

03A

WHITESIDE COUNTY AIRPORT BOARD WHITESIDE COUNTY, ILLINOIS

WH006 TOTAL
SHEETS: 25

Whiteside
County **AIRPORT**
JOSEPH H. BITTORF FIELD

WHITESIDE COUNTY AIRPORT BOARD

APPROVED BY _____
JACK CASSENS, CHAIRMAN

DATE _____ APRIL 20, 2007

CONSTRUCTION PLANS FOR WHITESIDE COUNTY AIRPORT

RECABLE AIRFIELD (RUNWAY 7/25 AND PARALLEL / CONNECTING TAXIWAYS A,C, AND D WEST OF RUNWAY 18/36)

BASE BID

GENERAL

1. COVER SHEET (CVR1)
2. SUMMARY OF QUANTITIES (QTY1)
3. SITE PLAN (SPL1)
4. CONSTRUCTION PHASING PLAN (CPP1)
- 5-6. CONSTRUCTION PHASING STAGES 1-2 (CPS1-2)
7. ELECTRICAL SITE PLAN 1 TAXIWAYS A, C AND D (ESP1)
- 8-9. ELECTRICAL PLAN 1-2 TAXIWAYS A, C AND D (ELP1-2)
- 10-11. ELECTRICAL DETAILS 1-2 TAXIWAYS A, C AND D (EDT1-2)
12. ELECTRICAL SITE PLAN 1 RUNWAY 7/25 (ESR1)
- 13-17. ELECTRICAL PLAN 1-5 RUNWAY 7/25 (ERP1-5)
18. ELECTRICAL DETAILS 1 RUNWAY 7/25 (EDR1)
19. VAULT HOMERUN SITE PLAN (VHP1)
20. VAULT HOMERUN DETAILS (VHD1)

VAULT

21. VAULT MODIFICATIONS PLAN (VMP1)
- 22-23. VAULT MODIFICATIONS DETAILS 1-2 (VDT 1-2)

ADDITIVE ALTERNATE NO. 1

REILS

24. REIL INSTALLATION PLAN - RUNWAYS 18 AND 36 (RIP-1)
25. REIL INSTALLATION DETAILS - RUNWAYS 18 AND 36 (RID-1)

DESIGN INFORMATION

TOWNSHIP: 20 NORTH COUNTY: WHITESIDE
RANGE: 7 EAST MONTMORENCY TOWNSHIP
SECTION: 10

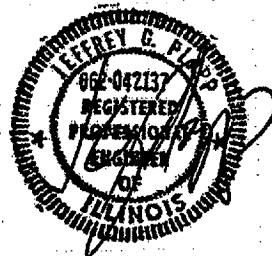
AIRPLANE DESIGN GROUP B2 PAVEMENT DESIGN:
45,000 LBS. DUAL (TERM. APRON) PAVEMENT DESIGN:
12,500 LBS. SINGLE (RWY 18/36) (MAXIMUM
EQUIPMENT HEIGHT = 25)



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

Illinois Professional Engineering Practice Act of 1989

CMT
http://www.cmtengr.com
Springfield, Illinois
Aurora, Illinois
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SUBMITTED BY _____
JEFFREY G. PLAPP, P.E.

DATE _____ APRIL 20, 2007
license expires 11-30-2007

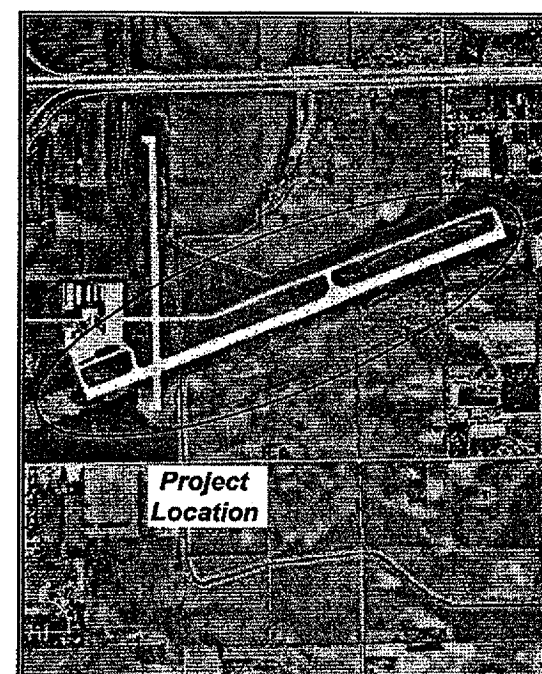
FINAL SUBMITTAL

ILLINOIS PROJECT: SQI-3694
A.I.P. PROJECT: 3-17-0098-BXX

APRIL 20, 2007
(JUNE 15, 2007 LETTING)



LOCATION MAP



SITE PLAN

06292-03-00/06

SUMMARY OF QUANTITIES

SEQ. NO.	ITEM NO.	DESCRIPTION	UNIT	BASE BID					ADD. ALT. NO. 1		TOTAL	
				1	2	3	4	TOTAL	5	TOTAL	TOTAL	TOTAL
				ELECTR. VAULT IMPR.	HOMERUN DUCTS AND CABLING	TAXIWAY CIRCUIT 1 (WEST OF RWY 18/36)	RUNWAY 7/25	BASE BID	INSTALL REIL'S ON RWY 18/36	ADD. ALT. NO. 1	EST. QTY.	RECORD QTY.
EST. QTY.	EST. QTY.	EST. QTY.	EST. QTY.	EST. QTY.	EST. QTY.	EST. QTY.	EST. QTY.	EST. QTY.	EST. QTY.			
1	AR108108	1/C #8 5KV UG CABLE	LF		1,395.00	465.00	465.00	2,325.00			2,325.00	
2	AR108158	1/C #8 5KV UG CABLE IN UD	LF		5,230.00	8,135.00	16,335.00	29,700.00			29,700.00	
3	AR109210	VAULT MODIFICATIONS	LS	1.00				1.00			1.00	
4	AR110810	ELECTRICAL HANDHOLE	EACH		4.00			4.00			4.00	
5	AR110710	ELECTRICAL MANHOLE	EACH		2.00			2.00			2.00	
6	AS125610	REILS	PAIR					2.00	2.00		2.00	
7	AR125901	REMOVE STAKE MOUNTED LIGHT	EACH			45.00		45.00			45.00	
8	AR125902	REMOVE BASE MOUNTED LIGHT	EACH			20.00		20.00			20.00	
9	AR125982	REFURBISH BASE MOUNTED LIGHT	EACH				76.00	76.00			76.00	
10	AR125983	REFURBISH IN PAVEMENT LIGHT	EACH				4.00	4.00			4.00	
11	AR800808	MILT-BASE MOUNTED, ANCHORED	EACH			65.00		65.00			65.00	
12	AR800809	2" HDPE CONDUIT, DIRECTIONAL BORE	LF			200.00	345.00	545.00			545.00	
13	AR800810	2" HDPE CONDUIT, DIRECT BURIED	LF		3,560.00			3,560.00			3,560.00	
14	AR800811	4 - 2" HDPE SCH. 80, DIRECTIONAL BO	LF		220.00			220.00			220.00	
15	AR800812	SPLICE CAN, ANCHORED	EACH			4.00	10.00	14.00			14.00	
16	AR800813	REFURBISH AND GROUND GUIDANCE SIG	EACH			6.00	1.00	7.00			7.00	
17												
18												
19												
20												

WH006



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Whiteside County **AIRPORT**
JOSEPH H. BITTORF FIELD

Whiteside County
Airport

Sterling / Rock Falls,
Illinois

Whiteside County
Airport

AIP: 3-17-0098-XX
SQI-3694

Recable Airfield

**FINAL
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Revisions

No.	Date	Description

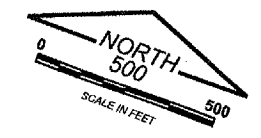
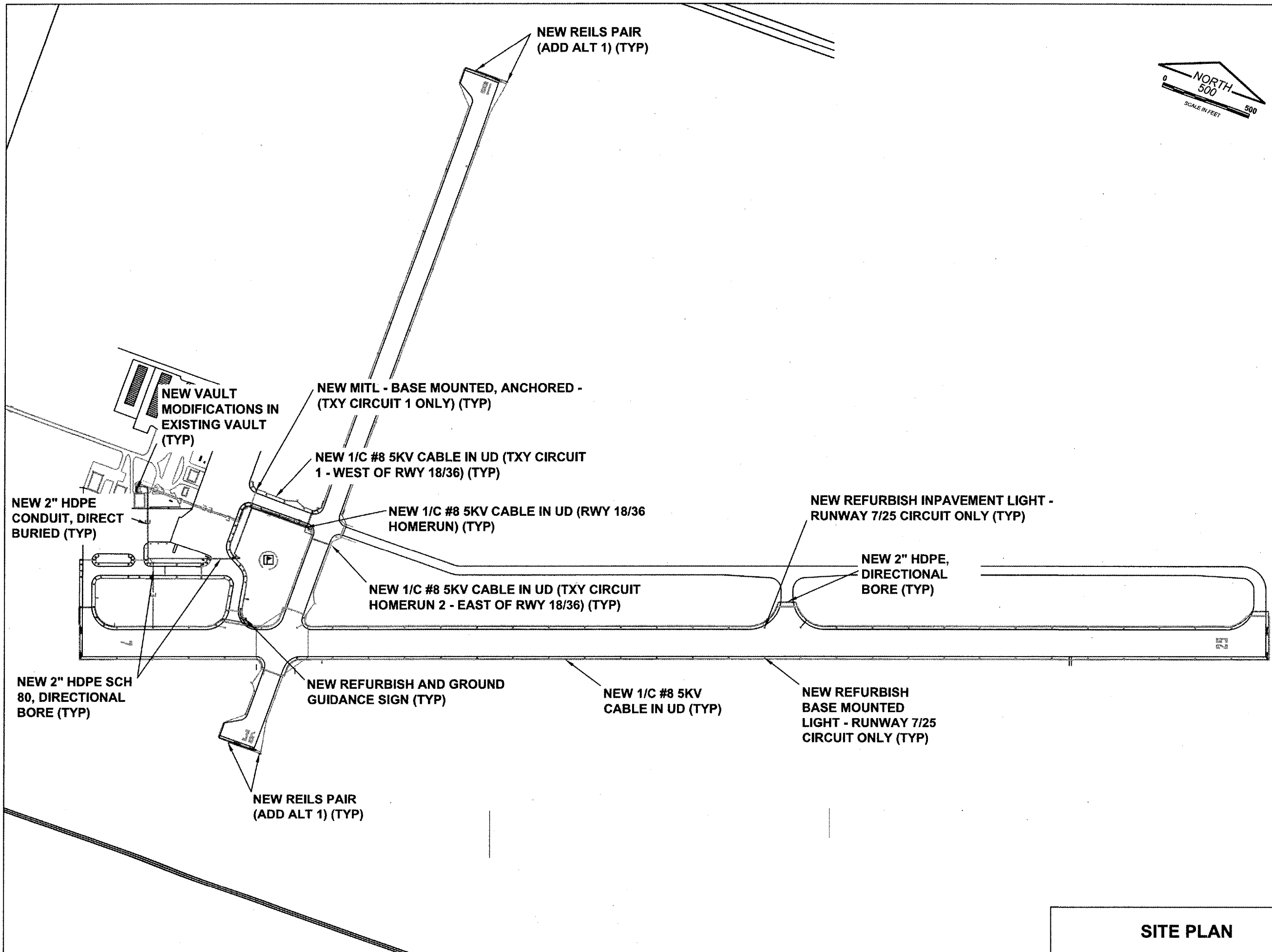
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DESIGN BY: CMT- RFD
DRAWN BY: CMT- RFD
CHECKED BY: CMT- RFD
APPROVED BY: JGP
DATE: 4.20.2007
JOB No: 06292-03-00

**SUMMARY OF
QUANTITIES
(QTY1)**

SUMMARY OF QUANTITIES

02



WH006



Whiteside County Airport

Sterling / Rock Falls, Illinois

Whiteside County Airport AIP:
3-17-0098-XX
SQI-3694

Recable Airfield

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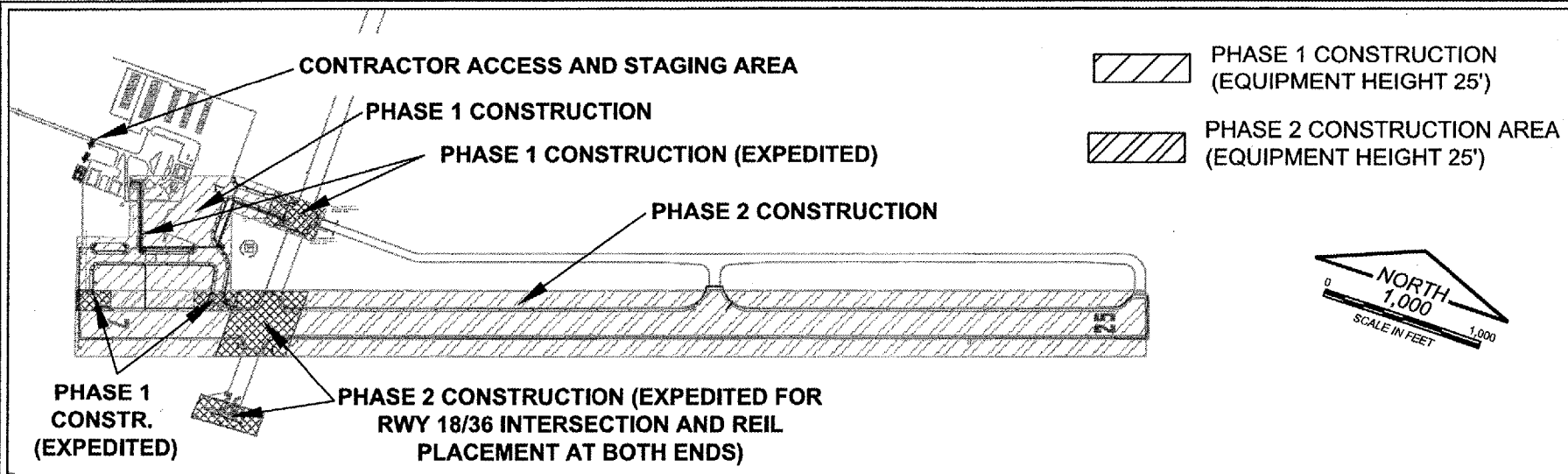
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SITE PLAN (SPL1)

SITE PLAN

03
SHEET 03 OF 25 SHEETS



**PROJECT GENERAL NOTES
(APPLY TO ALL STAGES):**

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 MANAGER.

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 MANAGER 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 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.

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, THE CONSULTANT NOR THE DIVISION 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 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 RESIDENT 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. AIRFIELD LIGHTING COORDINATION

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

8. 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 FLASHING LIGHTS SHALL BE PLACED ON 15' CENTERS. 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.

9. AIRFIELD FENCING / GATE SECURITY

ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED, SHALL BE MAINTAINED AND SHALL SERVE AS CONSTRUCTION FENCING AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE. SHOULD THE CONTRACTOR CHOOSE TO KEEP A GATE OPEN FOR CONSTRUCTION OPERATIONS, A COMPETENT SECURITY GUARD SHALL MONITOR THE OPEN GATE. ANY COSTS SHALL NOT BE PAID FOR SEPARATELY, BUT THEY WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

10. AIRPORT RADIO COMMUNICATION

THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO. IN THE EVENT THAT THE AIRPORT MANAGER NEEDS TO CONTACT THE CONTRACTOR DIRECTLY, THE OPERATOR OF SAID RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND BE TUNED INTO THE GROUND CONTROL FREQUENCY.

