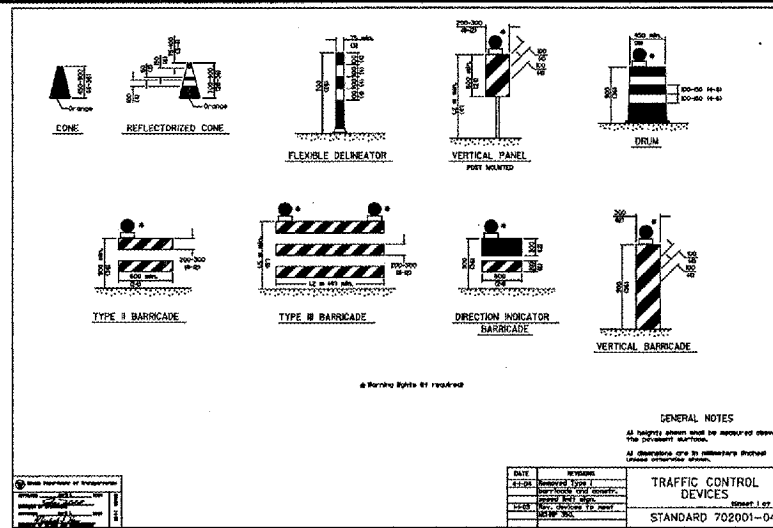
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SHEET 82 OF 83 SHEETS	

