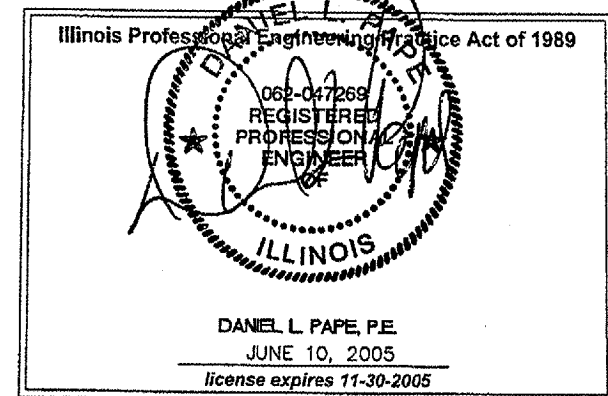


# GREATER ROCKFORD AIRPORT AUTHORITY



## ROCKFORD, ILLINOIS CONSTRUCTION PLANS FOR GREATER ROCKFORD AIRPORT EXPAND NW AIR CARGO APRON AND SITEWORK (CONTRACT 2) (PAVING, DRAINAGE AND UTILITIES)



**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

**CALL JULIE  
BEFORE EXCAVATING**  
1-800-892-0123

**FINAL SUBMITTAL**

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

**INDEX TO SHEETS:**

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

**CMT** 05258-06-00  
CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, ILLINOIS  
AURORA, ILLINOIS  
ST. LOUIS, MISSOURI  
ROCKFORD, ILLINOIS  
http://www.cmteng.com

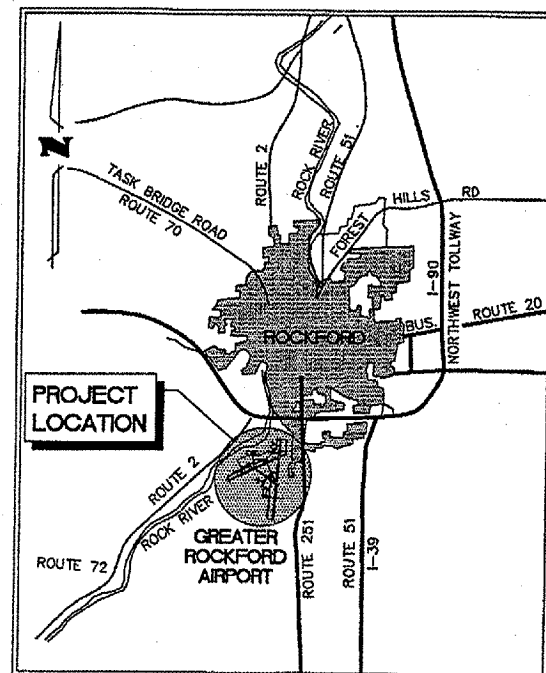
SUBMITTED BY: *[Signature]*  
DANIEL L. PAPE, PE

DATE: JUNE 10, 2005

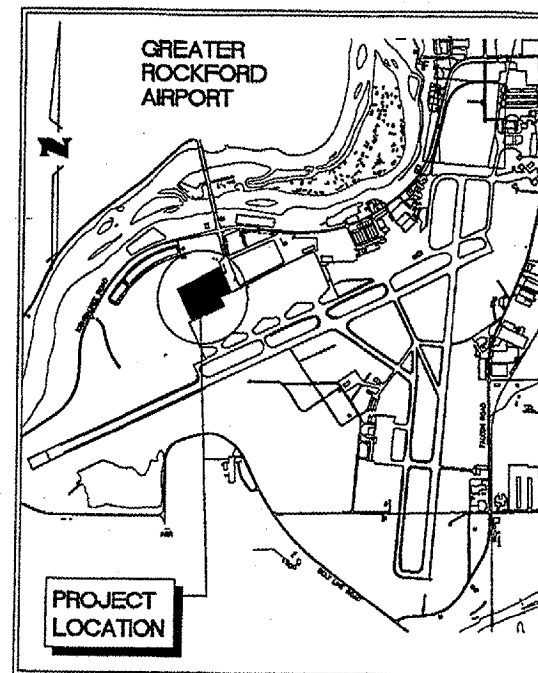
**GREATER ROCKFORD  
AIRPORT AUTHORITY  
ROCKFORD, ILLINOIS**

APPROVED BY: *[Signature]*  
ROBERT W. O'BRIEN, JR., AAE  
EXECUTIVE DIRECTOR

DATE: JUNE 10, 2005

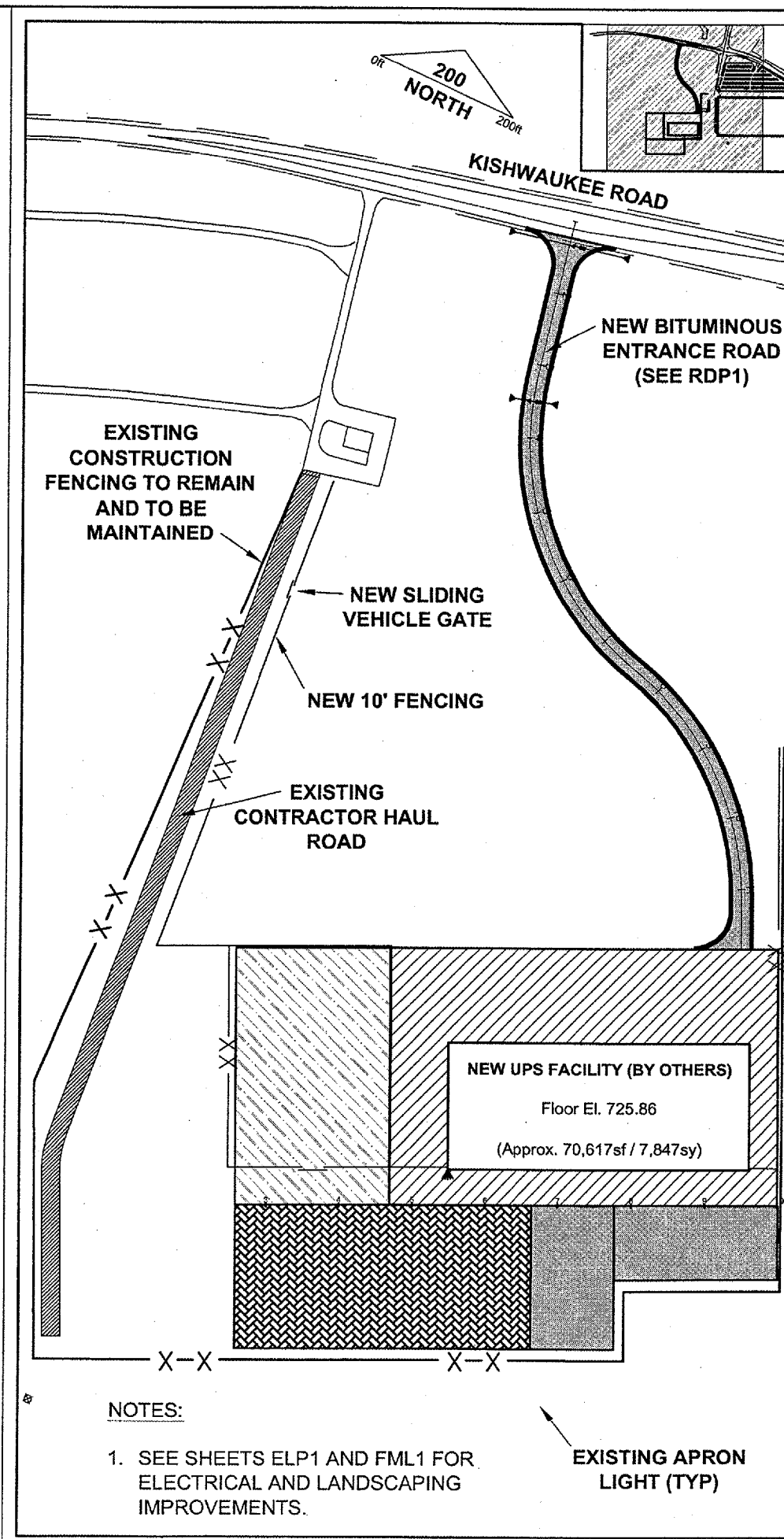
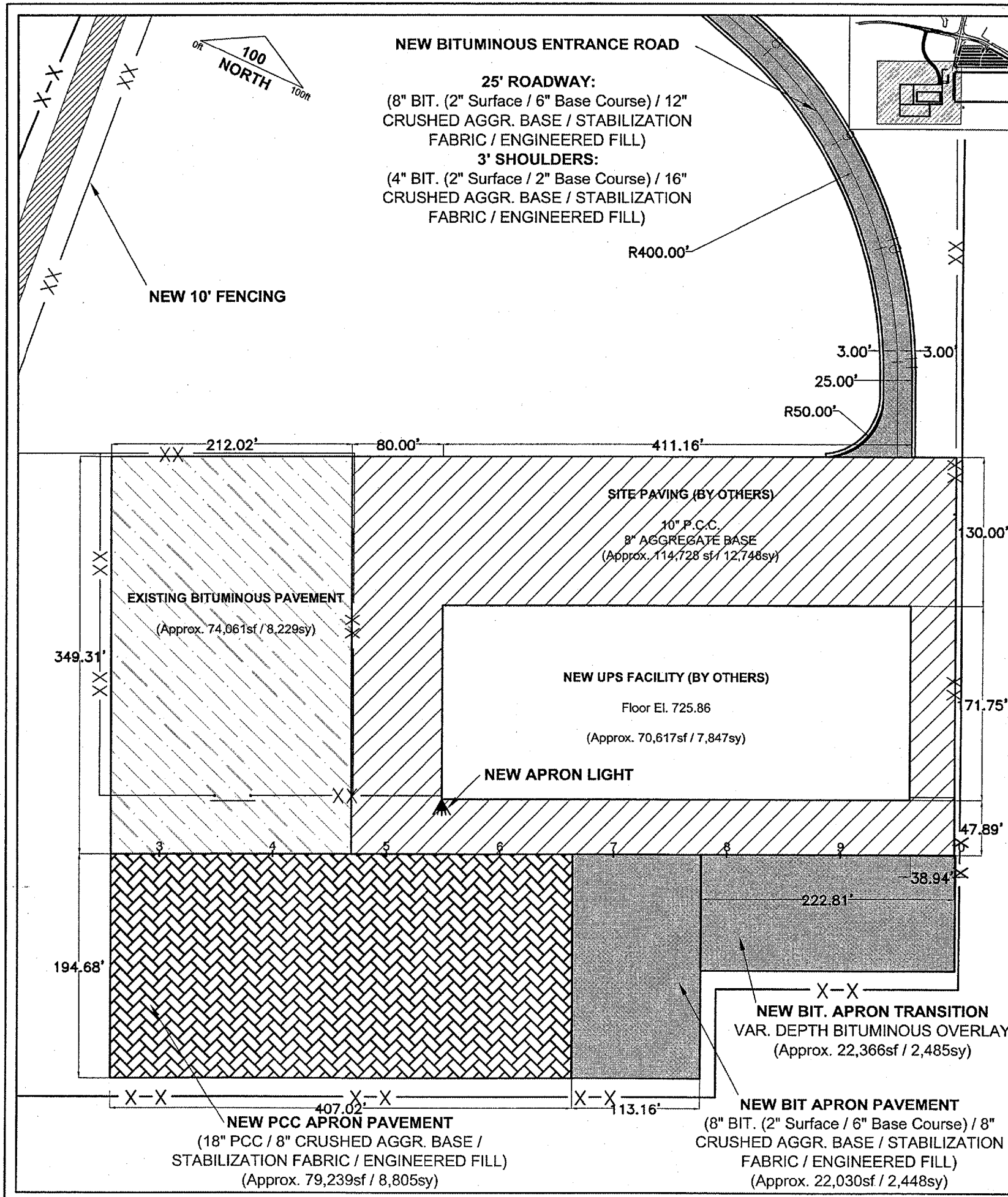