11. DRIVERS TRAINING AND BADGING

SUPERVISORY PERSONNEL SHALL DEMONSTRATE IN THE PRESENCE OF THE AIRPORT MANAGER THAT THEY ARE FAMILIAR WITH AIRPORT RADIO AND AIRPORT DRIVING PROCEDURES IN ORDER TO PERFORM THE WORK. OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. KNOWLEDGE OF THE AIRPORT PROCEDURE'S BY THE SUPERVISORY PERSONNEL MUST BE DEMONSTRATED PRIOR TO THE START OF CONSTRUCTION.

12. 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.

13. OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION (AC 150/5370-2 LATEST EDITION)

ALL WORK SHALL CONFORM TO AC 150/5370-2E LATEST EDITION OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION. THIS AC IS AVAILABLE AT http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/media/150-5370-2E/150_5370_2e.pdf

14. 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.

(ADD. PROJ. GEN. NOTES CONTD. SHT. CPS1)
(APPLY TO ALL STAGES):

WH006



CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

Whiteside County **AIRPORT**
JOSEPH H. BITTORF FIELD

Whiteside County
Airport

Sterling / Rock Falls,
Illinois

Whiteside County
Airport

AIP: 3-17-0098-XX
SQI-3694

Recable Airfield

**FINAL
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Revisions

Date	Description

0 1
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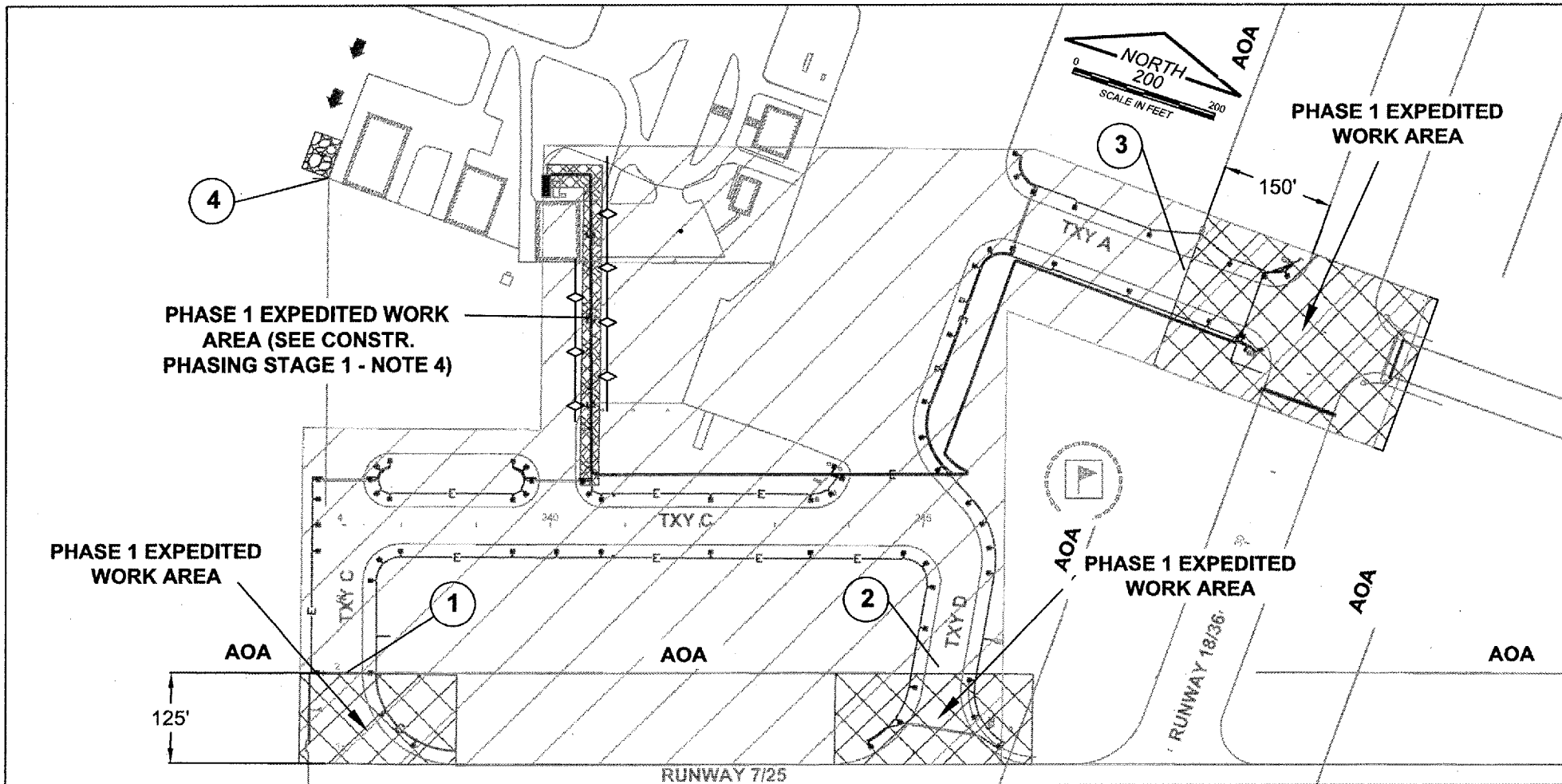
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DATE:	2.2007
JOB No:	06292-03-00

**CONSTRUCTION
PHASING PLAN
(CPP1)**

**CONSTRUCTION PHASING
PLAN**

04

SHEET 04 OF 25 SHEETS



- LEGEND**
- PHASE 1 CONSTRUCTION (EQUIPMENT HEIGHT 25')
 - PHASE 2 CONSTRUCTION AREA (EQUIPMENT HEIGHT 25')
 - CONTRACTOR'S ACCESS/HAUL ROAD
 - CLOSED RUNWAY MARKER (SEE DETAIL)
 - TYPE 2 BARRICADES WITH FLASHING YELLOW LIGHTS AND CONSTRUCTION FENCING
 - AIRCRAFT MOVEMENT OPERATIONS
 - AIR OPERATIONS AREA (A.O.A.)
 - CONSTRUCTION LIMITS

WH006



Whiteside County **AIRPORT**
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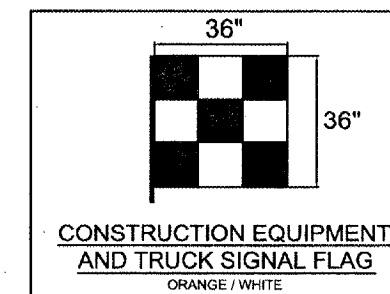
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CONSTRUCTION PHASING STAGE 1 - NOTES:

1. CONTRACTOR SHALL PROVIDE RESIDENT ENGINEER WITH APPROVED PROGRESS SCHEDULE SHOWING START/ STOP DATES OF ALL PHASES. APPROVED PROGRESS SCHEDULE SHALL BE SUBMITTED 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION.
2. PHASE 1 CONSTRUCTION ACTIVITIES SHALL TAKE PLACE BETWEEN THE HOURS OF OPERATION SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER AND RESIDENT ENGINEER.
3. PHASE 1 CONSTRUCTION SHALL BE COMPLETED PRIOR TO THE START OF PHASE 2.
4. PHASE 1 EXPEDITED WORK AREA DESCRIPTION. THE EXISTING PAVEMENT AREAS INCLUDED WITHIN THE PHASE 1 EXPEDITED WORK AREA SHALL BE COMPLETED WITHIN 4 CALENDAR DAYS. AN APPROVED PHASE 1 EXPEDITED WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 48 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. ACCESS TO THE ADJACENT HANGARS SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. THE AREA SHALL BE KEPT FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION. COST OF THE EXPEDITED CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEMS.

**PROJECT GENERAL NOTES (CONTD. FROM SHT. CPP1)
(APPLY TO ALL STAGES):**

15. **UNATTENDED CONSTRUCTION ACCESS**
THE OWNER WILL ASSESS THE CONTRACTOR A \$1,000.00 FINE FOR CLOSING AND/OR LOCKING EACH UNATTENDED ACCESS DOOR, GATE OR FENCE WHICH HAS BEEN IDENTIFIED AS A CONTRACTOR RESPONSIBILITY. AN ACCESS DOOR, GATE OR FENCE IS DEFINED AS "UNATTENDED" ANY TIME IT IS OPEN, UNLOCKED OR OTHERWISE RENDERED INEFFECTIVE IN PROVIDING SECURITY AND CONTRACTOR PERSONNEL ARE NOT PHYSICALLY IN A POSITION TO DETECT AND PREVENT UNAUTHORIZED ENTRY THROUGH IT. IN THE EVENT AIRPORT PERSONNEL ARE UNABLE TO SECURE AN UNATTENDED ACCESS DOOR, GATE OR FENCE, AIRPORT SECURITY PERSONNEL WILL BE POSTED AND CONTRACTORS WILL BE NOTIFIED. CONTRACTORS WILL BE CHARGED THE COST OF PROVIDING SECURITY PERSONNEL UNTIL THE AREA IS AGAIN SECURE.
16. **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 MANAGER, 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.

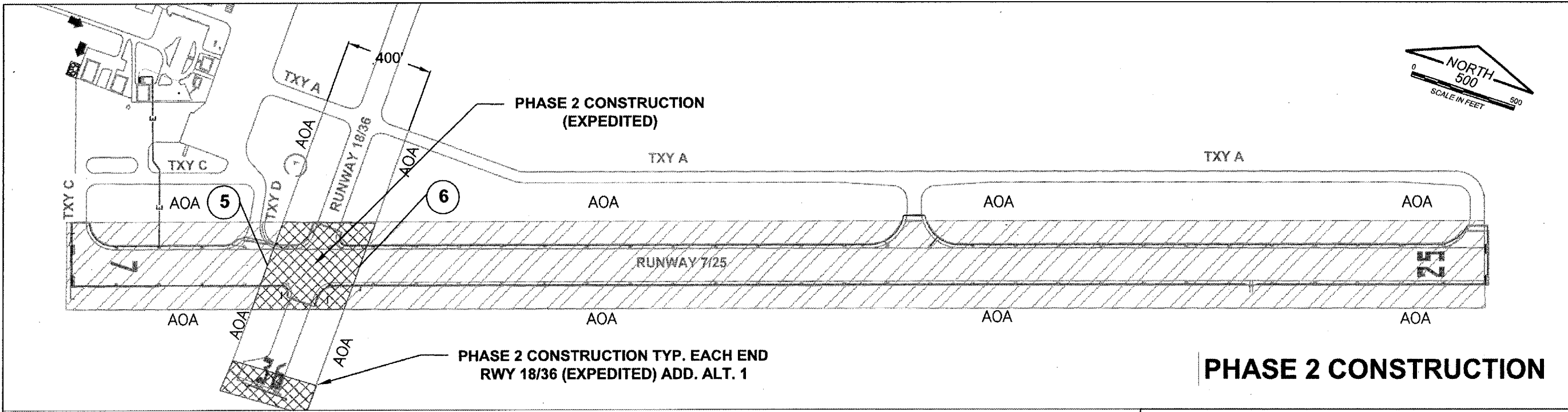


- 1 Lat. 41 44 22.963; Long. 89 41 05.569; Grd. El. 645.6; Equip. Ht. 25'; **Top El. 670.6**
- 2 Lat. 41 44 25.635; Long. 89 40 55.571; Grd. El. 641.6; Equip. Ht. 25'; **Top El. 666.6**
- 3 Lat. 41 44 31.634; Long. 89 40 53.949; Grd. El. 640.0; Equip. Ht. 25'; **Top El. 665.0**
- 4 Lat. 41 44 29.040; Long. 89 41 08.808; Grd. El. 642.5; Equip. Ht. 25'; **Top El. 667.5**

Revisions		
No.	Date	Description

0 1 THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).	
DESIGN BY:	CMT- RFD
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APPROVED BY:	JGP
DATE:	4.2007
JOB No:	06292-03-00

**CONSTRUCTION
PHASING STAGE
1
(CPS1)**



Revisions		
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0 1
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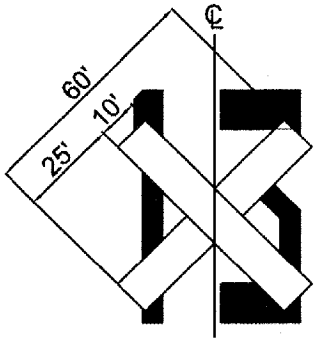
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CONSTRUCTION PHASING STAGE 2 (CPS2)

PHASE 2 CONSTRUCTION

CONSTRUCTION PHASING STAGE 2 - NOTES:

1. PHASE 2 CONSTRUCTION ACTIVITIES SHALL TAKE PLACE BETWEEN THE HOURS OF OPERATION SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER AND RESIDENT ENGINEER
2. PHASE 2 CONSTRUCTION SHALL NOT BEGIN UNTIL AFTER THE COMPLETION OF PHASE 1.
3. PHASE 2 EXPEDITED WORK AREA DESCRIPTION. THE WORK TO BE COMPLETED WITHIN THE PHASE 2 EXPEDITED WORK AREA SHALL BE COMPLETED WITHIN 4 CALENDAR DAYS. SHOULD ADDITIVE ALTERNATE 1 BE AWARDED NO ADDITIONAL DAYS WILL BE ADDED TO THE EXPEDITED SCHEDULE. AN APPROVED PHASE 2 EXPEDITED WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 48 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. ACCESS TO THE AIRFIELD PAVEMENT SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. THE AREA SHALL BE KEPT FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION. SHOULD IT BE NECESSARY TO CLOSE BOTH RUNWAYS SIMULTANEOUSLY THE CONTRACTOR SHALL NOT HAVE BOTH RUNWAYS CLOSED FOR MORE THAN 6 HOURS. THE AIRPORT MANAGER HAS THE RIGHT TO, AT NO EXTRA COST TO THE CONTRACT, RESCHEDULE THE EXPEDITED WORK TO ACCOMMODATE AIRPORT ACTIVITIES. COST OF THE EXPEDITED CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEMS.
3. PHASE 2 CONSTRUCTION ACTIVITIES SHALL TAKE PLACE BETWEEN THE HOURS OF OPERATION SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER AND RESIDENT ENGINEER. DURING PHASE 2 THE CONTRACTOR SHALL PLACE RUNWAY 7/25 CLOSURE MARKERS AND TYPE 2 BARRICADES WHEN WORK IS PERFORMED WITHIN THE A.O.A. SIMULTANEOUS RUNWAY CLOSURES WILL NOT BE PERMITTED. THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 48 HOURS PRIOR TO ANY SAID CLOSURE, NO EXCEPTIONS. ONLY DAYTIME CLOSURES WILL BE ALLOWED. THE CONTRACTOR SHALL REMOVE RUNWAY CLOSURE MARKERS AND BARRICADES AT THE END OF EACH WORK DAY AND RETURN THEM BACK TO THE CONSTRUCTION STAGING AREA. WORK SHALL BE RESTRICTED TO THE CONSTRUCTION LIMITS SHOWN. RUNWAY 7/25 SHALL NOT BE CLOSED OVERNIGHT.