GENERAL NOTES - WINNEBAGO COUNTY HIGHWAY DEPARTMENT

- BEFORE STARTING WORK IN THE COUNTY'S RIGHT-OF-WAY, THE CONTRACTOR SHALL CONTACT THE HIGHWAY DEPARTMENT AT LEAST FIVE DAYS IN ADVANCE PH: (815) 319-4000. THE CITY HAS APPLIED FOR THE PERMIT FROM THE HIGHWAY DEPARTMENT AND A COPY SHALL BE MADE AVAILABLE TO THE CONTRACTOR BEFORE CONSTRUCTION STARTS.
- THE APPLICANT REPRESENTS ALL PARTIES IN INTEREST AND SHALL FURNISH MATERIAL, DO ALL WORK, PAY ALL COST, AND SHALL IN A REASONABLE LENGTH OF TIME, RESTORE THE DAMAGED PORTIONS OF THE HIGHWAY. RESTORATION TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING BEFORE THE COMMENCEMENT OF THE DESCRIBED WORK, INCLUDING TOPSOIL BUT EXCLUDING ANY SEEDING OR SODDING.
- THE PROPOSED WORK SHALL BE LOCATED AND CONSTRUCTED TO THE SATISFACTION OF THE COUNTY ENGINEER OR HIS/HER DULY AUTHORIZED REPRESENTATIVE. NO REVISIONS OR ADDITIONS SHALL BE MADE TO THE PROPOSED WORK ON THE RIGHT-OF-WAY WITHOUT THE WRITTEN PERMISSION OF THE COUNTY ENGINEER.
- ALL BORING AND/OR RECEIVING PITS SHALL BE A MINIMUM OF 5 FEET FROM THE EDGE OF PAVEMENT OR BACK OF CURB IN URBAN AREAS.
- ALL UNDERGROUND INSTALLATIONS SHALL HAVE AT LEAST 3 FEET OF COVER TO AVOID CONFLICT WITH SIGN INSTALLATIONS.
- THE WORK PERFORMED BY APPLICANT IS FOR THE BONA FIDE PURPOSE EXPRESSED AND NOT FOR THE PURPOSE OF, NOR WILL IT RESULT IN, THE PARKING OR SERVICING OF VEHICLES ON THE HIGHWAY RIGHT-OF-WAY. SIGNS LOCATED ON OR OVERHANGING THE RIGHT-OF-WAY SHALL BE PROHIBITED.
- CARE SHALL BE TAKEN TO AVOID EXISTING UNDERGROUND INSTALLATIONS WITHIN THE HIGHWAY RIGHT-OF-WAY, ESPECIALLY CROSS ROAD CULVERTS.
- THE APPLICANT, HIS/HER SUCCESSORS OR ASSIGNS, AGREES TO HOLD HARMLESS THE COUNTY OF WINNEBAGO AND ITS DULY APPOINTED AGENTS AND EMPLOYEES AGAINST ANY ACTION FOR PERSONAL INJURY OR PROPERTY DAMAGE SUSTAINED BY REASON OF THE EXERCISE OF THIS PERMIT.
- THE APPLICANT SHALL NOT TRIM, CUT OR IN ANY WAY DISTURB ANY TREES OR SHRUBBERY ALONG THE HIGHWAY WITHOUT THE APPROVAL OF THE COUNTY ENGINEER OR HIS/HER DULY AUTHORIZED REPRESENTATIVE.
- THE COUNTY RESERVES THE RIGHT TO MAKE SUCH CHANGES, ADDITIONS, REPAIRS AND RELOCATIONS WITHIN ITS STATUTORY LIMITS TO THE FACILITIES CONSTRUCTED UNDER THIS PERMIT, OR THEIR APPURTENANCES ON THE RIGHT-OF-WAY AS MAY AT ANY TIME BE CONSIDERED NECESSARY TO PERMIT THE RELOCATION, RECONSTRUCTION, WIDENING OR MAINTAINING OF THE HIGHWAY AND/OR TO PROVIDE PROPER PROTECTION TO LIFE AND PROPERTY ON OR ADJACENT TO THE COUNTY RIGHT-OF-WAY. HOWEVER, IN THE EVENT THIS PERMIT IS GRANTED TO CONSTRUCT, LOCATE, OPERATE, AND MAINTAIN UTILITY FACILITIES ON THE COUNTY RIGHT-OF-WAY, THE APPLICANT, UPON WRITTEN REQUEST BY THE COUNTY ENGINEER, SHALL PERFORM SUCH ALTERATION OR CHANGE OF LOCATION OF THE FACILITIES, WITHOUT EXPENSE TO THE COUNTY. SHOULD THE APPLICANT FAIL TO MAKE SATISFACTORY ARRANGEMENTS TO COMPLY WITH THIS REQUEST WITHIN A REASONABLE TIME, THE COUNTY RESERVES THE RIGHT TO MAKE SUCH ALTERATIONS OR CHANGE OF LOCATION OR REMOVE THE WORK, AND THE APPLICANT AGREES TO PAY FOR THE COST INCURRED.
- THIS PERMIT IS EFFECTIVE ONLY INsofar AS THE COUNTY HAS JURISDICTION AND DOES NOT PRESUME TO RELEASE THE APPLICANT FROM COMPLIANCE WITH THE PROVISIONS OF ANY EXISTING STATUTES OR LOCAL REGULATION RELATING TO THE CONSTRUCTION OF SUCH WORK.
- THE CONSTRUCTION OF ACCESS DRIVEWAYS IS SUBJECT TO THE REGULATIONS LISTED IN THE "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". IF, IN THE FUTURE, THE LAND USE OF PROPERTY SERVED BY AN ACCESS DRIVEWAY DESCRIBED AND CONSTRUCTED IN ACCORDANCE WITH THIS PERMIT CHANGE SO AS TO REQUIRE A HIGHER DRIVEWAY TYPE AS DEFINED IN THAT POLICY, THE OWNER SHALL APPLY FOR A NEW PERMIT AND BEAR THE REGULATIONS LISTED IN THAT POLICY. UTILITY INSTALLATION SHALL BE SUBJECT TO THE "POLICY OF THE ACCOMMODATION OF UTILITIES ON RIGHT-OF-WAY" OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- THE APPLICANT AFFIRMS THAT THE PROPERTY LINES SHOWN ON THE ATTACHED SHEET (S) ARE TRUE AND CORRECT AND BINDS AND OBLIGATES HIM/HERSELF TO PERFORM THE OPERATION IN ACCORDANCE WITH THE DESCRIPTION AND ATTACHED SKETCH AND TO ABIDE BY THE POLICY REGULATIONS.
- FAILURE TO ADHERE TO THE ABOVE REQUIREMENT WILL RESULT IN FUTURE PERMITS BEING HELD UNTIL SATISFACTORY REMEDIAL ACTION HAS BEEN PERFORMED BY THE APPLICANT.
- THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT SHALL BE NOTIFIED A MINIMUM OF TWO WORKING DAYS IN ADVANCE OF WORK IN THE COUNTY RIGHT-OF-WAY AND PRIOR TO A REQUEST FOR A FINAL INSPECTION.
- THE CONTRACTOR SHALL KEEP THE PAVEMENT FREE OF ALL DUST, DIRT AND CONSTRUCTION DEBRIS. THE CONTRACTOR SHALL IMPLEMENT AND MAINTAIN DUST CONTROL MEASURES.
- ALL UNPAVED, DISTURBED AREAS IN THE COUNTY RIGHT-OF-WAY SHALL BE PROPERLY GRADED, RESTORE WITH A MINIMUM OF FOUR INCHES OF TOP SOIL PER THE REQUIREMENTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".
- PROPERTY CORNERS SHALL BE CAREFULLY PROTECTED UNTIL A PROFESSIONAL LAND SURVEYOR REFERENCES THEM. THE CONTRACTOR AT HIS/HER COST SHALL REPLACE PROPERTY MONUMENTS AND OTHER STRUCTURES DISTURBED OR DAMAGED DURING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. FOR UTILITY LOCATIONS. THE J.U.L.I.E. PHONE NUMBER IS 1-800-892-0123. THEY NEED A MINIMUM OF 48 HOURS ADVANCE NOTICE.
- IN CASE OF LAYING WATER SUPPLY STORM SEWER AND/OR SANITARY SEWERS ALONG OR ACROSS EACH OTHER, RELEVANT PROVISIONS OF SECTION 8 OF THE DRAINAGE MANUAL SHALL BE FOLLOWED.
- THE CONTRACTOR SHALL KEEP ALL THE TRAFFIC LANES OPEN TO TRAFFIC AND PROVIDE COMPLETE TRAFFIC CONTROL AND PROTECTION IN ACCORDANCE WITH 701 AND ARTICLE 107.09 OF THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. IF THE WORK IS TO CREATE ANY OBSTRUCTION TO THE TRAFFIC ON ANY TRAFFIC LANE OR NEEDS TO CLOSE A LANE OR A ROAD FOR ANY PERIOD OF TIME, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT SHALL BE INFORMED A MINIMUM OF FIVE DAYS IN ADVANCE WITH A WORK SCHEDULE SO THAT WINNEBAGO COUNTY CAN ISSUE A PRESS RELEASE FOR THE INFORMATION TO THE GENERAL PUBLIC. A TRAFFIC CONTROL AND PROTECTION AND DETOUR PLAN IN ACCORDANCE WITH THE RELEVANT PROVISIONS OF IDOT STANDARD SPECIFICATIONS SHALL BE SUBMITTED FOR APPROVAL.