LOCATION MAP



SITE PLAN





**NOTES:**  
 1. SEE SHEETS ELP1 AND FML1 FOR ELECTRICAL AND LANDSCAPING IMPROVEMENTS.

**RO011**



Rockford, Illinois  
 Greater Rockford Airport Authority  
 AIP: 3-17-0088-XX  
 RFD-3507  
 NW Air Cargo Sitework (Phase 2)

Revisions		
No.	Date	Description

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

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

**SITE PLAN**

**3 (SPL1)**









**RO011**



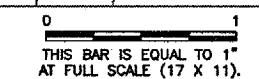
Rockford, Illinois  
Greater Rockford  
Airport Authority

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**CONSTRUCTION  
PHASING NOTES**

**7 (CPN1)**

**GENERAL NOTES:**

**1. SUGGESTED SEQUENCE OF CONSTRUCTION:**

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

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

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

**3. AIRPORT APPROVAL OF PHASING:**

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

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

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

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

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

**6. EXISTING UTILITY COORDINATION:**

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

**7. TRAFFIC CONTROL PAYMENT:**

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

**8. DRIVERS TRAINING AND BADGING:**

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

**9. DUST CONTROL REQUIREMENTS:**

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

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

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

**11. STAGING AREA:**

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

**12. AIRFIELD LIGHTING COORDINATION:**

THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY.

**13. WEEKLY COORDINATION MEETINGS:**

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

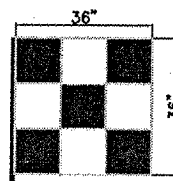
**PROJECT NOTES:**

**1. CONSTRUCTION SITE ACCESS:**

THE CONTRACTOR SHALL INSTALL THE HAUL ROAD AS SHOWN ON THE CONSTRUCTION PHASING PLAN. COST OF THE INSTALLATION, REMOVAL AND RESTORATION TO PRE-CONSTRUCTION CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLE ACCESS AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO THE CITY OF ROCKFORD AND IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.

**2. UNAUTHORIZED ACCESS TO AIRFIELD:**

THE CONTRACTOR SHALL RESTRICT ALL ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AN AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF OPERATIONS, MAY BE FINED \$10,000.00 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.



**CONSTRUCTION EQUIPMENT  
AND TRUCK SIGNAL FLAG**  
ORANGE / WHITE











# RO011



Rockford, Illinois  
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(Phase 2)

Revisions		
No.	Date	Description

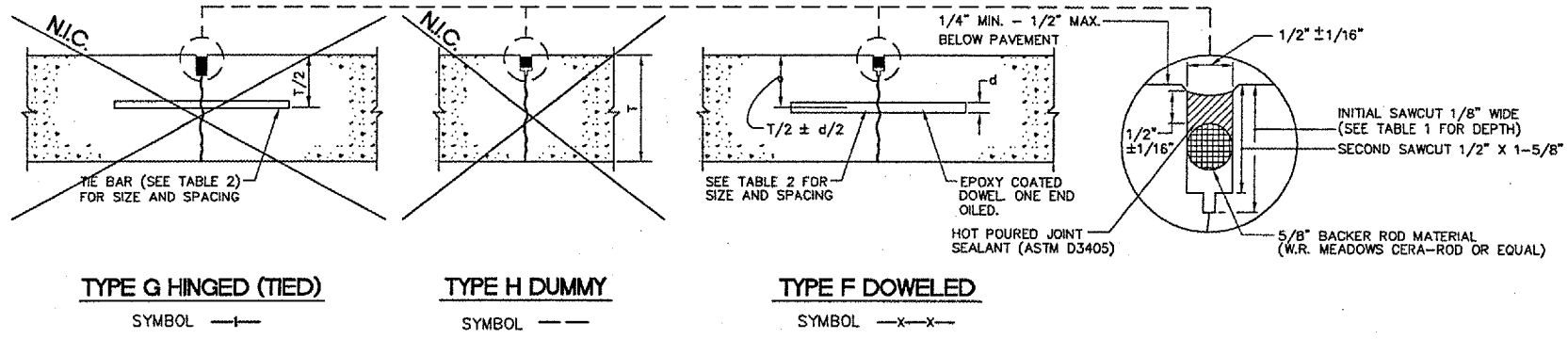
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DRAWN BY:	CMT
CHECKED BY:	DLP
APPROVED BY:	DLP
DATE:	6.10.2005
JOB No:	05258-06-00

## JOINTING DETAILS

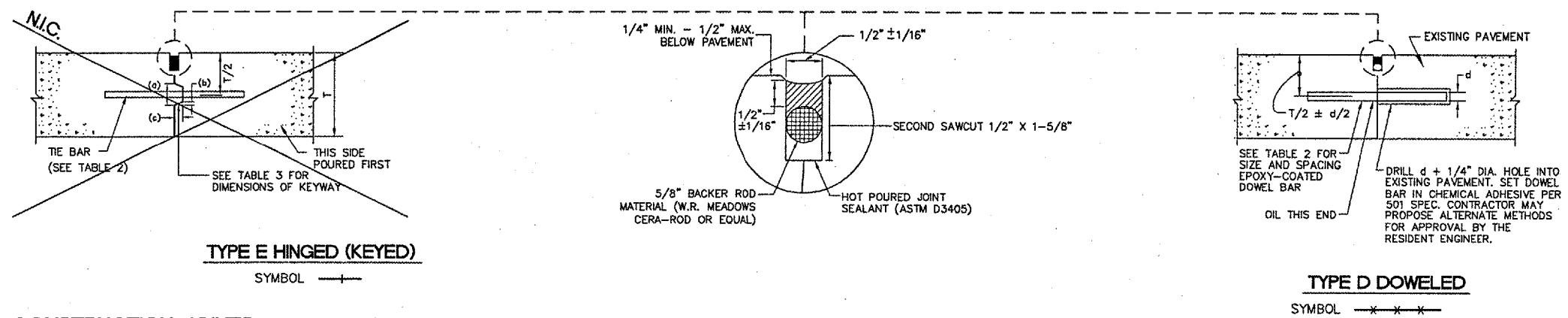
### 12 (JDT1)

### JOINT NOTES

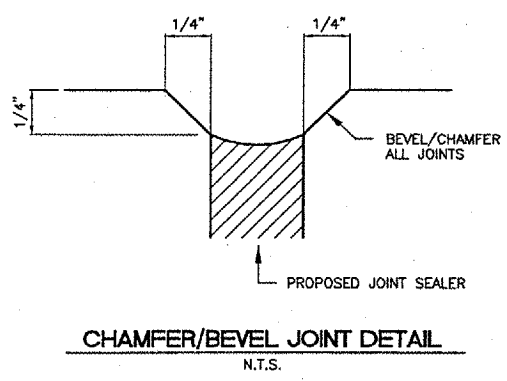
- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS 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.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY OR MECHANICALLY INSTALLED PER ARTICLE 420.10 JOINTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES OR MECHANICAL METHOD SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- WHEN TIE BARS ARE USED FOR SLIP-FORM LONGITUDINAL CONTRACTION JOINTS, ONE END OF THE TIE BAR SHALL BE BENT AND INSERTED INTO THE KEYWAY OF THE JOINT. THE BENT BARS SHALL BE STRAIGHTENED TO RIGHT ANGLES WITH LONGITUDINAL JOINT AND SHALL EXTEND INTO THE ADJACENT LANE PARALLEL TO THE PAVEMENT SURFACE.
- METAL FORMS USED FOR KEYS JOINTS WILL BE REMOVED UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- THE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM A615 OR ASTM A616, EXCEPT THAT RAIL STEEL BARS, GRADE 50 OR 60 SHALL NOT BE USED FOR THE BARS THAT ARE TO BE BENT OR RESTRAIGHTEND DURING CONSTRUCTION. THE BARS DESIGNATED AS GRADE 40 IN ASTM A615 CAN BE USED FOR CONSTRUCTION REGARDING BENT BARS.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
- COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
- CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS AT NO ADDITIONAL COST.