CLOSED RUNWAY MARKER DETAIL

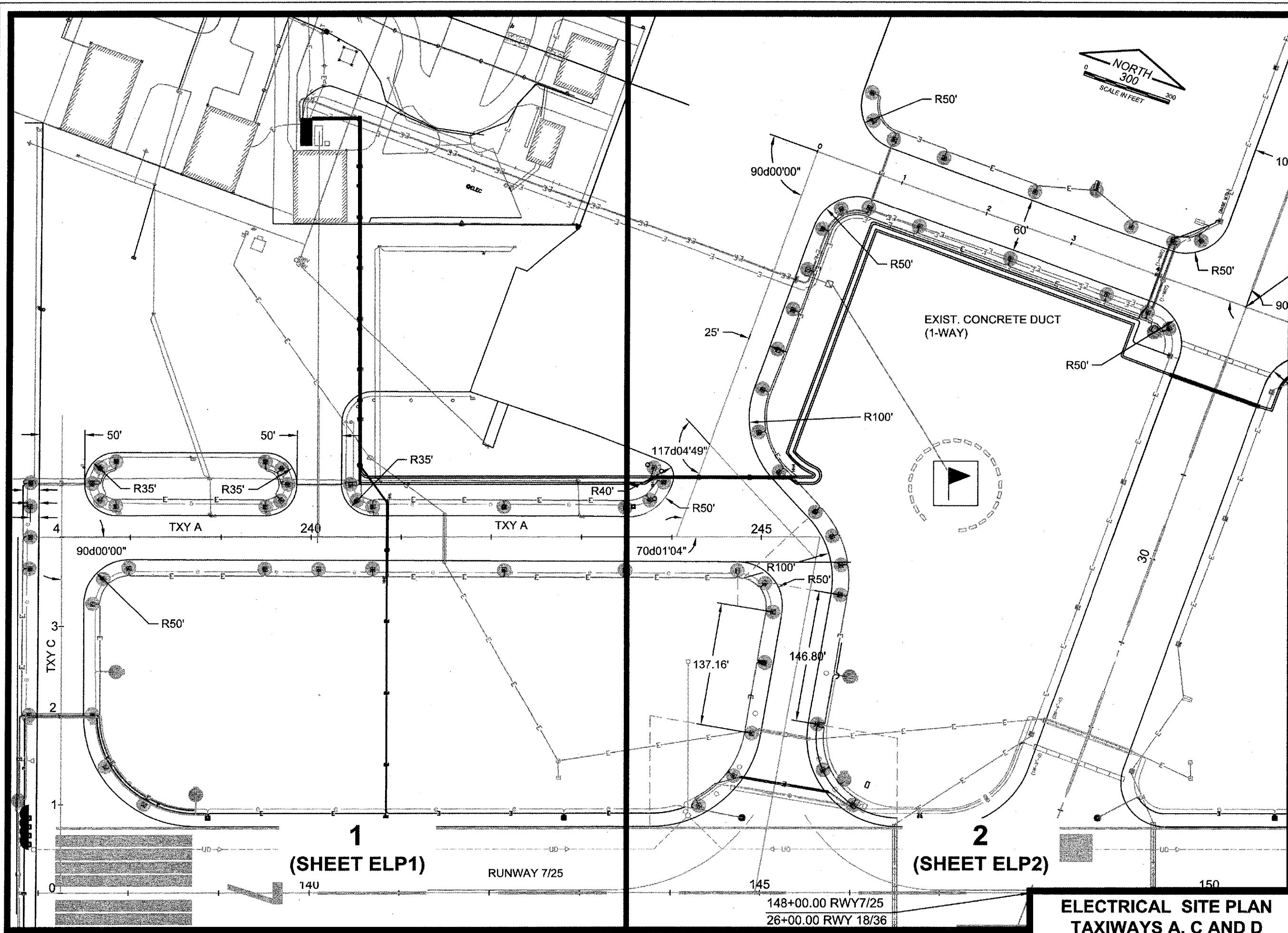
1. CLOSED RUNWAY MARKERS SHALL BE YELLOW AND SHALL BE MATERIAL APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS DIRECTED BY THE ENGINEER.
3. THE RUNWAY MARKERS SHALL BE PLACED OVER EXISTING RWY NUMERALS ON BOTH ENDS OF COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RWYS TO AIR TRAFFIC ON A TEMPORARY BASIS, AS COORDINATED WITH THE AIRPORT.
5. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION / DIMENSIONS DETAILED ON THIS SHEET. WHEN WORK IS BEING PERFORMED IN THE VICINITY OF THE RUNWAY NUMERALS, THE MARKERS SHALL BE PLACED 80 FEET OFF THE RUNWAY END.

LEGEND

- PHASE 1 CONSTRUCTION (EQUIPMENT HEIGHT 25')
- PHASE 2 CONSTRUCTION AREA (EQUIPMENT HEIGHT 25')
- CONTRACTOR'S ACCESS/HAUL ROAD
- CLOSED RUNWAY MARKER (SEE DETAIL)
- TYPE 2 BARRICADES WITH FLASHING YELLOW LIGHTS AND CONSTRUCTION FENCING
- AIRCRAFT MOVEMENT OPERATIONS
- AIR OPERATIONS AREA (A.O.A.)
- CONSTRUCTION LIMITS

- 5** Lat. 41 44 24.005; Long. 89 40 53.973; Grd. El. 642.7; Equip. Ht. 25'; Top El. 667.7
- 6** Lat. 41 44 25.434; Long. 89 40 48.690; Grd. El. 642.4; Equip. Ht. 25'; Top El. 667.4

CONSTR. PHASING STAGE 2



WH006



Whiteside County **AIRPORT**
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Whiteside County Airport

Sterling / Rock Falls, Illinois

Whiteside County Airport

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JOB No: 06292-03-00

ELECTRICAL SITE PLAN
TXYS A, C AND D (ESP1)

07
SHEET 07 OF 26 SHEETS

ELECTRICAL SITE PLAN
TAXIWAYS A, C AND D

WH006



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JOB No: 06292-03-00

**ELECTRICAL
PLAN 1
TXYS A, C AND D
(ELP1)**

08

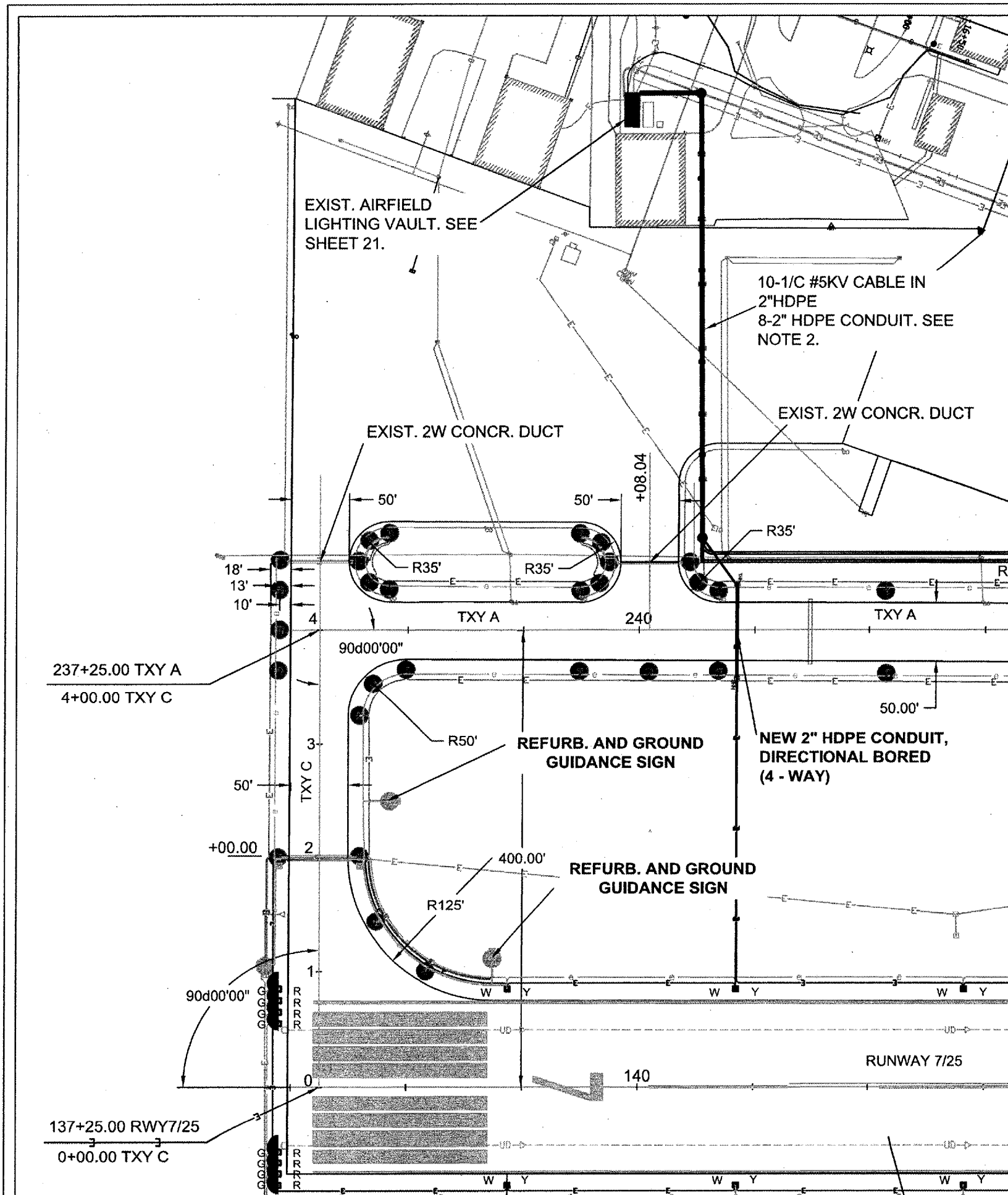
SHEET 08 OF 25 SHEETS

LEGEND

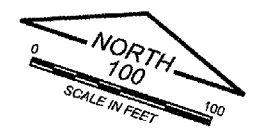
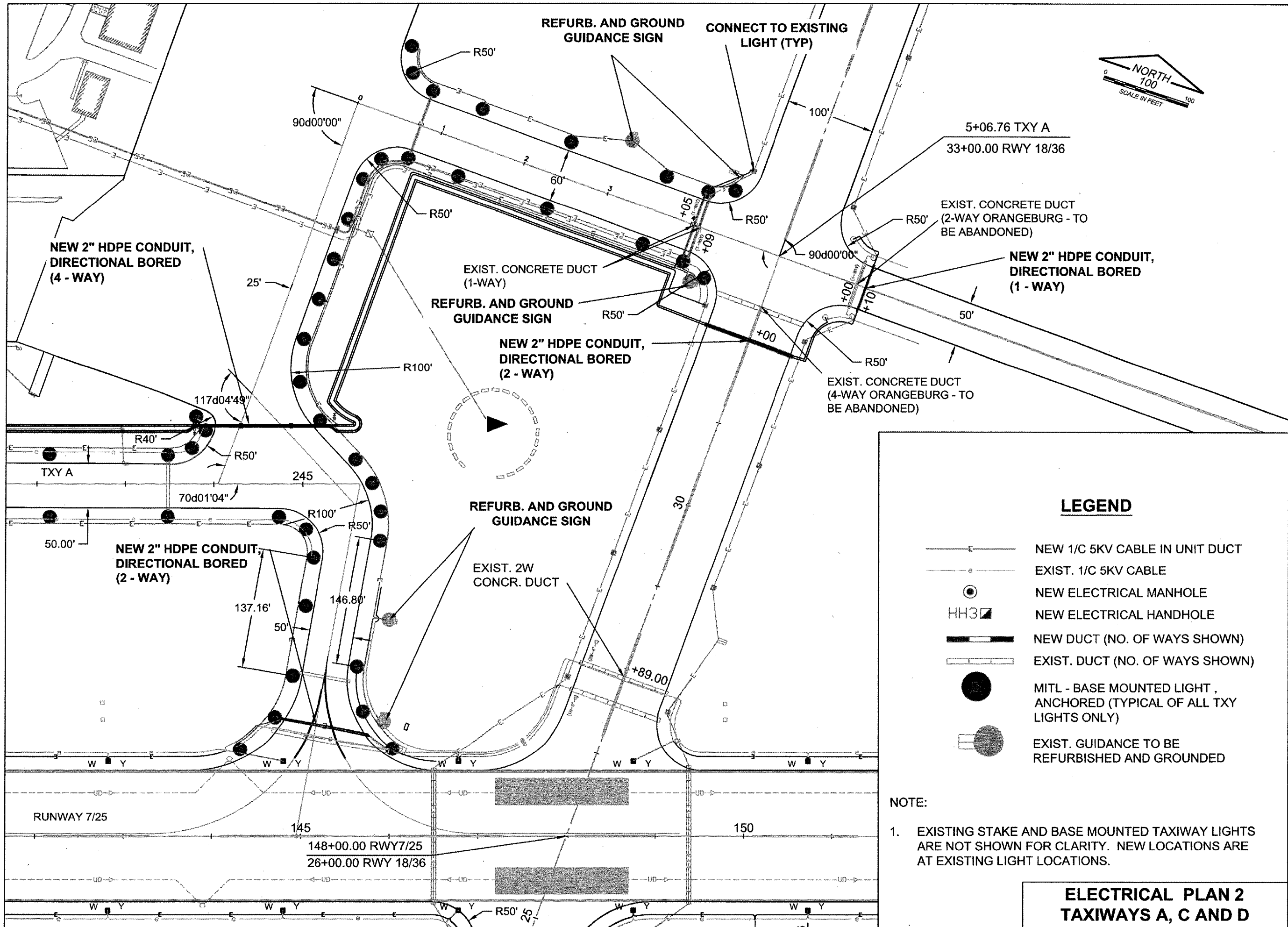
- NEW 1/C 5KV CABLE IN UNIT DUCT
- - - EXIST. 1/C 5KV CABLE
- ⊙ NEW ELECTRICAL MANHOLE
- HH3 NEW ELECTRICAL HANDHOLE
- ▬ NEW DUCT (NO. OF WAYS SHOWN)
- ▬ EXIST. DUCT (NO. OF WAYS SHOWN)
- MITL - BASE MOUNTED LIGHT, ANCHORED (TYPICAL OF ALL TXY LIGHTS ONLY)
- ◐ EXIST. GUIDANCE TO BE REFURBISHED AND GROUNDED

NOTE:

1. EXISTING STAKE AND BASE MOUNTED TAXIWAY LIGHTS ARE NOT SHOWN FOR CLARITY. NEW LOCATIONS ARE AT EXISTING LIGHT LOCATIONS.
2. INSTALL 2-1/C #8 5KV (HOMERUN FOR EACH CIRCUIT INCLUDING SPARE) IN EACH 2" CONDUIT. INSTALL PULL STRING IN FUTURE USE CONDUITS.



**ELECTRICAL PLAN 1
TAXIWAYS A, C AND D**



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LEGEND

- NEW 1/C 5KV CABLE IN UNIT DUCT
- EXIST. 1/C 5KV CABLE
- NEW ELECTRICAL MANHOLE
- NEW ELECTRICAL HANDHOLE
- NEW DUCT (NO. OF WAYS SHOWN)
- EXIST. DUCT (NO. OF WAYS SHOWN)
- MITL - BASE MOUNTED LIGHT, ANCHORED (TYPICAL OF ALL TXY LIGHTS ONLY)
- EXIST. GUIDANCE TO BE REFURBISHED AND GROUNDED

NOTE:

- EXISTING STAKE AND BASE MOUNTED TAXIWAY LIGHTS ARE NOT SHOWN FOR CLARITY. NEW LOCATIONS ARE AT EXISTING LIGHT LOCATIONS.