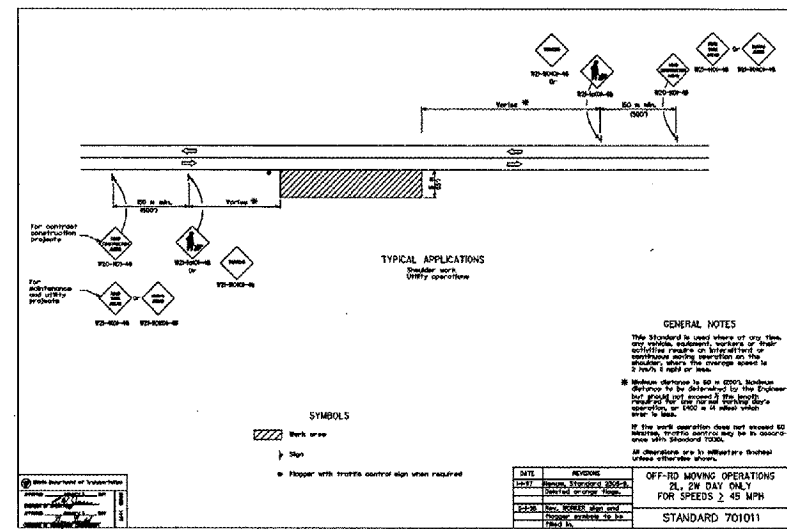
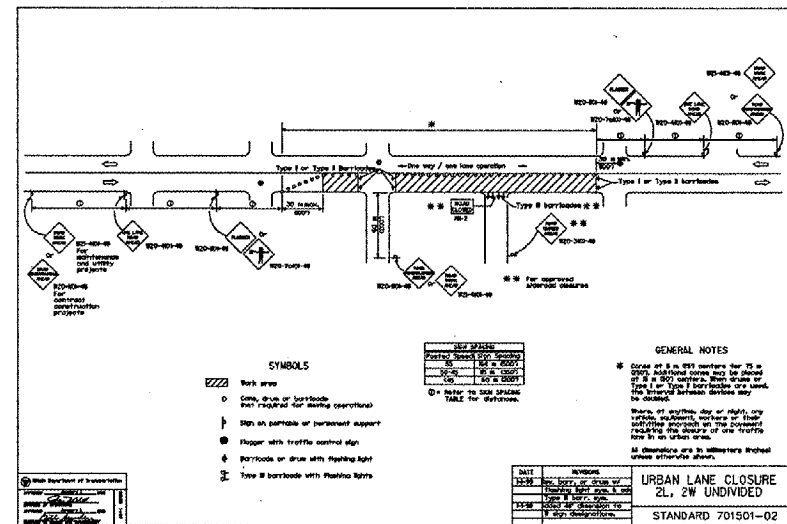
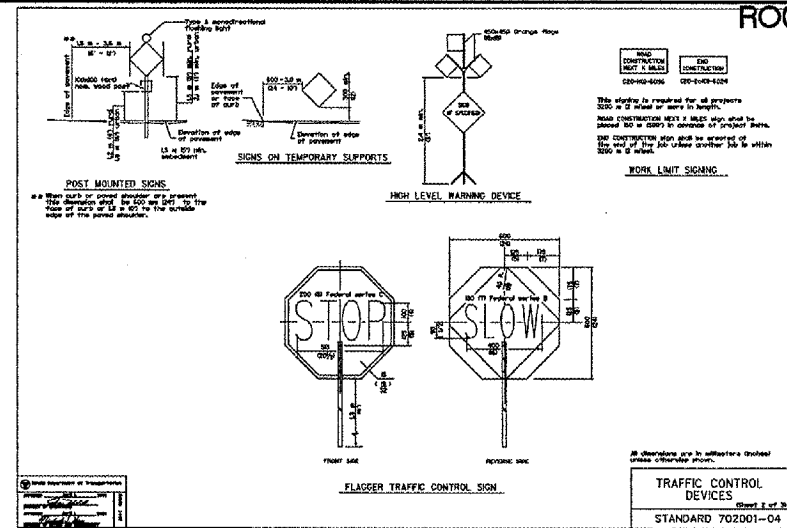