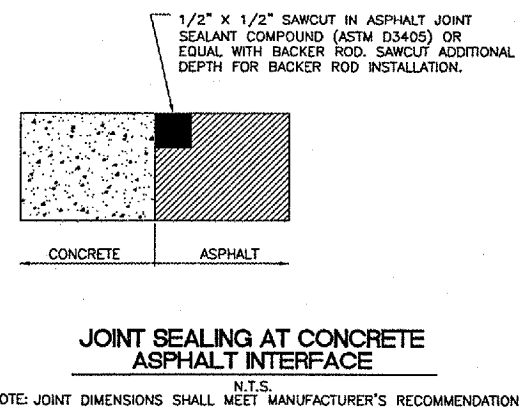
**CONTRACTION JOINTS**  
 TYPE G HINGED (TIED) SYMBOL ———  
 TYPE H DUMMY SYMBOL ———  
 TYPE F DOWELED SYMBOL —x—x—



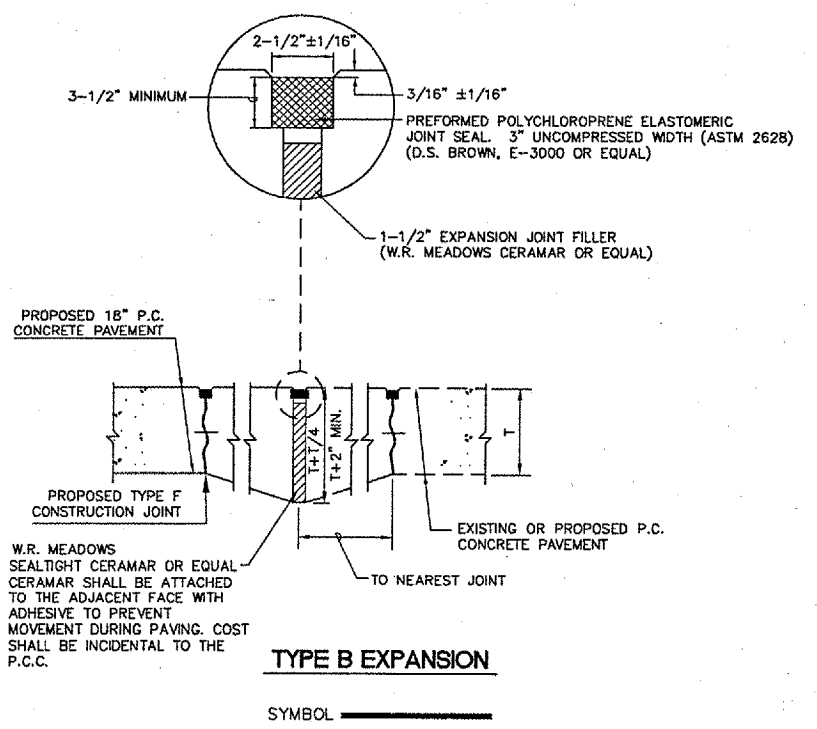
**CONSTRUCTION JOINTS**  
 TYPE E HINGED (KEYED) SYMBOL ———  
 TYPE D DOWELED SYMBOL —x—x—



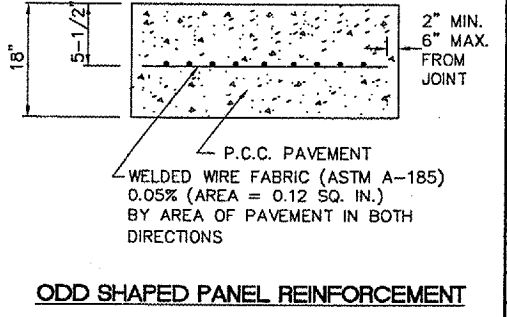
**CHAMFER/BEVEL JOINT DETAIL**  
N.T.S.



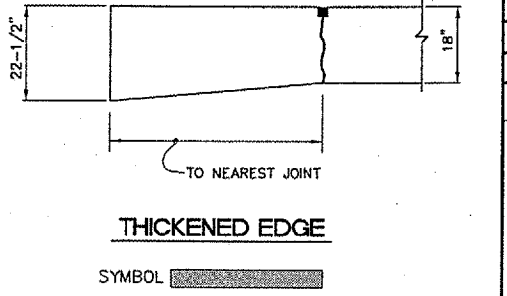
**JOINT SEALING AT CONCRETE ASPHALT INTERFACE**  
N.T.S.  
NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION



**TYPE B EXPANSION**  
SYMBOL ———



**ODD SHAPED PANEL REINFORCEMENT**



**THICKENED EDGE**  
SYMBOL ———

TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES T=(T/4) ±1/4"
18"	4.5"

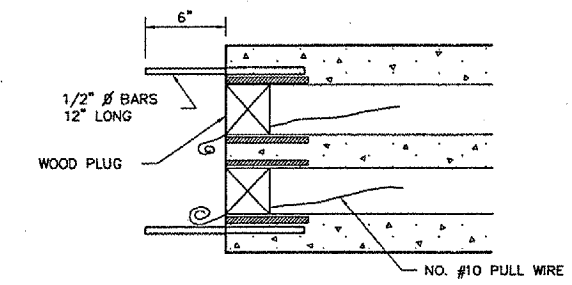
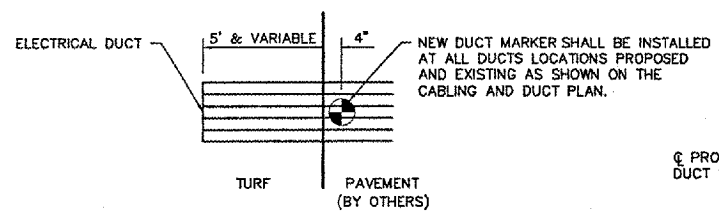
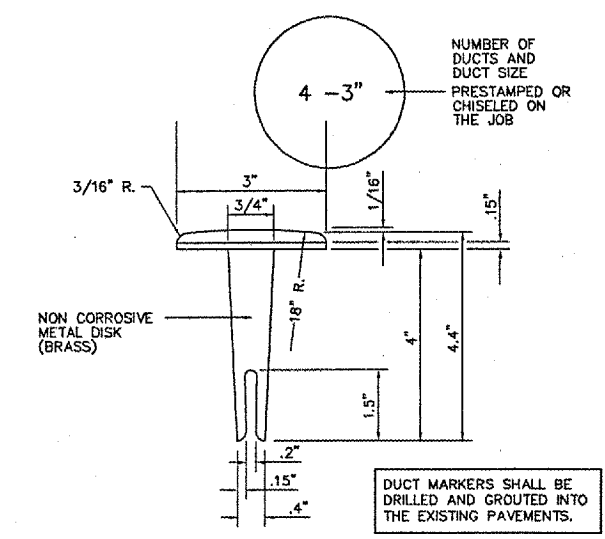
TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
18"	1-1/2"	20"	18"	#5	30"	30"