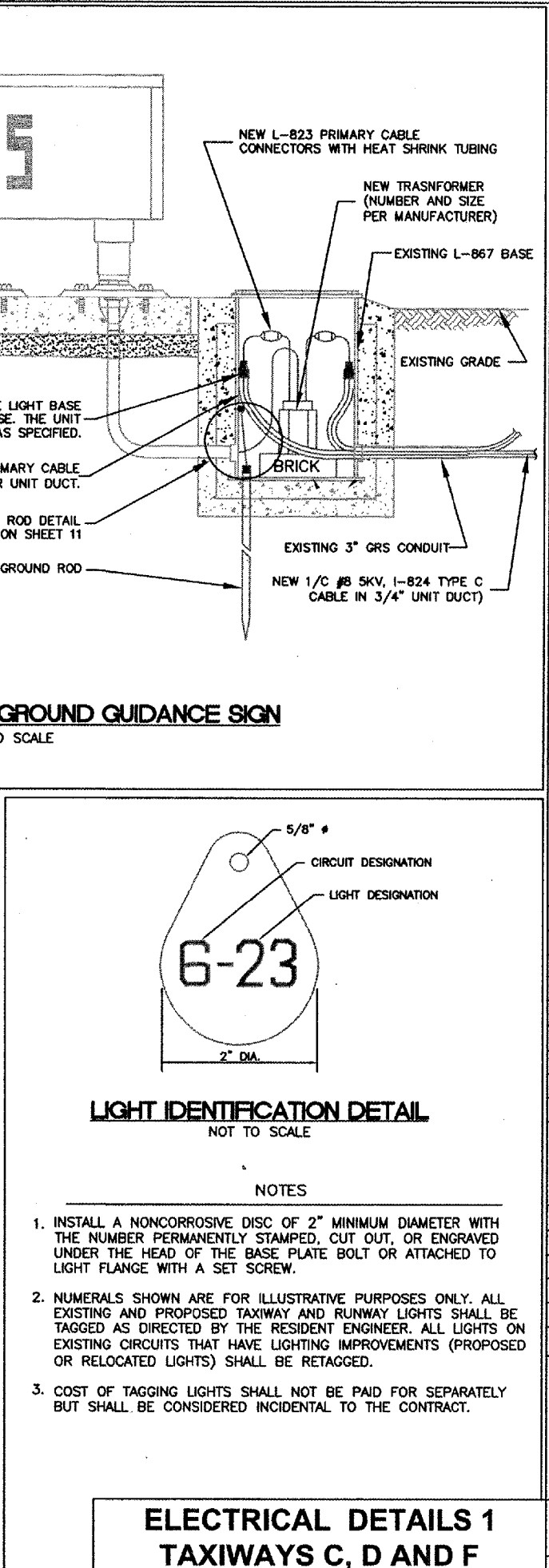
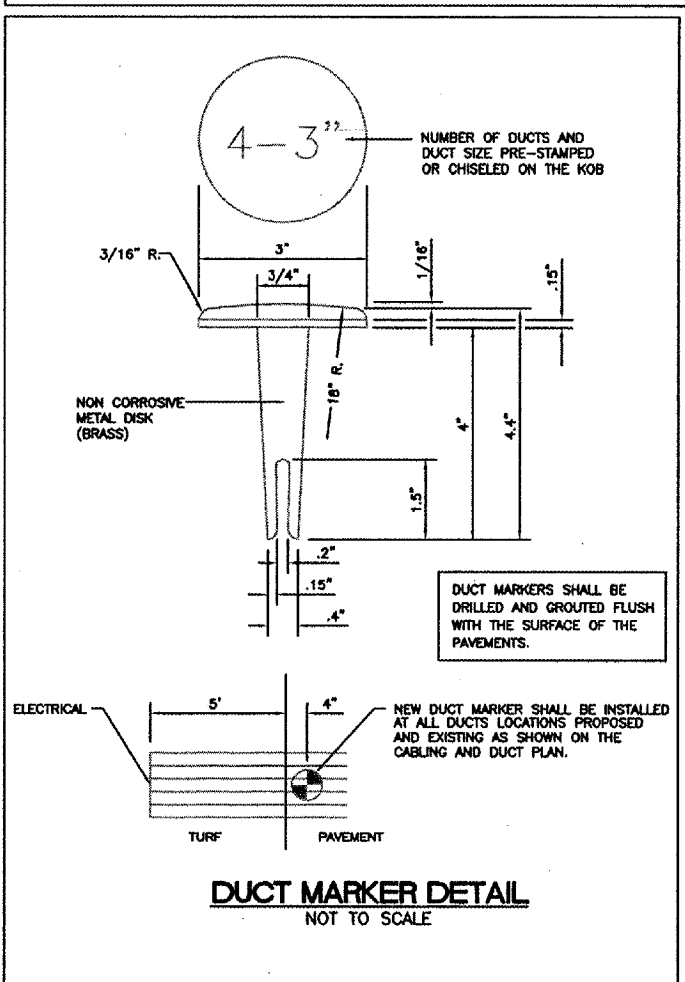
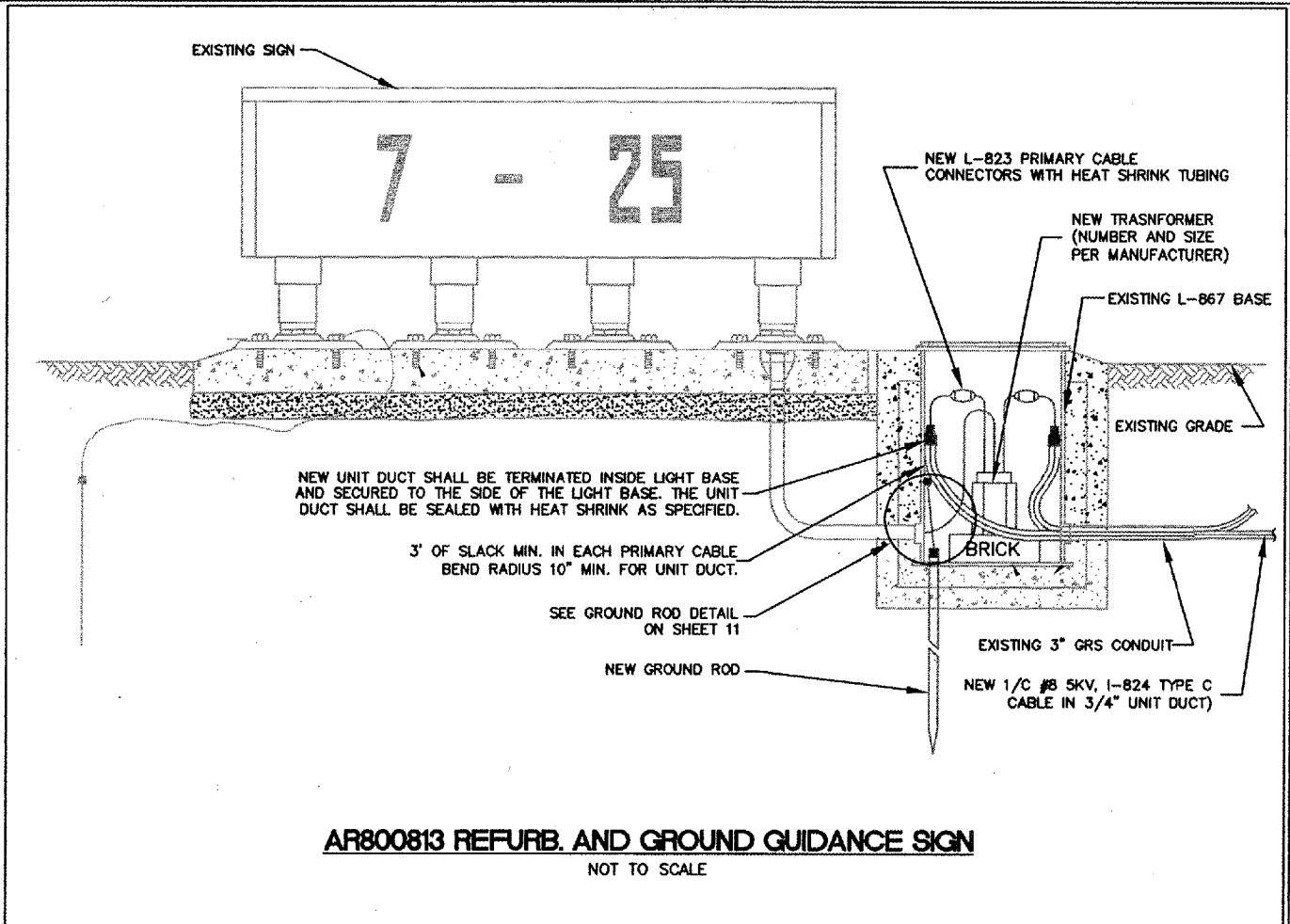
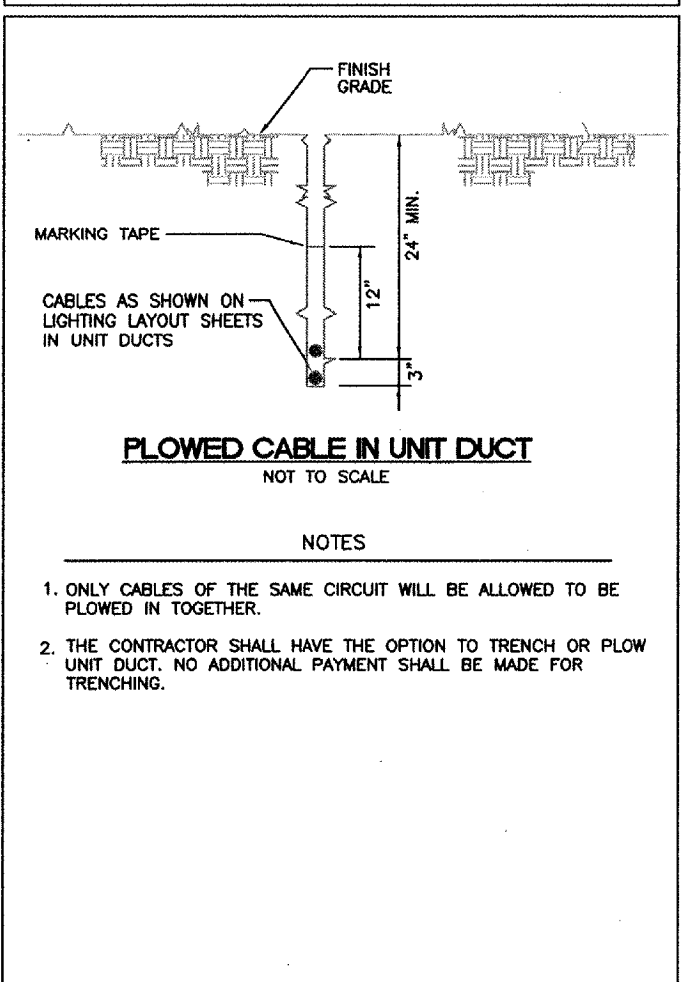
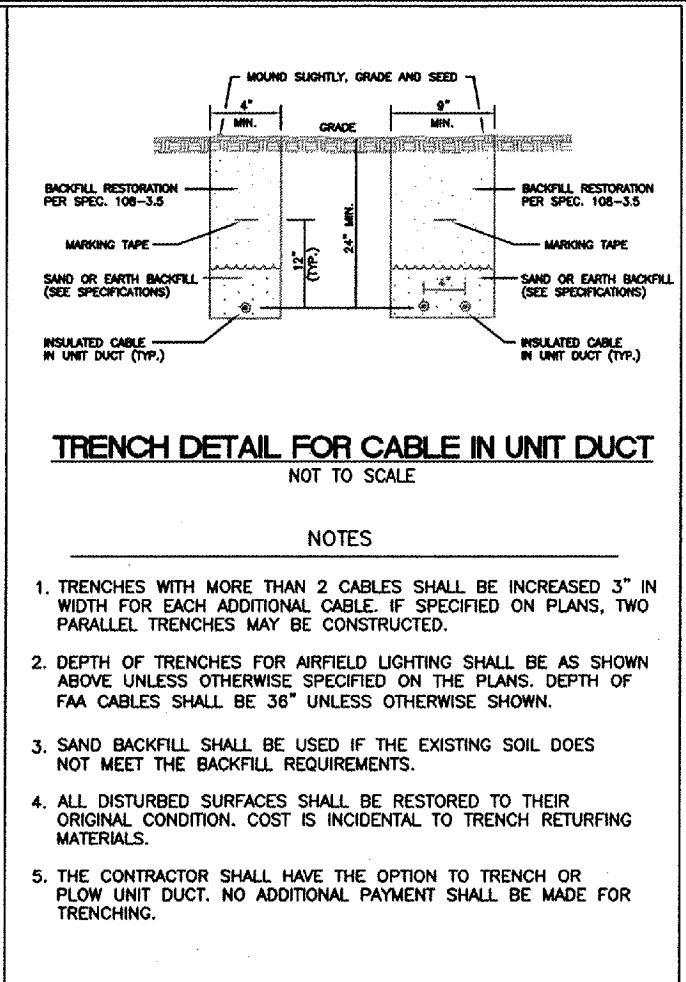
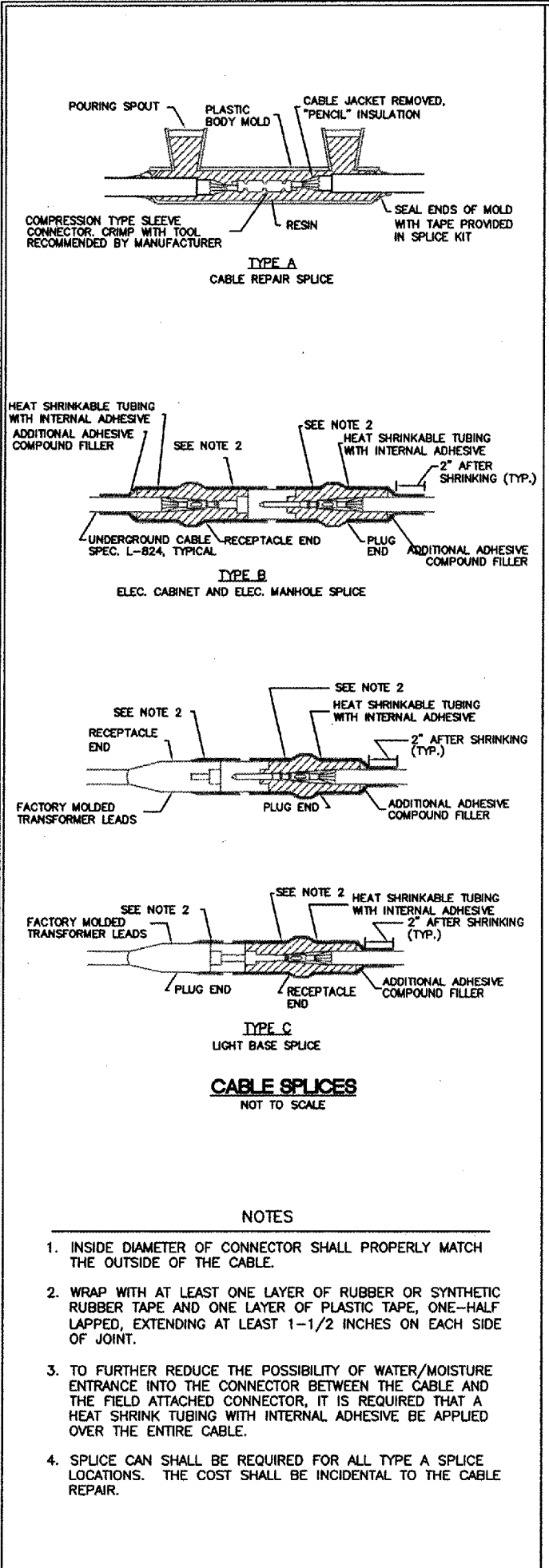
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ELECTRICAL PLAN 2
TXYS A, C AND D (ELP2)