TRAFFIC CONTROL GENERAL NOTES

- TRAFFIC CONTROL AND WORK ZONE SIGNAGE SHALL BE IN ACCORDANCE WITH IDOT STD. 701011, 701501 AND THE DETAILS BELOW.
- WORKING HOURS FROM 7:00 A.M. - 7:00 P.M. MONDAY THROUGH FRIDAY.
- CONTRACTOR SHALL COORDINATE WITH BUSINESS OWNERS DURING WORK ACROSS BUSINESS ENTRANCES.
- CONTRACTOR SHALL ONLY CLOSE ONE HALF OF THE STREET AT A TIME. CONTRACTOR SHALL COVER TRENCHES WITH PLATES OF SUFFICIENT THICKNESS AT END OF DAYS. THE PLATES SHALL BE PINNED TOGETHER AND RAMPED TO PROMOTE A SAFE CONDITION.
- CONTRACTOR SHALL PLACE TYPE III BARRICADES AT BUSINESS/PARKING LOT ENTRANCES AND ACCESS ROADS DURING CONSTRUCTION. CONTRACTOR SHALL EXPEDITE HIS WORK ACROSS THE ROADWAYS SO AS TO LIMIT LOSS OF ACCESS TO NO MORE THAN ONE HOUR PER CROSSING. ALL ROADWAYS SHALL BE BACKFILLED WITH SUITABLE MATERIALS TO ALLOW VEHICULAR ACCESS.
- CONTRACTOR SHALL MAKE AVAILABLE A 24 HOUR PHONE NUMBER OF THE INDIVIDUAL IN THEIR EMPLOYMENT OR THE INDIVIDUAL OF THE SUB-CONTRACTOR RESPONSIBLE FOR TRAFFIC CONTROL DEVICE MAINTENANCE.
- AFTER A CLOSURE, AND PRIOR TO OPENING TRAFFIC, ALL OPEN CUTS SHALL BE COVERED WITH PLATES OF SUFFICIENT THICKNESS AND THE PLATES SHALL BE PINNED TOGETHER TO PROMOTE A SAFE CONDITION. TEMPORARY ASPHALT PLATES SHALL BE USED AS RUN-UPS AND RUN-DOWNS TO THE PLATES.
- CONTRACTOR SHALL PROVIDE FLAGGERS FOR ALL CONSTRUCTION TRAFFIC THAT ENTERS OR EXITS THE CONSTRUCTION ZONE.
- TRAFFIC CONTROL DEVICES SHALL BE PLACED IN ACCORDANCE WITH IDOT STANDARDS.
- CONTRACTOR SHALL NOTIFY THE CITY A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF OPERATION.
- CONTRACTOR SHALL PROVIDE BARRICADES WITH LIGHTING AROUND ALL STORED MATERIALS OR EQUIPMENT IN WORK AREAS ALONG THE ROADWAY.
- THE WORK SEQUENCE PLAN SHOWN IS A SUGGESTED SEQUENCE. IF THE CONTRACTOR WISHES TO WORK FROM ANOTHER STAGING SEQUENCE, THE CONTRACTOR SHALL SUBMIT A NEW TRAFFIC CONTROL PLAN/STAGING SEQUENCE TO BOTH THE CITY OF ROCKFORD AND THE CHICAGO/ROCKFORD INTERNATIONAL AIRPORT TWO WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