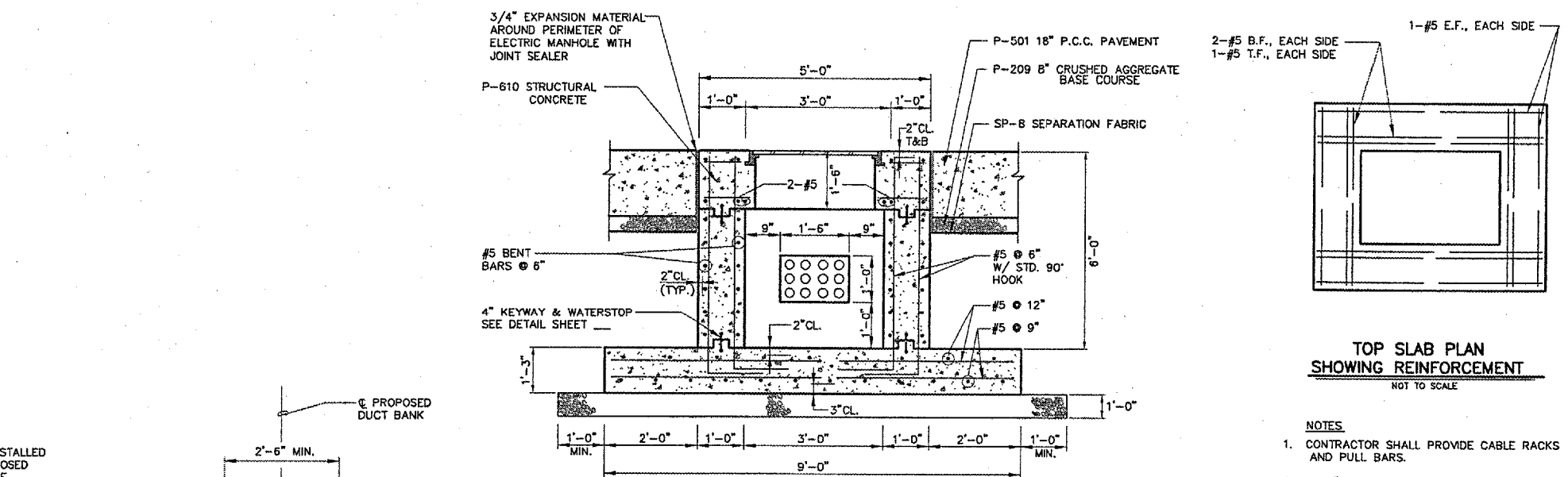








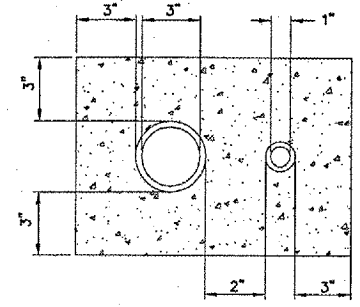
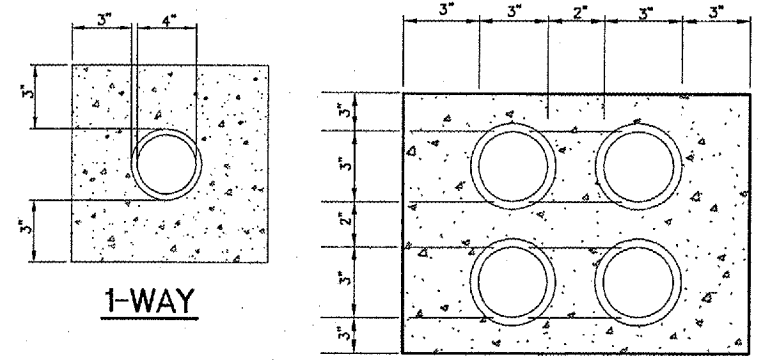
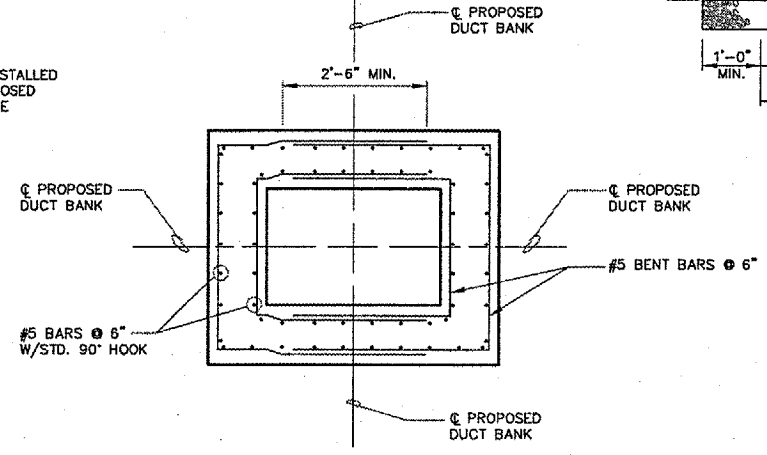
- NOTES**
- DIMENSIONS SHOWN ARE MINIMUM
  - TOP OF CONCRETE ENCASUREMENT TO BE NOT LESS THAN 18" BELOW FINISHED SUBGRADE
  - DUCT CONCRETE SHALL BE ITEM 610 STRUCTURAL P.C. CONCRETE
  - ALL DUCT SHALL BE 3" INSIDE DIA.
  - CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOME RUN (TURF CABLE MARKER)



**TOP SLAB PLAN SHOWING REINFORCEMENT**  
NOT TO SCALE

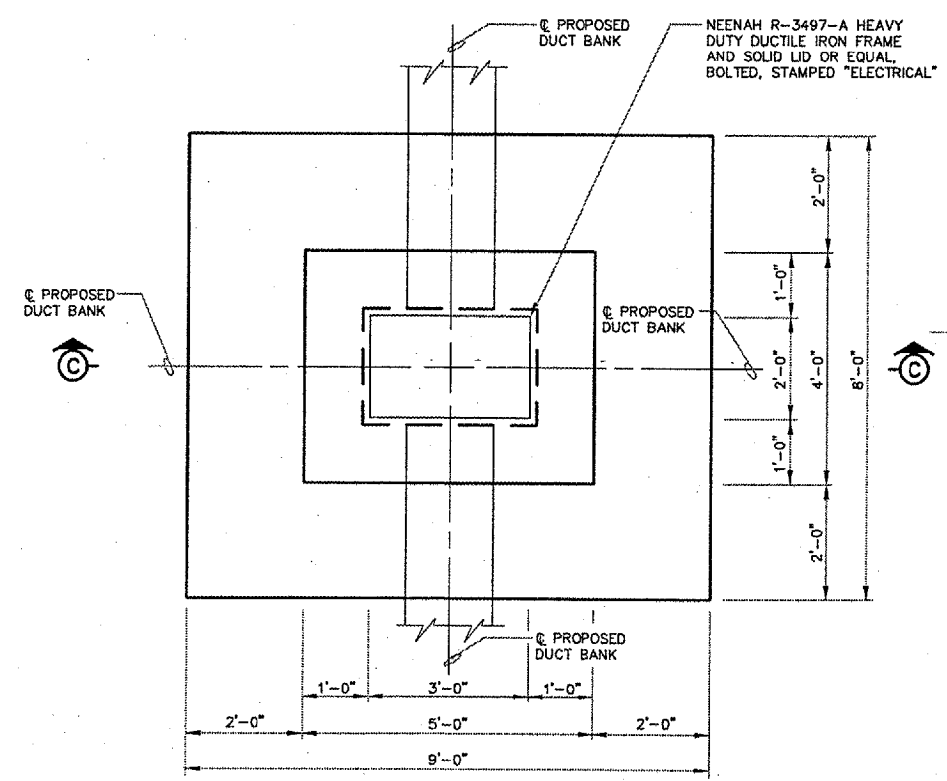
- NOTES**
- CONTRACTOR SHALL PROVIDE CABLE RACKS AND PULL BARS.
  - SEE "ADDITIONAL REINFORCEMENT AROUND DUCT OPENINGS" DETAIL, SHEET... FOR ADDITIONAL INFORMATION.

**PROPOSED TYPE 1 HANDHOLE**



**NOTE:**  
DETAIL SHOWN IS FOR 2-WAY DUCT WITH 1" AND 3" PVC CONDUITS. DIMENSIONS SHOWN ARE TYPICAL FOR VARIOUS SIZES DUCT BANKS WITH 1" AND 3" CONDUITS. EXACT CONFIGURATION TO BE FIELD COORDINATED.

**CONCRETE ENCASED DUCTS**  
NOT TO SCALE



**R0011**



Rockford, Illinois  
Greater Rockford  
Airport Authority  
AIP: 3-17-0088-XX  
RFD-3507

NW Air Cargo  
Sitework  
(Phase 2)

Revisions		
No.	Date	Description

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

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

**ELECTRICAL  
DETAILS 2**

**15 (ELD2)**

# RO011



Rockford, Illinois  
 Greater Rockford  
 Airport Authority  
 AIP: 3-17-0088-XX  
 RFD-3507