ELECTRICAL PLAN 2
TAXIWAYS A, C AND D



ELECTRICAL DETAILS 1
TAXIWAYS C, D AND F

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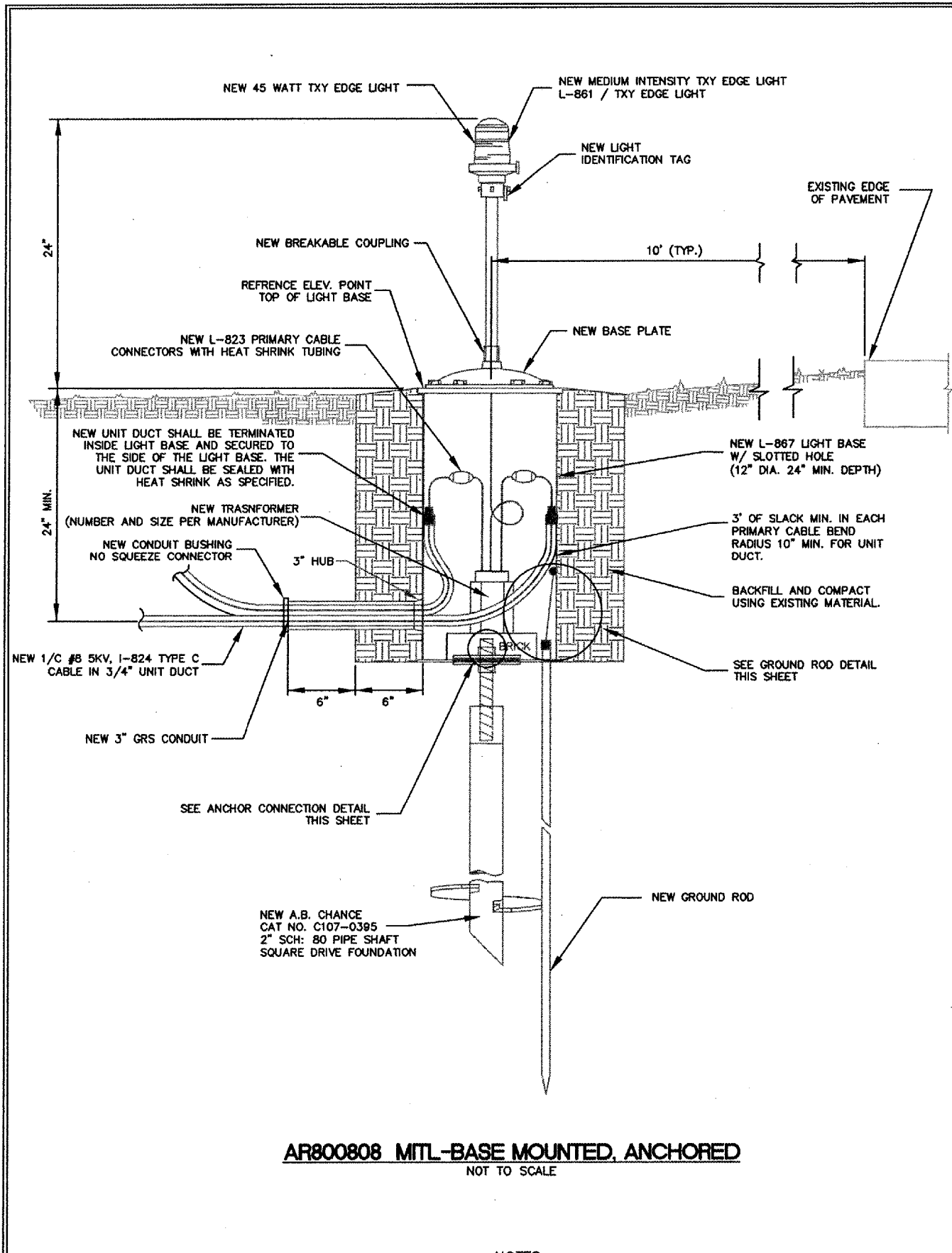
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ELECTRICAL DETAILS 1
TXYS C, D AND F (EDT1)

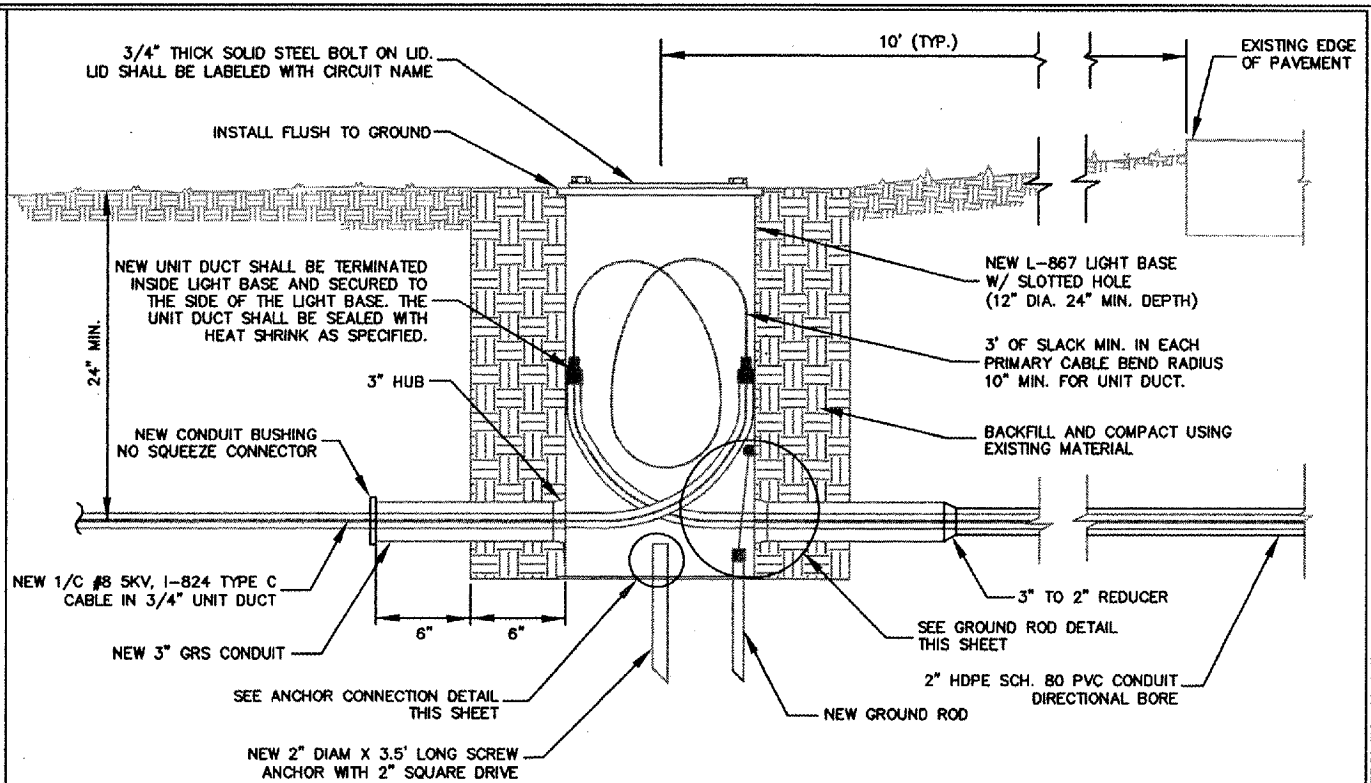
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SHEET 10 OF 25 SHEETS



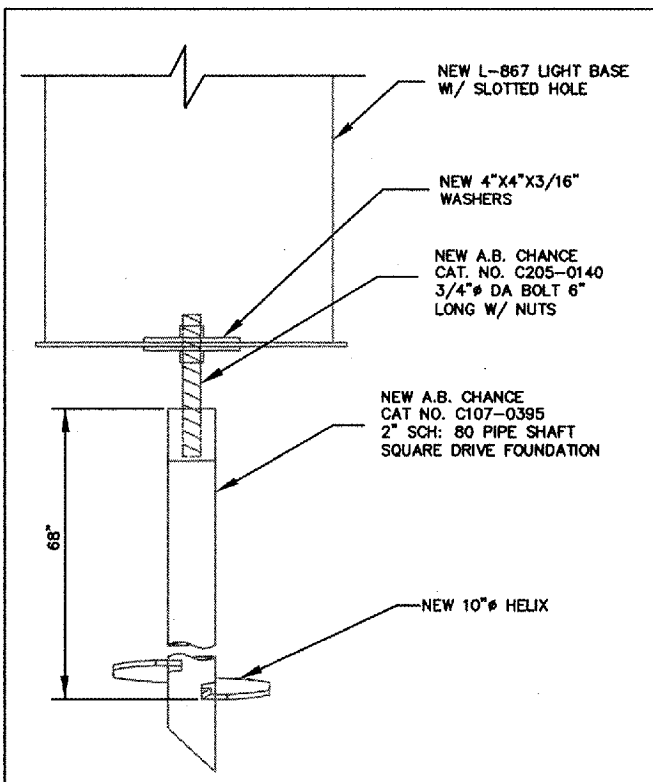
AR800808 MTL-BASE MOUNTED, ANCHORED
NOT TO SCALE

- NOTES
1. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
 2. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECPACLE (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.



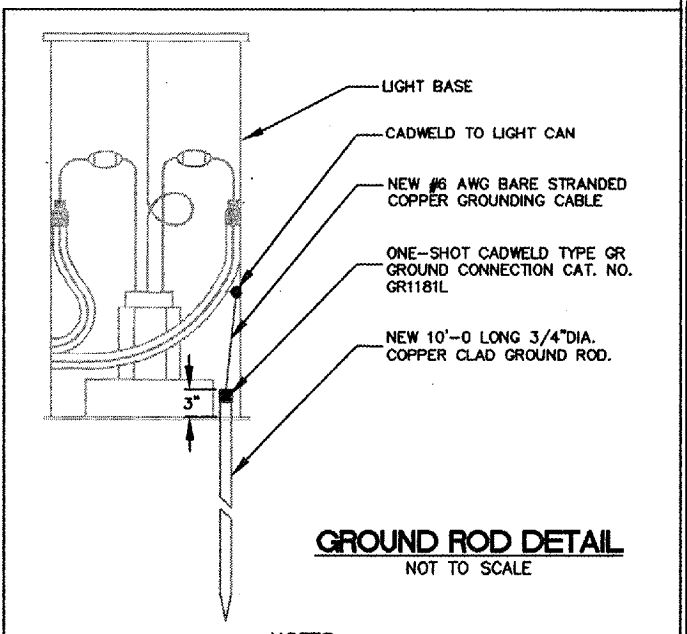
AR800812 SPLICE CAN, ANCHORED
NOT TO SCALE

- NOTES
1. CONNECTION TO THE 2" PVC CONDUIT SHALL BE INCIDENTAL TO THE PAY ITEM AND SHALL BE COMPLETED IN ACCORDANCE TO THE MANUFACTURERS SPECIFICATION.
 2. CABLE SHALL BE CONTINUOUSLY PULLED THROUGH SPLICE CAN AND CONDUIT. NO SPLICES WILL BE ALLOWED.



ANCHOR CONNECTION DETAIL
NOT TO SCALE

- NOTES
1. ANCHOR CONNECTION SHALL BE COMPLETED IN ACCORDANCE TO THE MANUFACTURERS SPECIFICATION.



GROUND ROD DETAIL
NOT TO SCALE

- NOTES
1. GROUND ROD SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEM.
 2. ALL WORK TO RETROFIT EXISTING AND NEW LIGHT BASES SHALL BE INCIDENTAL TO PAY ITEM.

**ELECTRICAL DETAILS 2
TAXIWAYS C, D AND F**

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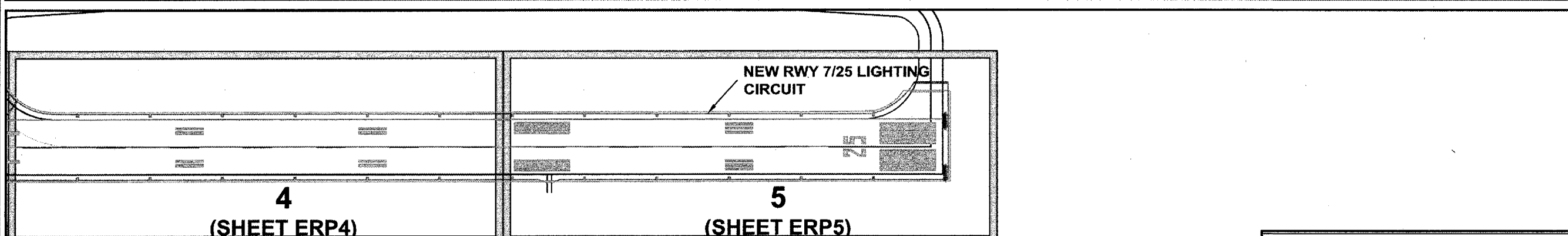
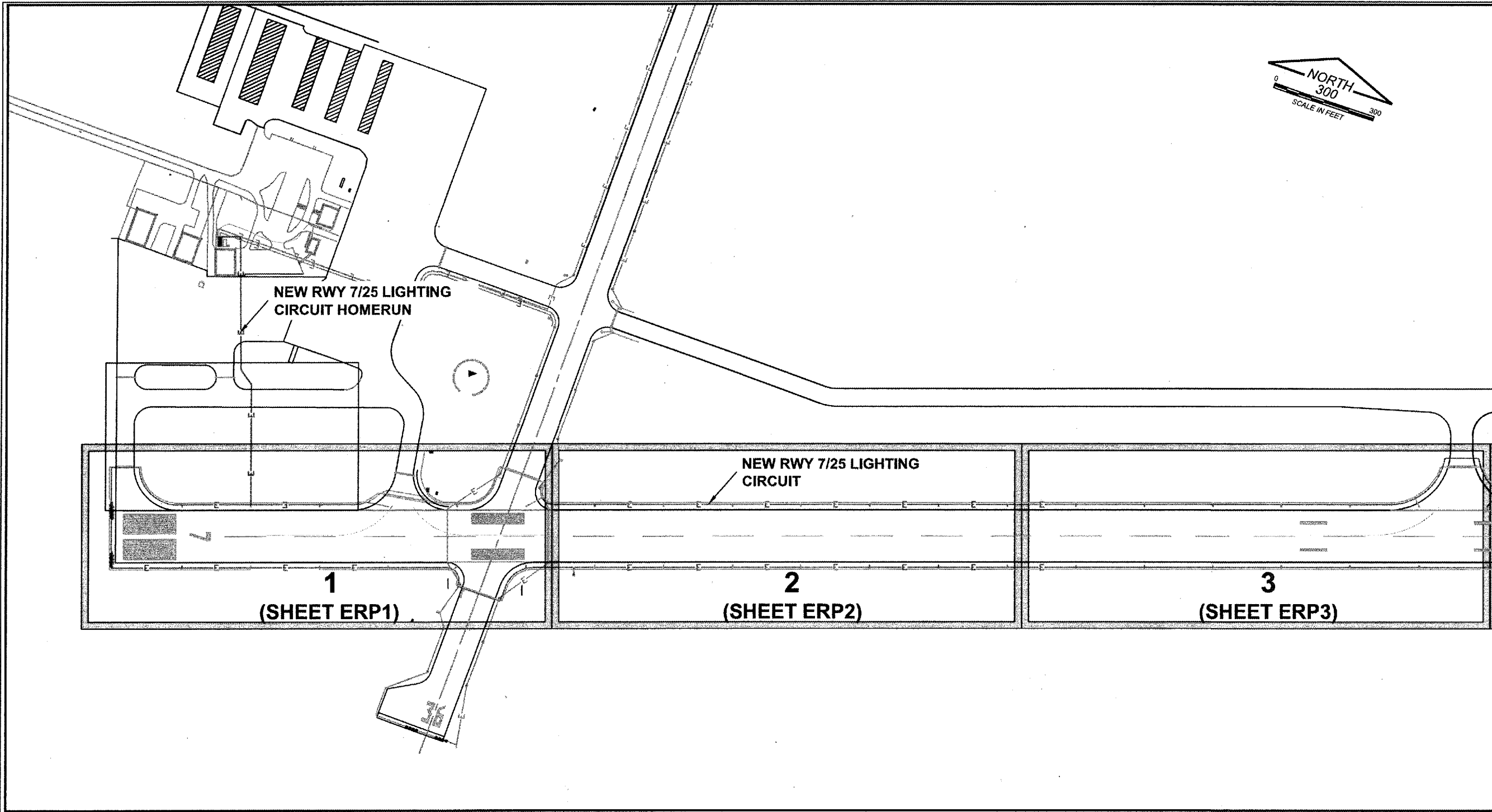
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**ELECTRICAL
DETAILS 2
TXYS C, D AND F
(EDT2)**