GENERAL NOTES

- ALL DISTURBED AREAS SHALL BE CLEANED UP AND RESTORED BACK TO PRE-CONSTRUCTION CONDITION. CLEAN UP SHOULD FOLLOW CLOSELY BEHIND CONSTRUCTION OPERATIONS. PAVEMENT SHALL BE MAINTAINED IN A CLEAN AND NEAT FASHION. THE CONTRACTOR SHALL PROVIDE DAILY STREET SWEEPING ON DAYS WHEN WORK IS PERFORMED.
- KISHWAUKEE/AIRPORT ROAD IS OWNED AND MAINTAINED BY THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT. CONTRACTOR SHALL PERFORM HIS DUTIES IN ACCORDANCE WITH THE COUNTY REQUIREMENTS.
- ALL EXISTING TRAFFIC SIGNS, FENCES, GUARDRAILS, STREET LIGHTS, STREET SIGNS, ETC. WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR REMOVAL OR DISPOSAL SHALL BE MAINTAINED BY THE CONTRACTOR OR TEMPORARILY RELOCATED. THIS IS CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. DAMAGE TO THESE ITEMS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE. IN ADDITION, ALL MAILBOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST.
- ANY PAVEMENT STRIPING DAMAGED OR REMOVED DURING CONSTRUCTION OPERATIONS SHALL BE REPLACED IN KIND BY THE CONTRACTOR. THE COST OF THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROJECT.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES, RESIDENCES, AGRICULTURAL AREAS, AND ALL OTHER SITES NECESSARY FOR THE MAINTENANCE OF COMMERCE AND SAFETY AT ALL TIMES. THE CONTRACTOR MAY PLACE TEMPORARY PLATES OR OTHER SUCH DEVICES IN A SAFE AND ACCESSIBLE MANNER TO TEMPORARILY MAINTAIN ACCESS. IN NO CASE MAY MORE THAN ONE POINT OF ACCESS TO ANY RESIDENCE, BUSINESS OR SITE BE UNDER CONSTRUCTION SIMULTANEOUSLY. COSTS FOR MAINTAINING ACCESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



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LAYOUT: 06(SEQ3)
UPDATE BY: Jeremy Linx
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DATE: Thursday, April 03, 2008 11:37:15 AM
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CHICAGO ROCKFORD INTERNATIONAL AIRPORT
ROCKFORD, ILLINOIS
TEMPORARY TRAFFIC CONTROL
GENERAL NOTES AND DETAILS

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CHECKED BY:	MLK/JRL
APPROVED BY:	
DATE:	02/29/08
JOB No:	07258-06
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FINAL SUBMITTAL	
SHEET	83 OF 83 SHEETS