NW Air Cargo  
 Sitework  
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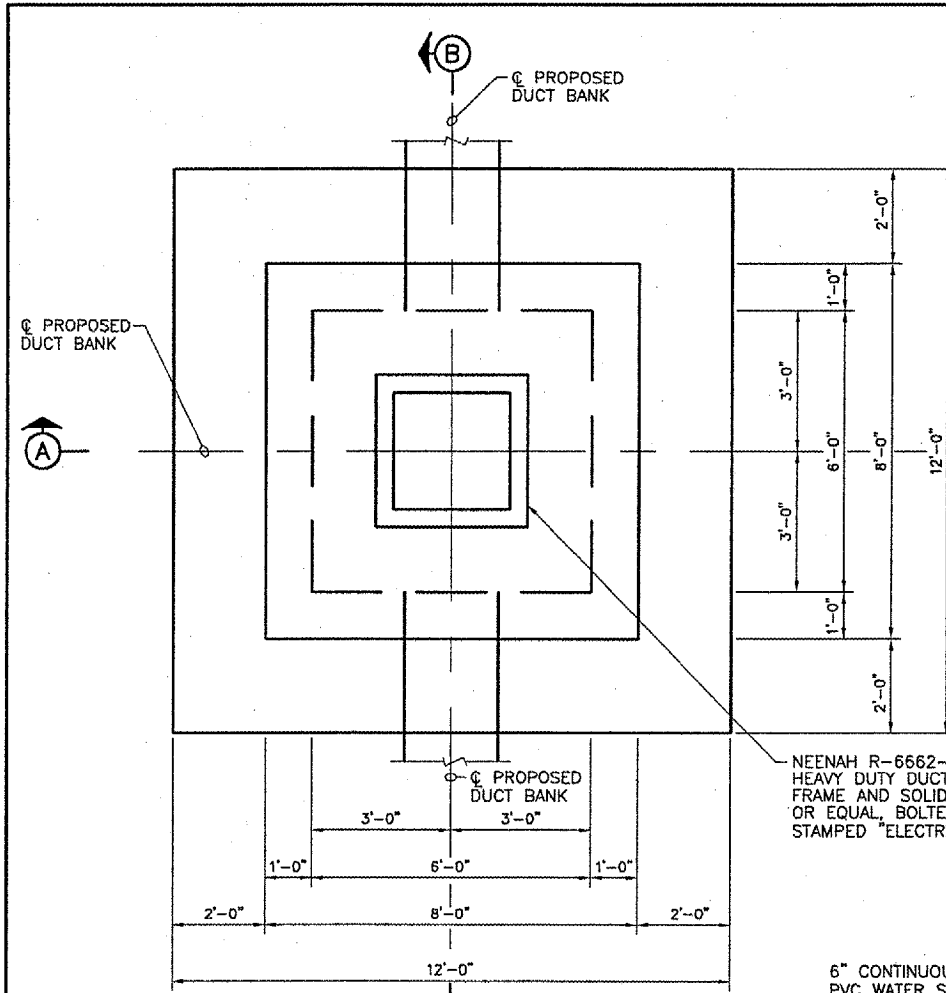
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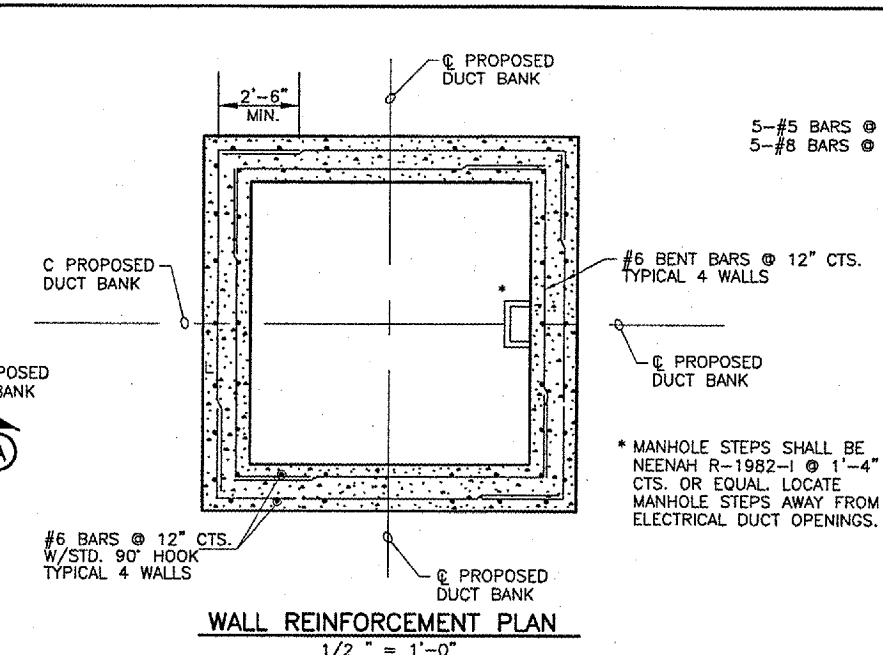
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 DRAWN BY: CMT  
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 APPROVED BY: DLP  
 DATE: 8.10.2005  
 JOB No: 05258-06-00

## ELECTRICAL DETAILS 3

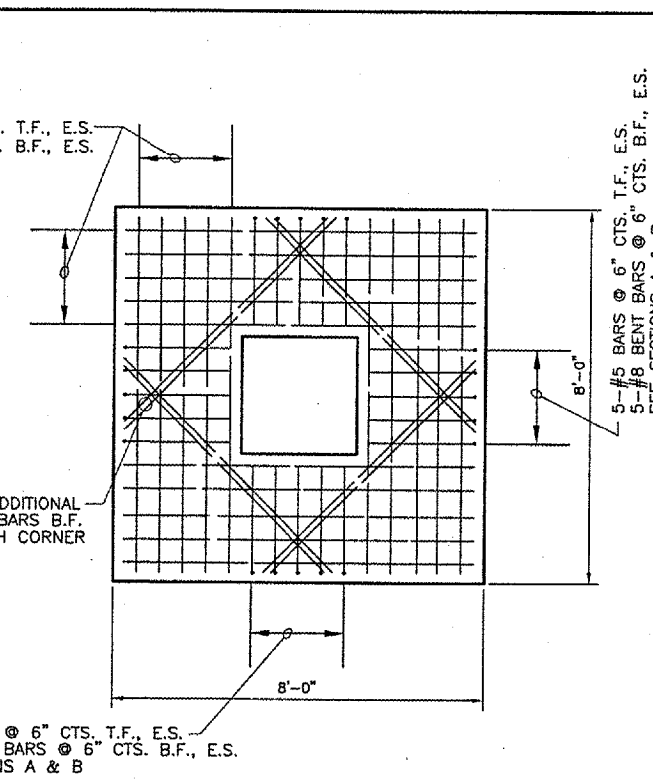
16 (ELD3)



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

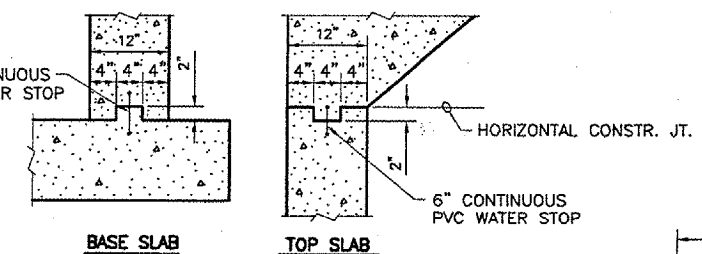


WALL REINFORCEMENT PLAN  
 1/2" = 1'-0"

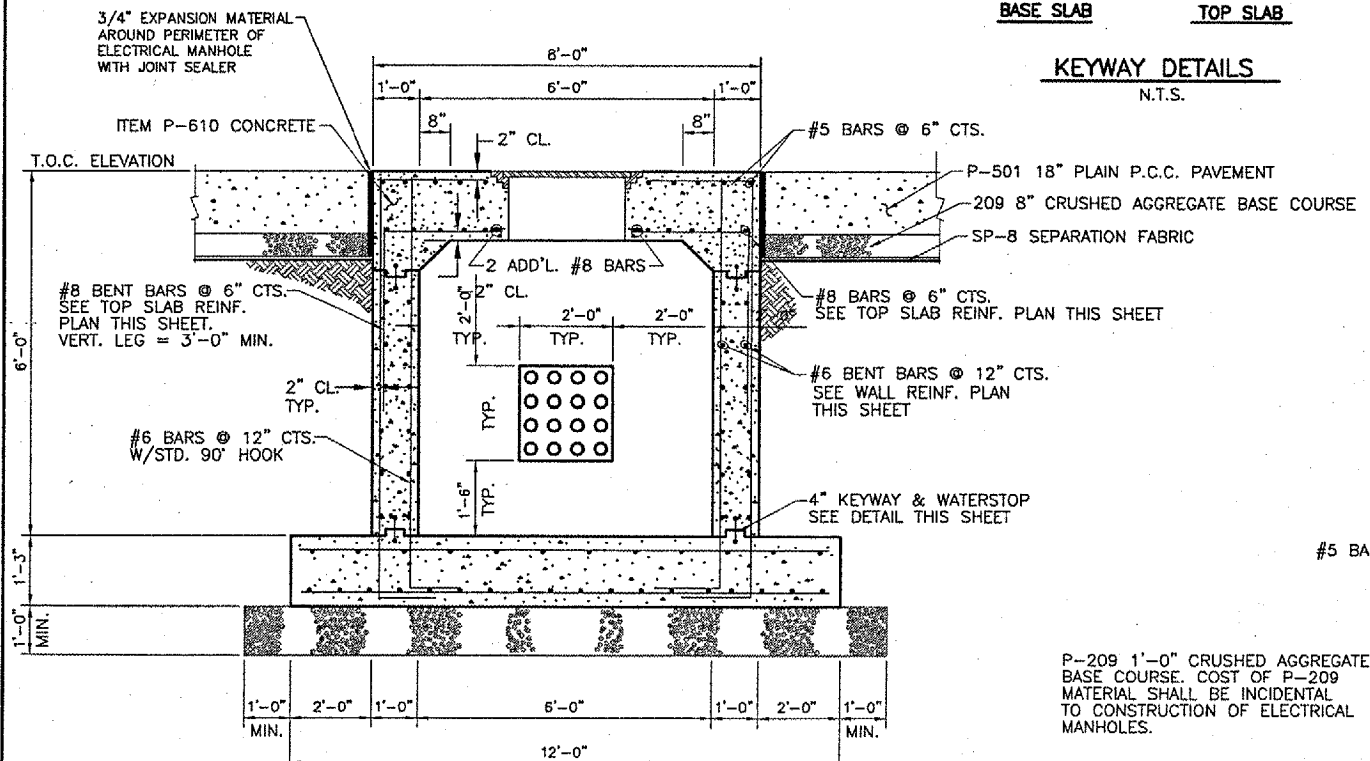


TOP SLAB PLAN SHOWING REINFORCEMENT  
 1/2" = 1'-0"