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**ELECTRICAL
SITE PLAN
RUNWAY 7/25
(ESP2)**

**ELECTRICAL SITE PLAN
RUNWAY 7/25**

12

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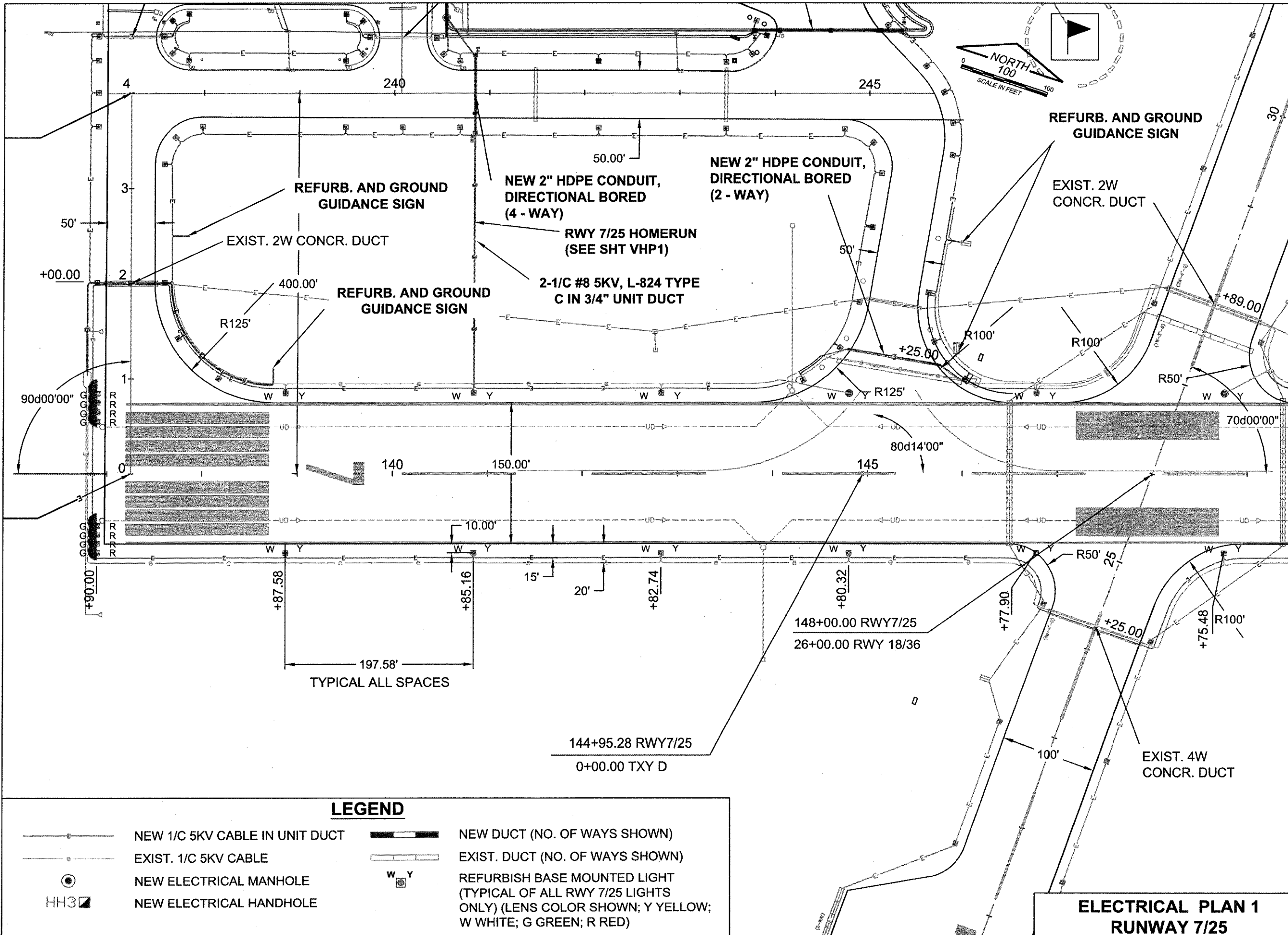
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**ELECTRICAL
PLAN 1
RUNWAY 7/25
(ERP1)**

13
SHEET 13 OF 25 SHEETS



LEGEND

- NEW 1/2 5KV CABLE IN UNIT DUCT
- - - EXIST. 1/2 5KV CABLE
- ⊙ NEW ELECTRICAL MANHOLE
- NEW ELECTRICAL HANDHOLE
- NEW DUCT (NO. OF WAYS SHOWN)
- - - EXIST. DUCT (NO. OF WAYS SHOWN)
- W Y REFURBISH BASE MOUNTED LIGHT (TYPICAL OF ALL RWY 7/25 LIGHTS ONLY) (LENS COLOR SHOWN; Y YELLOW; W WHITE; G GREEN; R RED)

**ELECTRICAL PLAN 1
RUNWAY 7/25**

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**ELECTRICAL
PLAN 2
RUNWAY 7/25
(ERP2)**

14

SHEET 14 OF 25 SHEETS

TAXIWAY A



EXIST. STORM SEWER (TYP)

EXIST. 2W
CONCR. DUCT

197.58'
TYPICAL ALL SPACES

150

155

150'

160

RUNWAY 7/25

+12.86

+73.06

+70.64

+68.22

+65.80

15'

+63.38

20'

+60.96

+58.54

REFURB. AND
GROUND
GUIDANCE
SIGN

EXIST. UNDERDRAIN (TYP)

LEGEND

	NEW 1/C 5KV CABLE IN UNIT DUCT		NEW DUCT (NO. OF WAYS SHOWN)
	EXIST. 1/C 5KV CABLE		EXIST. DUCT (NO. OF WAYS SHOWN)
	NEW ELECTRICAL MANHOLE		REFURBISH BASE MOUNTED LIGHT (TYPICAL OF ALL RWY 7/25 LIGHTS ONLY) (LENS COLOR SHOWN; Y YELLOW; W WHITE; G GREEN; R RED)
	NEW ELECTRICAL HANDHOLE		

**ELECTRICAL PLAN 2
RUNWAY 7/25**

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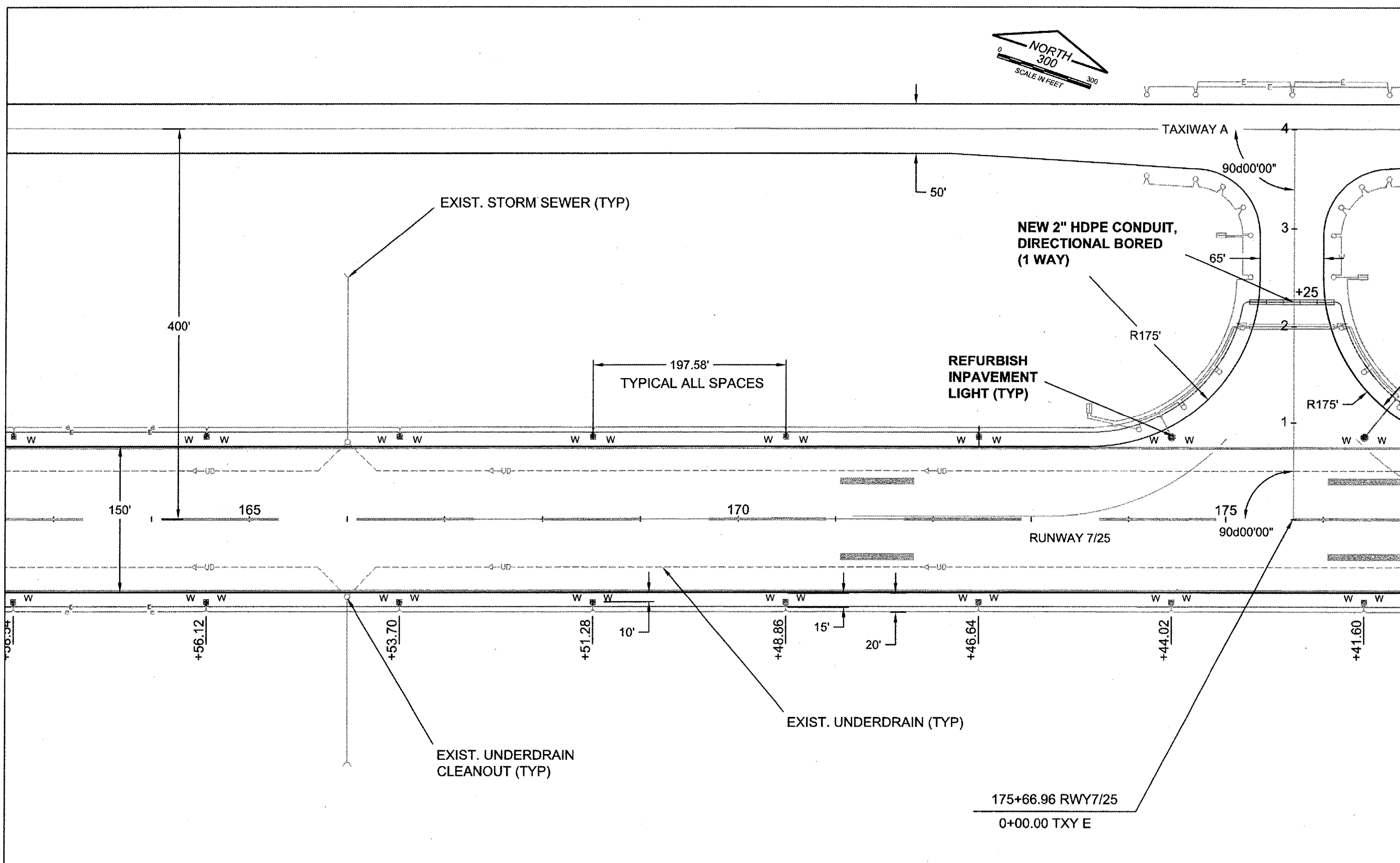
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**ELECTRICAL
PLAN 3
RUNWAY 7/25
(ERP3)**

15

SHEET 15 OF 27 SHEETS



LEGEND

- NEW 1/C 5KV CABLE IN UNIT DUCT
- EXIST. 1/C 5KV CABLE
- NEW ELECTRICAL MANHOLE
- HH3 NEW ELECTRICAL HANDHOLE
- NEW DUCT (NO. OF WAYS SHOWN)
- EXIST. DUCT (NO. OF WAYS SHOWN)
- W Y REFURBISH BASE MOUNTED LIGHT (TYPICAL OF ALL RWY 7/25 LIGHTS ONLY) (LENS COLOR SHOWN; Y YELLOW; W WHITE; G GREEN; R RED)

**ELECTRICAL PLAN 3
RUNWAY 7/25**

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JOSEPH H. BITTORF FIELD

Whiteside County Airport

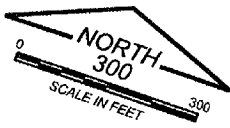
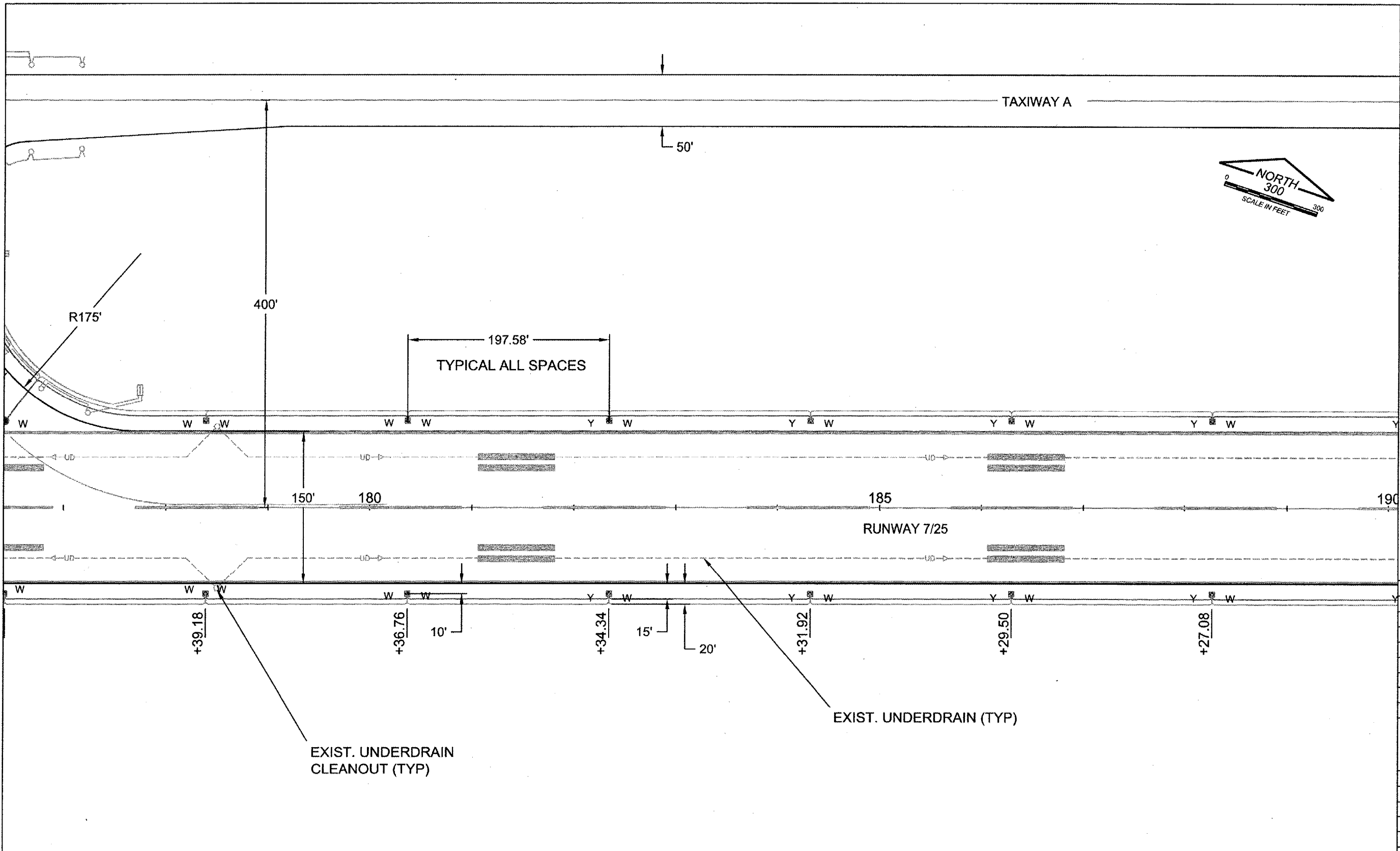
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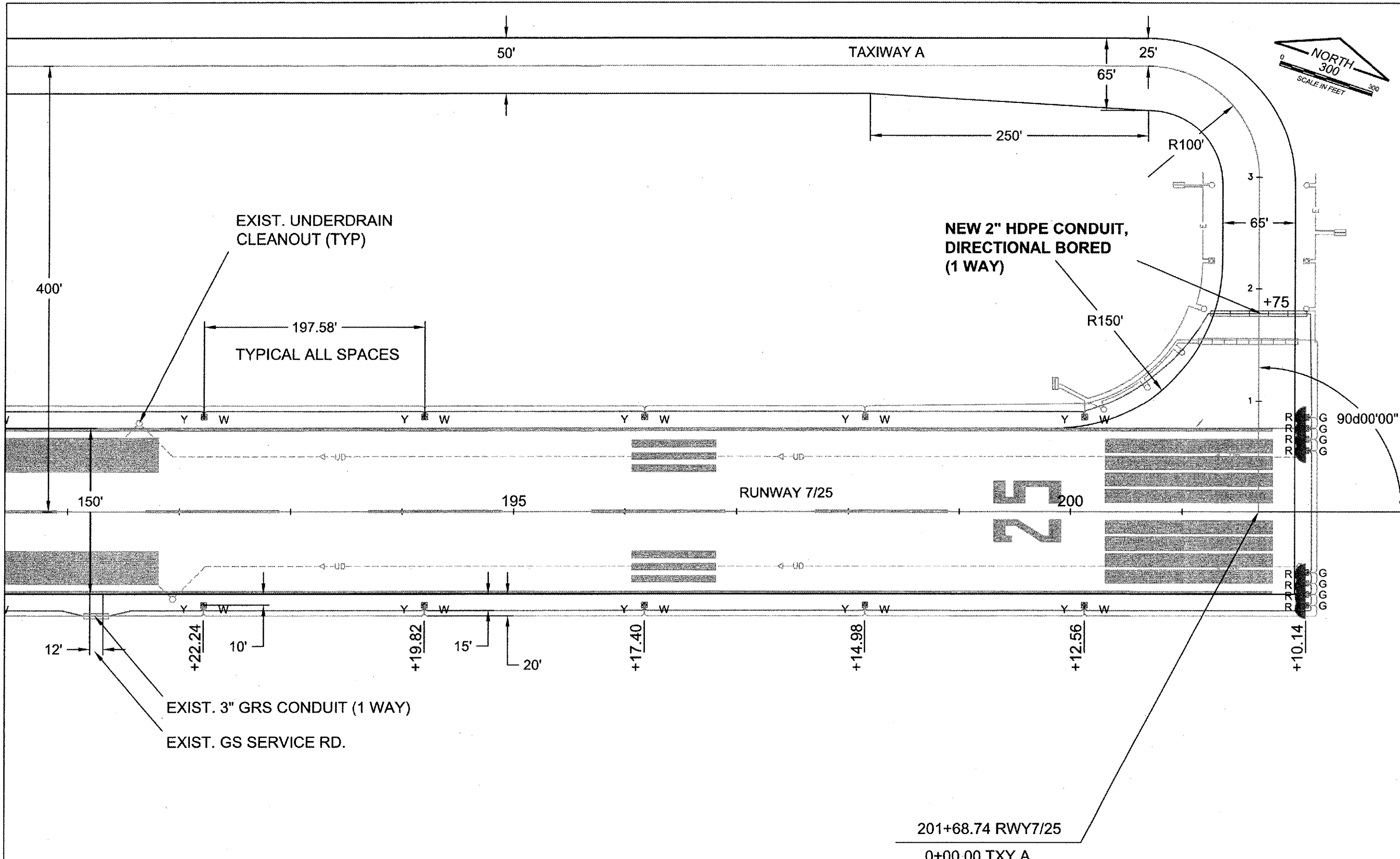
**ELECTRICAL PLAN 4
RUNWAY 7/25
(ERP4)**