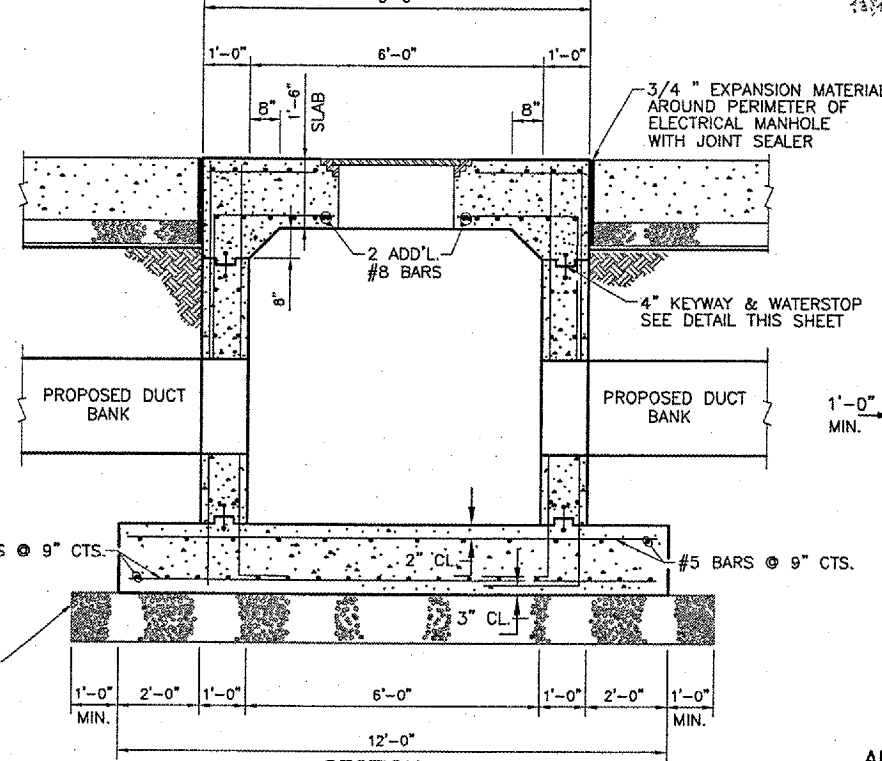
NEENAH R-6662-PHD  
 HEAVY DUTY DUCTILE IRON  
 FRAME AND SOLID LID  
 OR EQUAL, BOLTED,  
 STAMPED "ELECTRICAL".



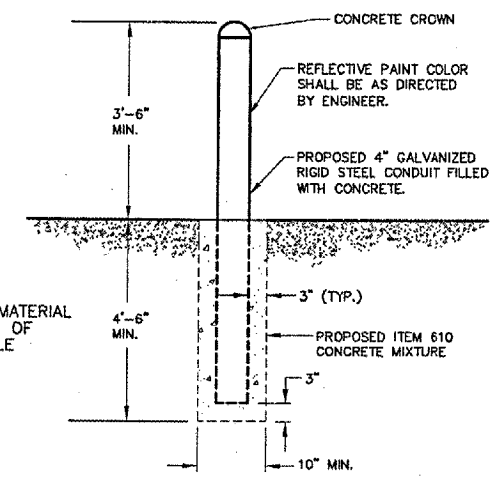
KEYWAY DETAILS  
 N.T.S.



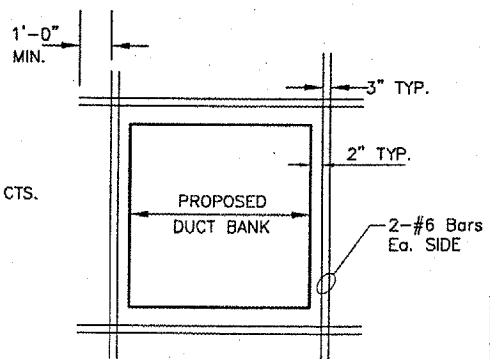
SECTION A  
 N.T.S.



SECTION B  
 N.T.S.



CONCRETE BOLLARDS  
 N.T.S.



ADDITIONAL REINFORCEMENT  
 AROUND DUCT BANK OPENINGS  
 N.T.S.

NOTE:  
 CONTRACTOR SHALL PROVIDE  
 CABLE RACKS AND PULL BARS.

### PROPOSED TYPE-2 HANDHOLE



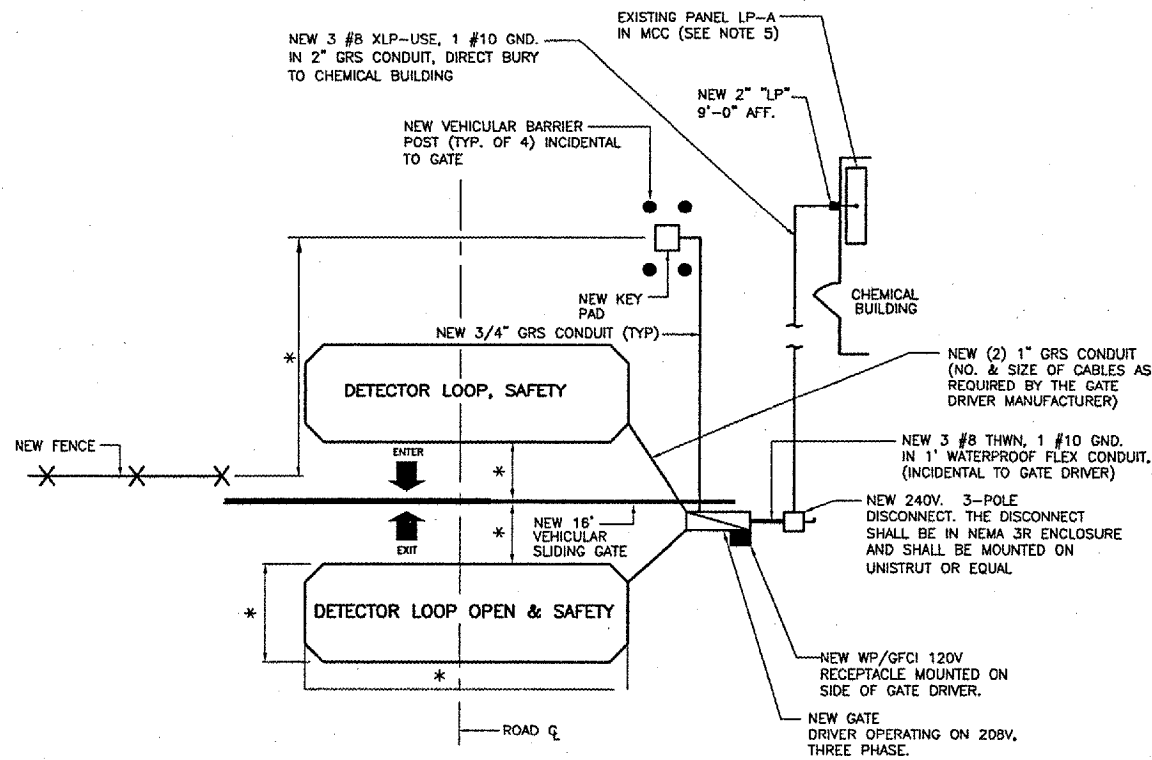












**PROPOSED KEY PAD OPERATED GATE AND DETECTOR LOOP LAYOUT**

NOT TO SCALE  
 \* PER MANUFACTURERS RECOMMENDATION CONTRACTOR SHALL COORDINATE THIS WORK WITH ENGINEER.

**NOTES:**

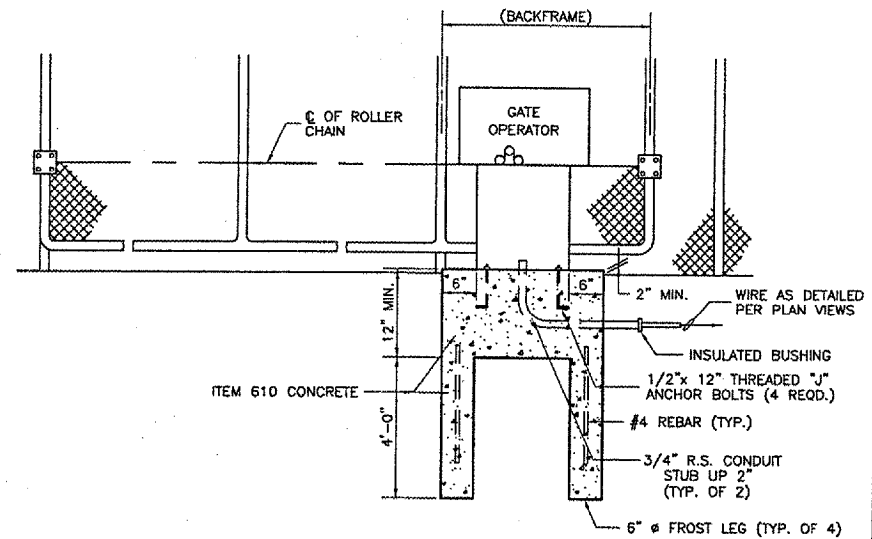
1. THE LOCATION OF THE PROPOSED KEY PAD OPERATED GATE DRIVER, DISCONNECT, CARD READER, AND DETECTOR LOOPS ARE FOR INFORMATION ONLY AND SHALL BE FIELD ADJUSTED PER THE MANUFACTURER RECOMMENDATION.
2. THE MINIMUM BURIAL DEPTH FOR GRS CONDUIT IS 24" BELOW FINISHED GRADE.
3. NO DIRECT BURIED CABLE WILL BE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

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

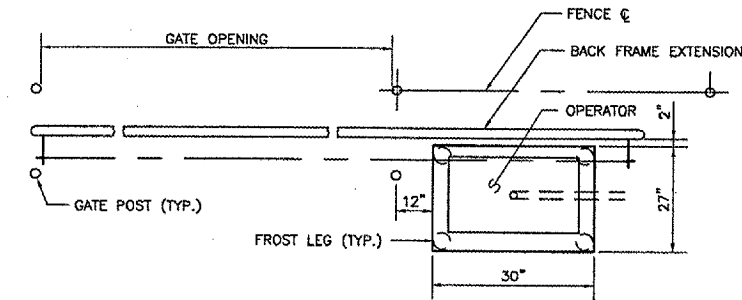
\* OR AS RECOMMENDED BY MFG.

**NOTES:**

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



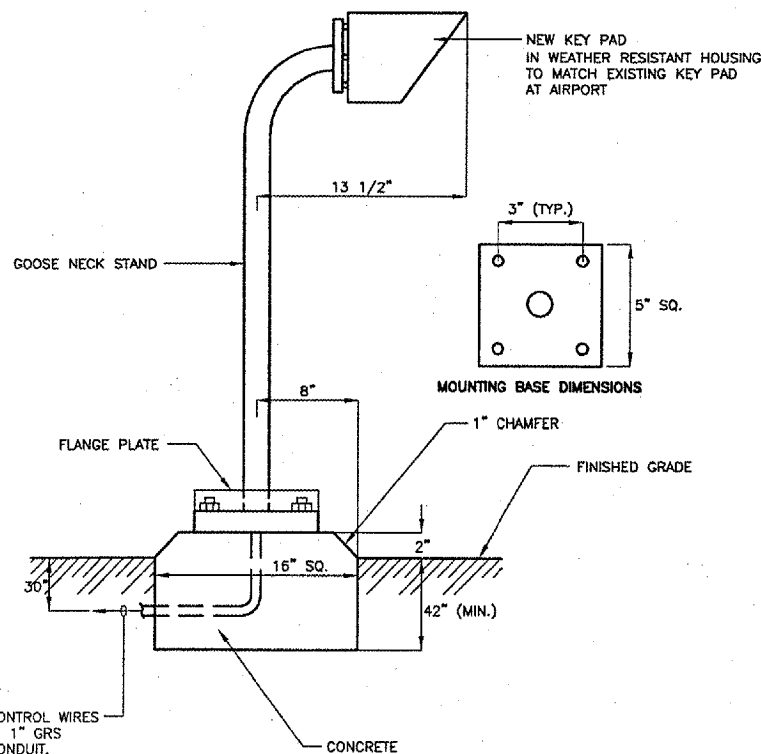
**SECTION**



**PLAN**

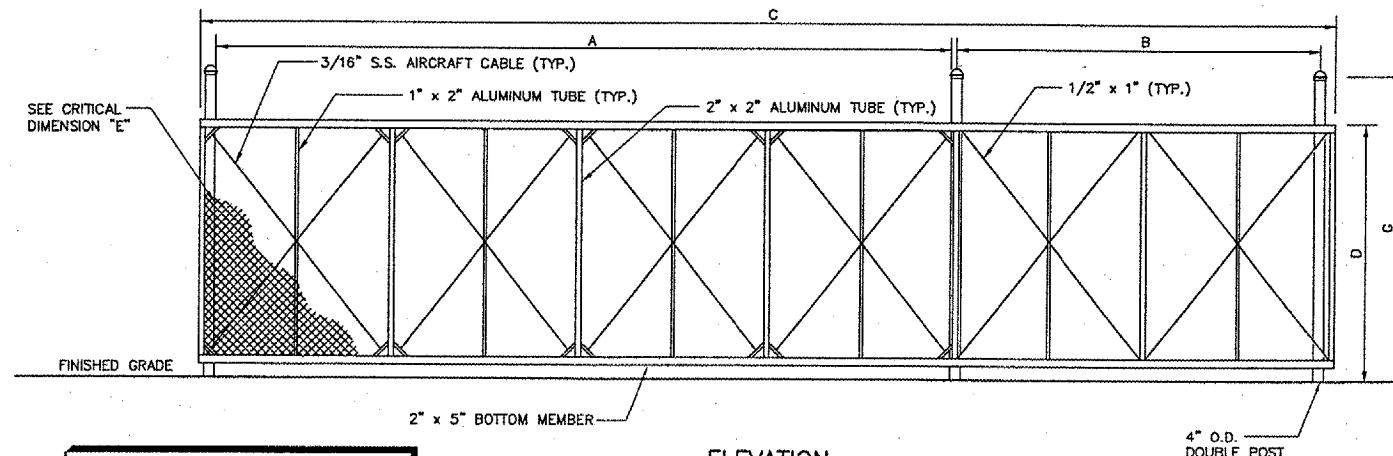
**GATE OPERATOR DETAIL**

NOT TO SCALE



**KEY PAD READER MOUNTING DETAIL**

NOT TO SCALE



**ELEVATION**

**CANTILEVER SLIDE GATE**

NOT TO SCALE

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

**R0011**



Rockford, Illinois

Greater Rockford Airport Authority

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

NW Air Cargo Sitework (Phase 2)

**Revisions**

No.	Date	Description

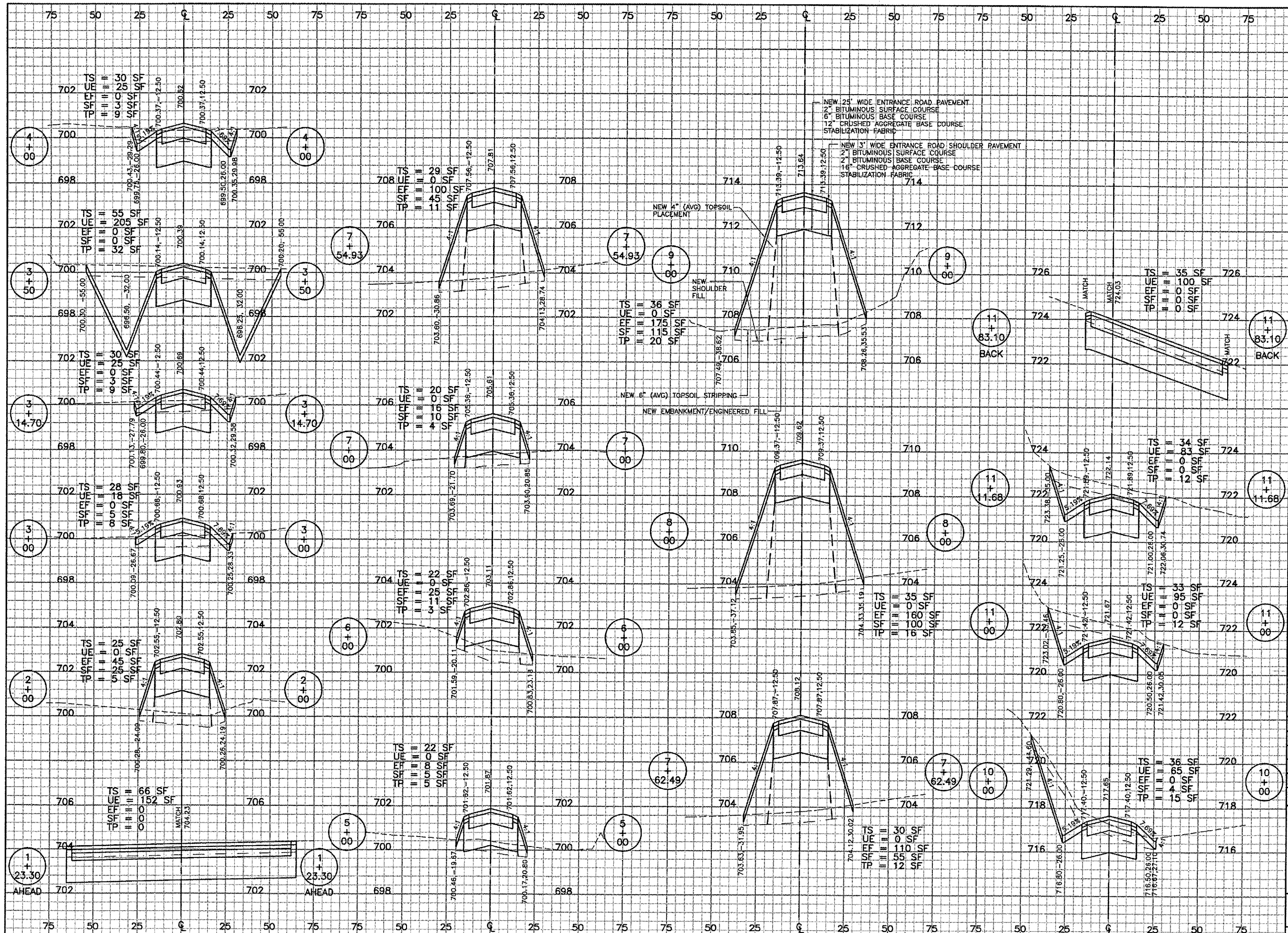
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THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