**ELECTRICAL PLAN 4
RUNWAY 7/25**

16
SHEET 16 OF 25 SHEETS

LEGEND

- NEW 1/C 5KV CABLE IN UNIT DUCT
- EXIST. 1/C 5KV CABLE
- ⊙ NEW ELECTRICAL MANHOLE
- HH3 NEW ELECTRICAL HANDHOLE
- ▬ NEW DUCT (NO. OF WAYS SHOWN)
- ▬ EXIST. DUCT (NO. OF WAYS SHOWN)
- W Y REFURBISH BASE MOUNTED LIGHT (TYPICAL OF ALL RWY 7/25 LIGHTS ONLY) (LENS COLOR SHOWN; Y YELLOW; W WHITE; G GREEN; R RED)



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Whiteside County **AIRPORT**
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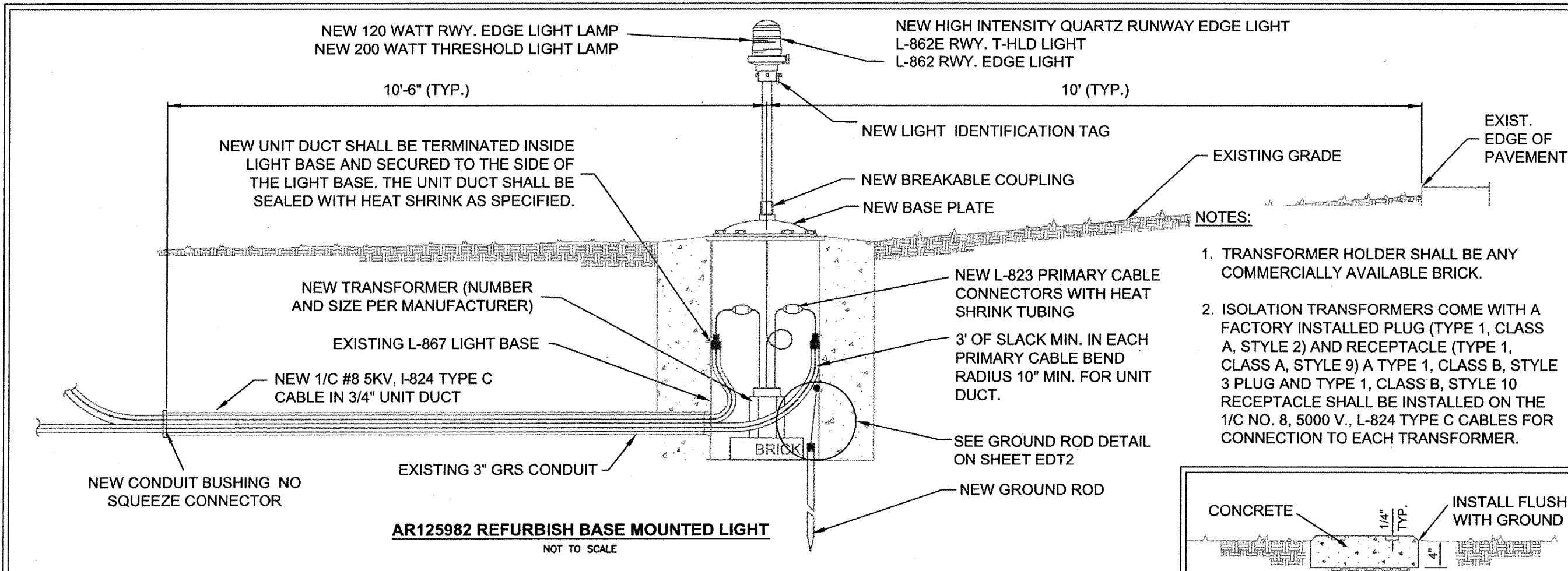
**ELECTRICAL
PLAN 5
RUNWAY 7/25
(ERP5)**

17
SHEET 17 OF 25 SHEETS

LEGEND

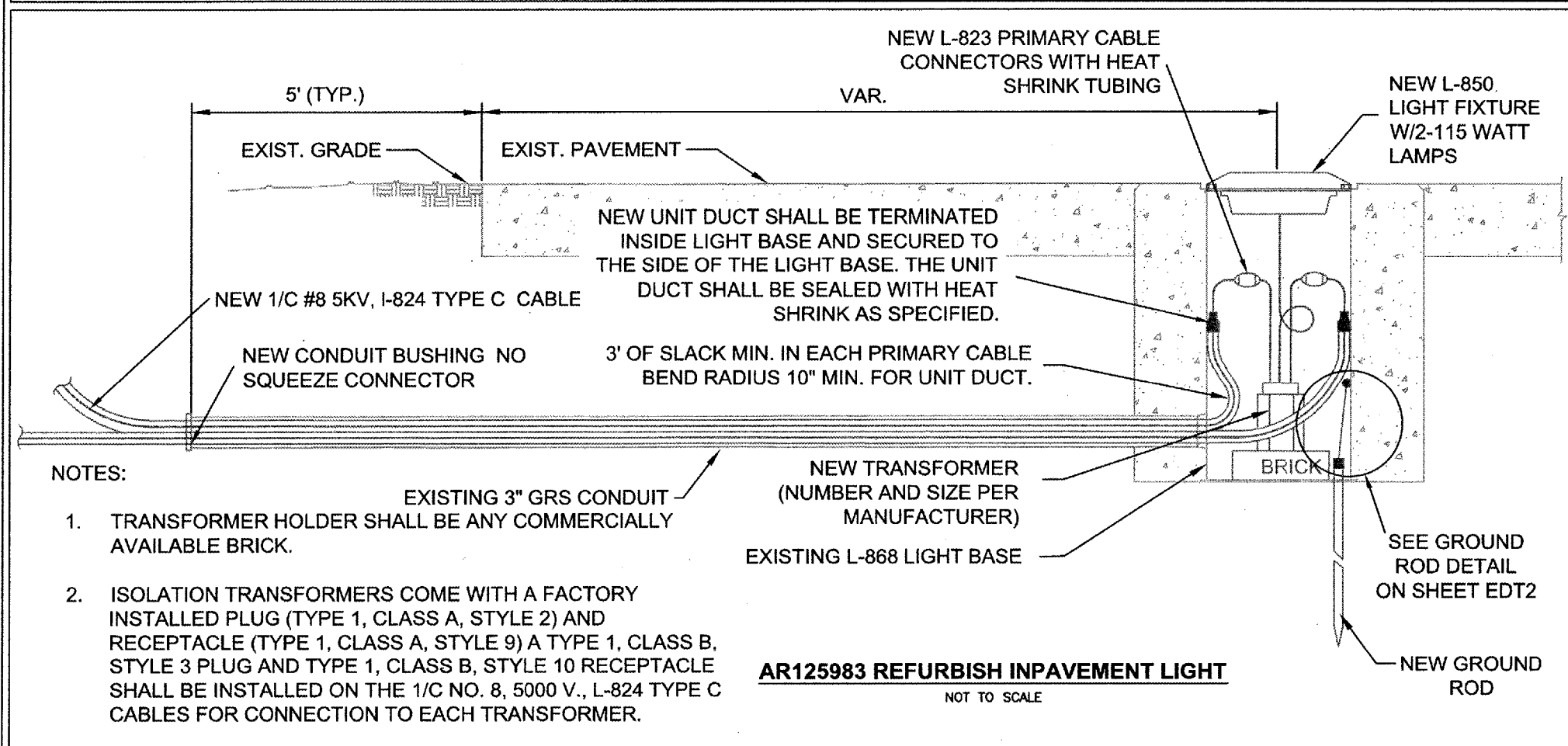
- NEW 1/C 5KV CABLE IN UNIT DUCT
- EXIST. 1/C 5KV CABLE
- ⊙ NEW ELECTRICAL MANHOLE
- HH3 NEW ELECTRICAL HANDHOLE
- ▬ NEW DUCT (NO. OF WAYS SHOWN)
- ▬ EXIST. DUCT (NO. OF WAYS SHOWN)
- ⊙ REFURBISH BASE MOUNTED LIGHT (TYPICAL OF ALL RWY 7/25 LIGHTS ONLY) (LENS COLOR SHOWN; Y YELLOW; W WHITE; G GREEN; R RED)

**ELECTRICAL PLAN 5
RUNWAY 7/25**



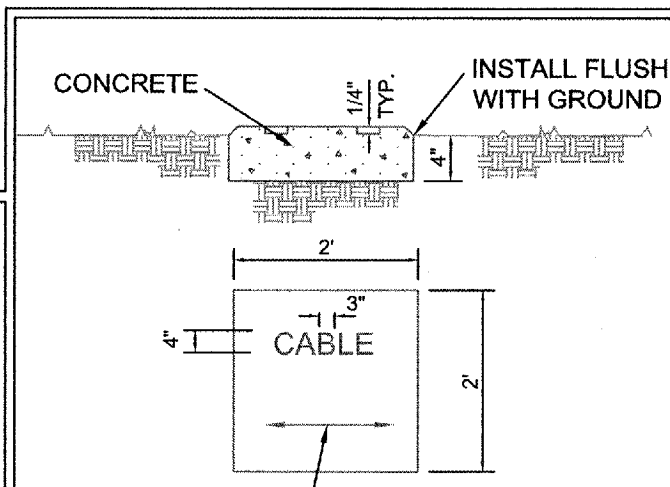
AR125982 REFURBISH BASE MOUNTED LIGHT
NOT TO SCALE

- NOTES:**
1. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
 2. 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.



AR125983 REFURBISH INPAVEMENT LIGHT
NOT TO SCALE

- NOTES:**
1. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
 2. 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.



- NOTES:**
1. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ON HOMERUNS.
 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.