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

**FENCING AND GATE DETAILS**

**21 (FMD2)**





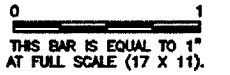
# R0011



Rockford, Illinois  
 Greater Rockford  
 Airport Authority  
 AIP: 3-17-0088-XX  
 RFD-3507

NW Air Cargo  
 Sitework  
 (Phase 2)

Revisions		
No.	Date	Description



DESIGN BY: JRL/JWD  
 DRAWN BY: JWD/JRO  
 CHECKED BY: DLP  
 APPROVED BY: DLP  
 DATE: 6.10.2005  
 JOB No: 05258-06-00

## ENTRANCE ROAD CROSS SECTIONS

23 (SEC1)



# R0011



Rockford, Illinois

Greater Rockford  
Airport Authority

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

NW Air Cargo  
Sitework  
(Phase 2)

### Revisions

No.	Date	Description

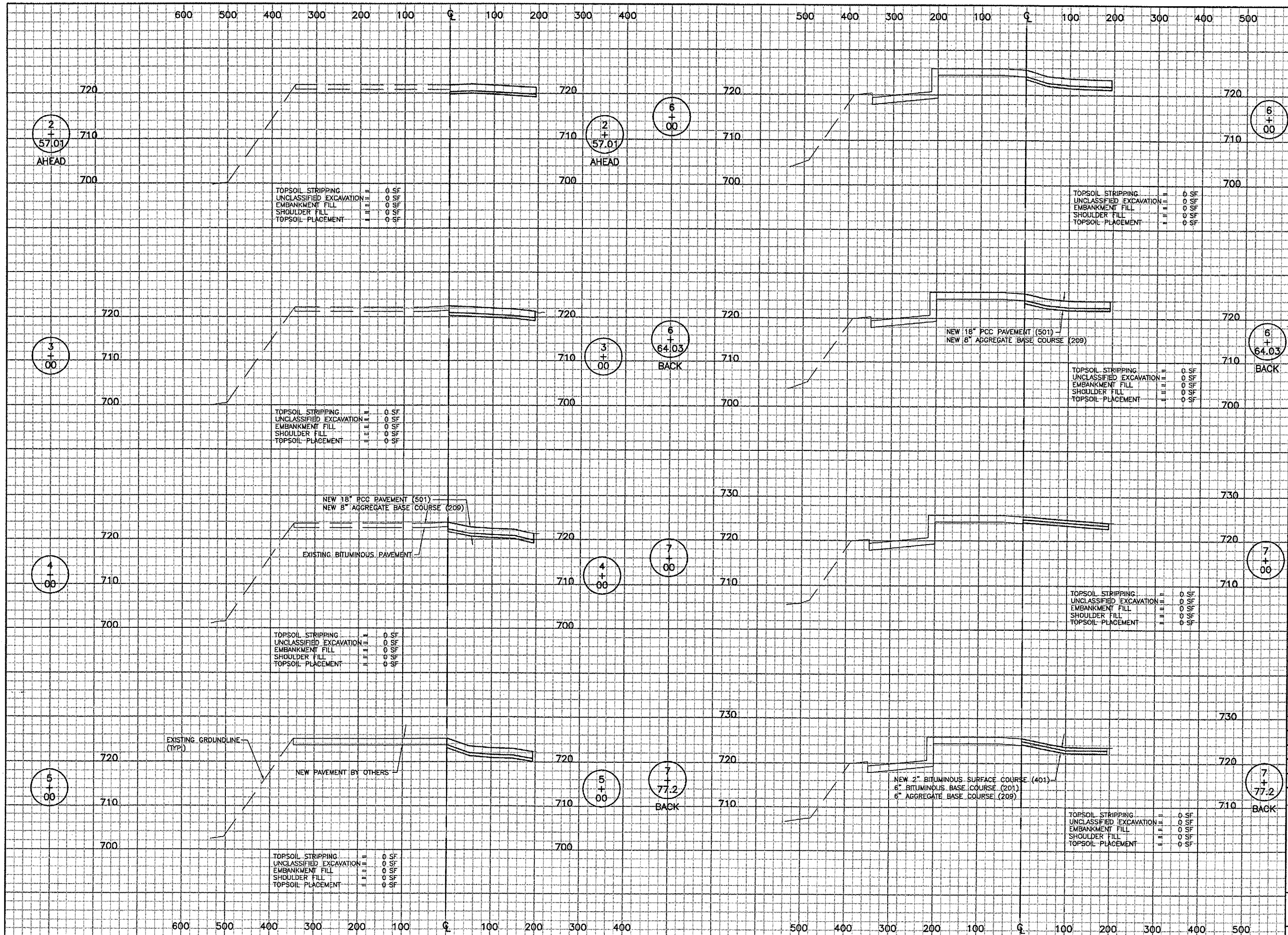
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THIS BAR IS EQUAL TO 1"  
AT FULL SCALE (17 X 11).

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

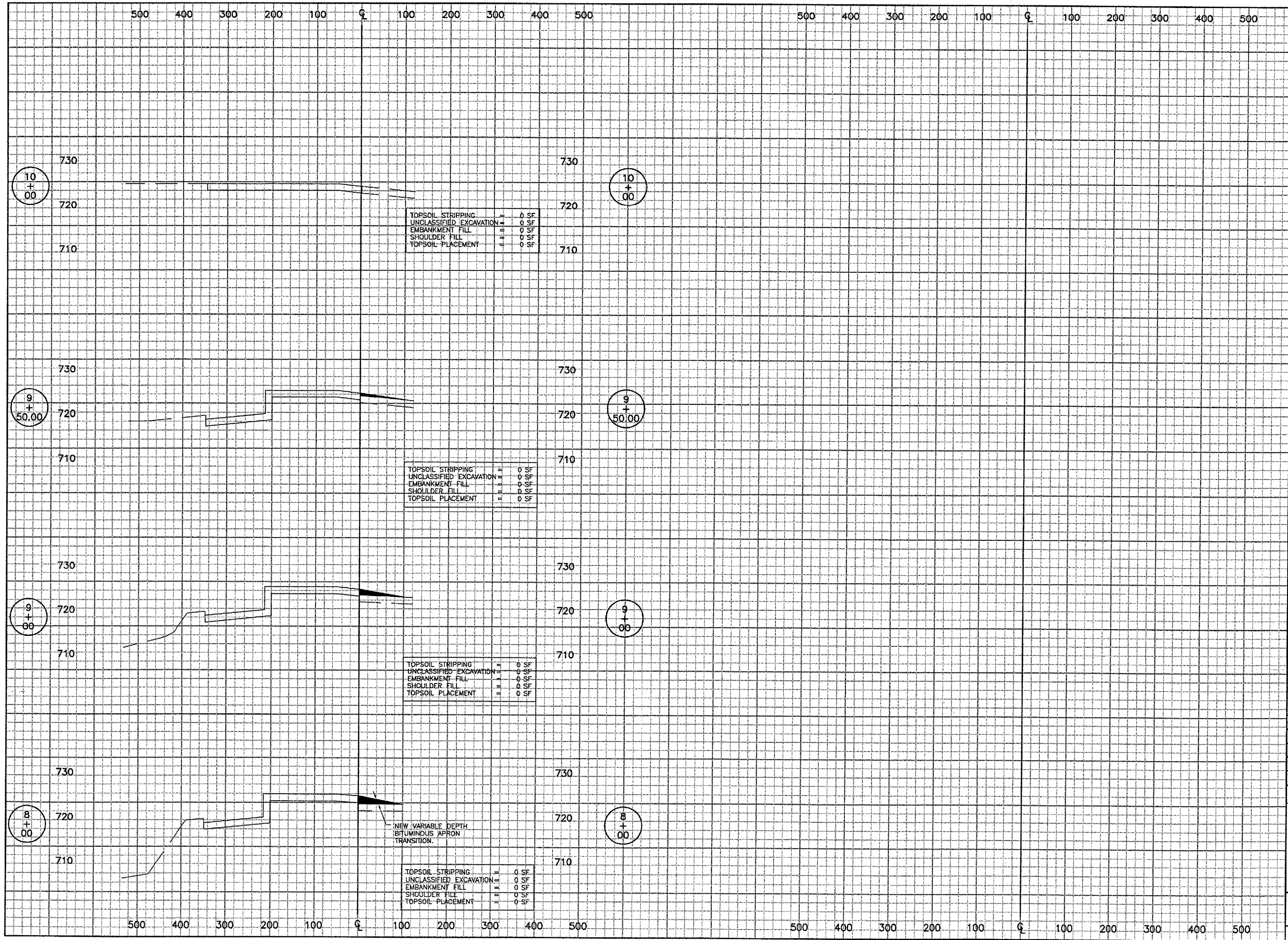
**APRON  
CROSS  
SECTIONS**

**24 (SEC2)**

SHEET 24 OF 25 SHEETS







# R0011



Rockford, Illinois  
Greater Rockford Airport Authority

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

NW Air Cargo Sitework  
(Phase 2)

Revisions		
No.	Date	Description

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

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

## APRON CROSS SECTIONS

25 (SEC3)