**ELECTRICAL DETAILS 1
RUNWAY 7/25**

WH006



Whiteside County **AIRPORT**
JOSEPH H. BITTORF FIELD

Whiteside County
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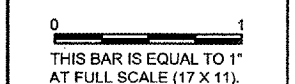
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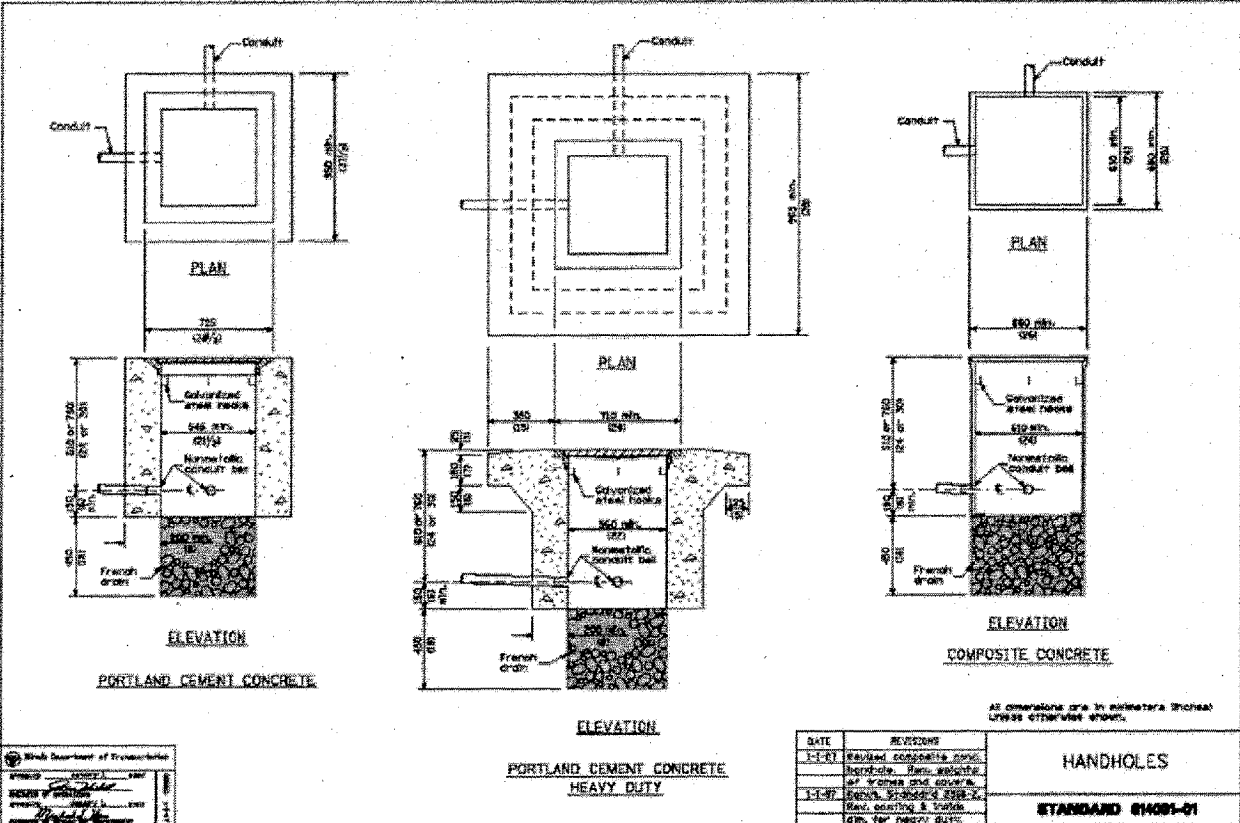


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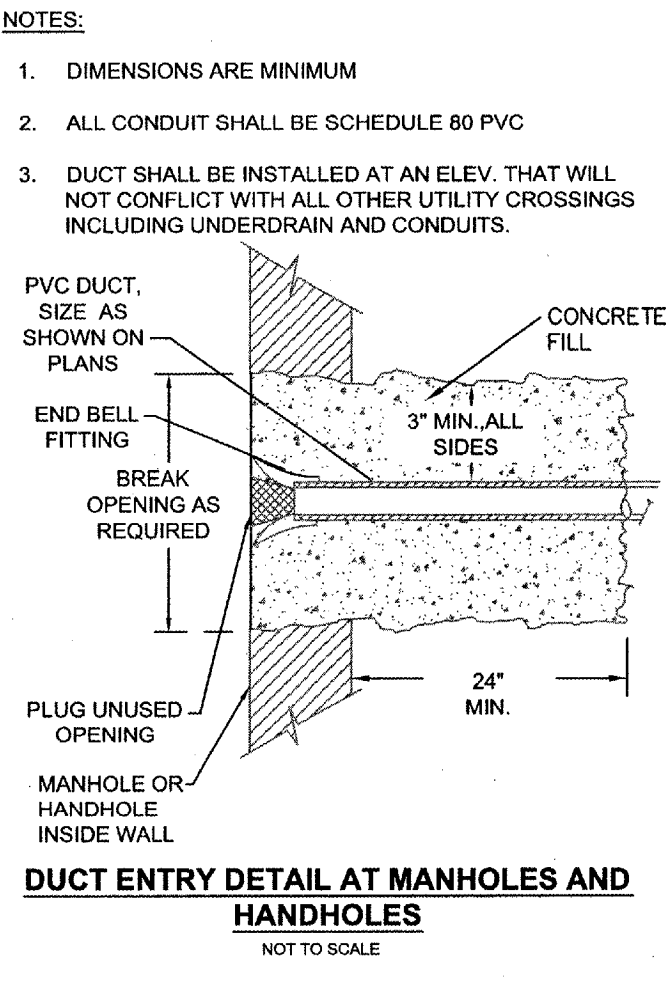
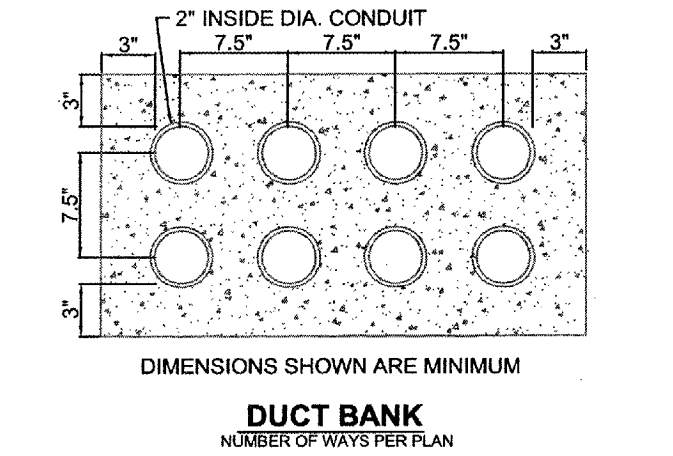
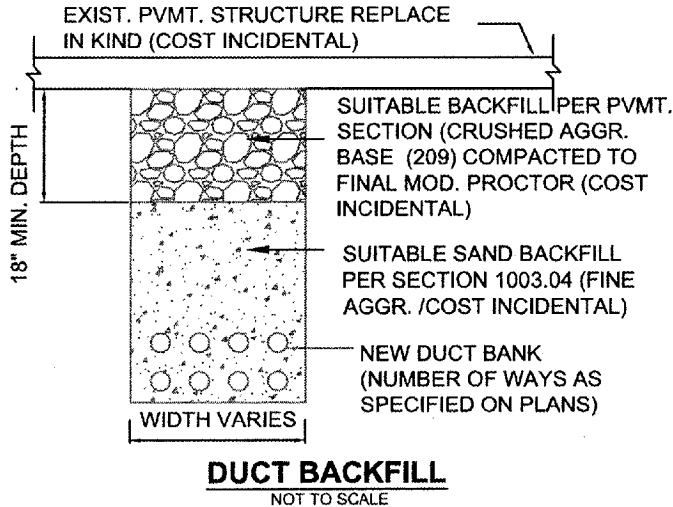
**ELECTRICAL
DETAILS 1
RUNWAY 7/25
(EDR1)**

MANHOLE AND HANDHOLE WIRING NOTES

1. CONTRACTOR SHALL INSTALL MANHOLES IN LOCATIONS SPECIFIED. ELECTRICAL MANHOLES SHALL MEET THE REQUIREMENTS OF IDOT STANDARD 602406. MANHOLES SHALL HAVE FLAT-SLAB TOP. ALL WIRING THROUGH MANHOLES SHALL BE ATTACHED TO CABLE RACKS.
2. CONTRACTOR SHALL INSTALL HANDHOLES IN LOCATIONS SPECIFIED. ELECTRICAL HANDHOLES SHALL MEET THE REQUIREMENTS OF IDOT STANDARD 814001 AND SHALL BE PORTLAND CEMENT CONCRETE HANDHOLES.
3. 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 5 KV 480V, 240V AND 120V AND MONITOR CIRCUIT PER MASTER CIRCUIT LABELING SCHEDULE DEVELOPED BY ELECTRICAL CONTRACTOR.
4. WHEREVER POSSIBLE, WIRING TO INDIVIDUAL STRUCTURES AND PIECES OF EQUIPMENT SHALL BE GROUPED TOGETHER IN MANHOLES AND HANDHOLES. MULTIPLE CONDUCTORS OF INDIVIDUAL CIRCUITS SHALL BE TIE-WRAPPED TOGETHER AND LABELED.
5. HANDHOLE AND MANHOLE LIDS FOR AIRFIELD LIGHTING CIRCUIT SHALL BE LABELED "HIGH VOLTAGE".



STD. 814001-01



WH006



Whiteside County **AIRPORT**
JOSEPH H. BITTORF FIELD

Whiteside County
Airport

Sterling / Rock Falls,
Illinois

Whiteside County
Airport

AIP: 3-17-0098-XX
SQI-3694

Recable Airfield

**FINAL
SUBMITTAL**

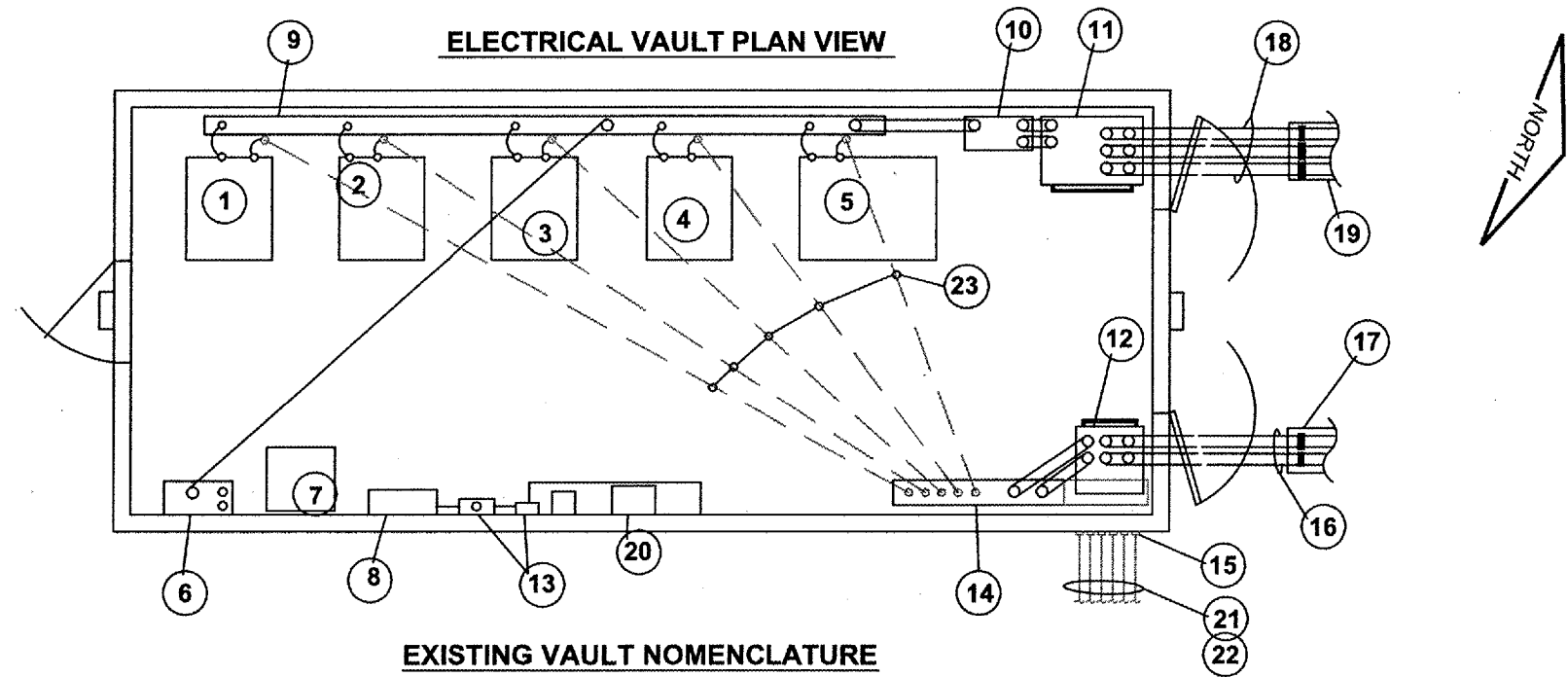
Revisions	
Date	Description

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

DESIGN BY:	CMT-RFD
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APPROVED BY:	JGP
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JOB No:	06292-03-00

**VAULT
HOMERUN
DETAILS
(VHD1)**

VAULT HOMERUN DETAILS

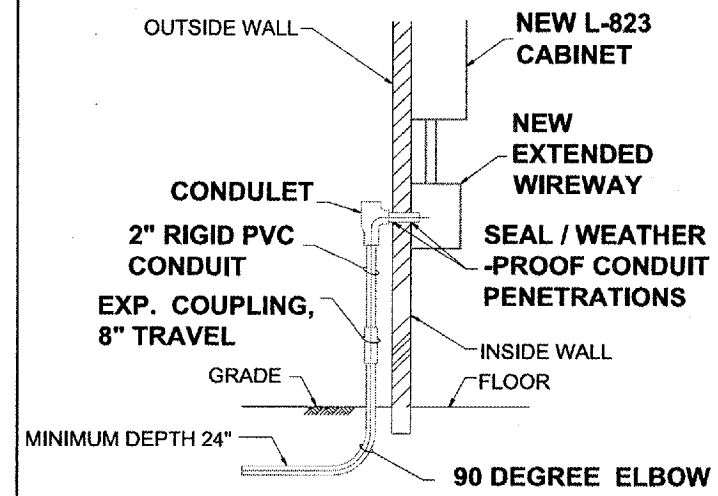


EXISTING VAULT NOMENCLATURE

- | | |
|---|--|
| <ul style="list-style-type: none"> ① EXISTING 7 1/2 KW REGULATOR (SPARE). ② EXISTING 10KW REGULATOR FOR TAXIWAY #1. ③ EXISTING 10KW REGULATOR FOR TAXIWAY #2. ④ EXISTING 10KW REGULATOR FOR RUNWAY 18/36. ⑤ EXISTING REGULATOR FOR RUNWAY 7/25. ⑥ EXISTING HIGH VOLTAGE POWER DISTRIBUTION PANEL. 480V, 3-PHASE WITH 400A MAIN C.B. ⑦ EXISTING 50KVA, 480V-120/240V, 1-PHASE LIGHTING TRANSFORMER. ⑧ EXISTING LOW VOLTAGE LIGHTING PANEL, 120/240V, 1-PHASE WITH 225A MAIN C.B.. ⑨ EXISTING 8" X 8" LOW VOLTAGE WIREWAY (20' LONG). ⑩ EXISTING RELAY PANEL FOR L-821 PANEL CONTROLS. ⑪ EXISTING 2'H X 2'W X 2'D (MIN.) LOW VOLTAGE CABLE PULL BOX. | <ul style="list-style-type: none"> ⑫ EXISTING 2'H X 2'W X 2'D MIN.) HIGH VOLTAGE CABLE PULL BOX TO BE REMOVED.. ⑬ EXISTING LIGHTING CONTACTOR AND DIGITAL TIMER FOR EXISTING ENTRANCE ROAD LIGHTING. ⑭ EXISTING 8" X 8" HIGH VOLTAGE WIREWAY (4' LONG) TO BE EXTENDED. SEE NOTE 2. ⑮ NEW 8-2" LB'S. ⑯ EXISTING 4-4" GRS CONDUITS TO BE ABANDONED. ⑰ EXISTING 4-WAY CONCRETE ENCASED PVC DUCT BANK TO BE ABANDONED. ⑱ EXISTING 6-4" GRS CONDUITS. SEE NOTE 1. ⑲ EXISTING 6-WAY CONCRETE ENCASED DUCT BANK. ⑳ EXISTING APRON LIGHTING CONTROL CABINET. ㉑ NEW 8-2" CONDUITS TO NEW HIGH VOLTAGE MANHOLE. ㉒ NEW 10-1/C #8 5KV, L-824 TYPE C IN 8-2" CONDUITS. ㉓ NEW 2-1/C #8 SKU, L-824 TYPE C IN EXISTING CONDUITS. |
|---|--|

NOTES:

1. REMOVE EXISTING 30/C CONTROL WIRES AND INSTALL NEW 2-25 PAIRS CONTROL WIRES IN EXISTING CONDUITS TO TERMINAL. APPROXIMATE TOTAL LENGTH OF 520 LF.
2. REMOVE EXISTING PULL BOX AND EXTEND EXISTING HIGH VOLTAGE WIREWAY. RESTORE THE EXISTING FLOOR IN KIND AFTER THE PULL BOX IS REMOVED. INSTALL NEW L-823 CABINET ABOVE WIREWAY AS SHOWN IN DETAILS.



DUCT VAULT ENTRY DETAIL

WH006



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VAULT MODIFICATIONS PLAN (VMP1)

VAULT MODIFICATIONS PLAN

21

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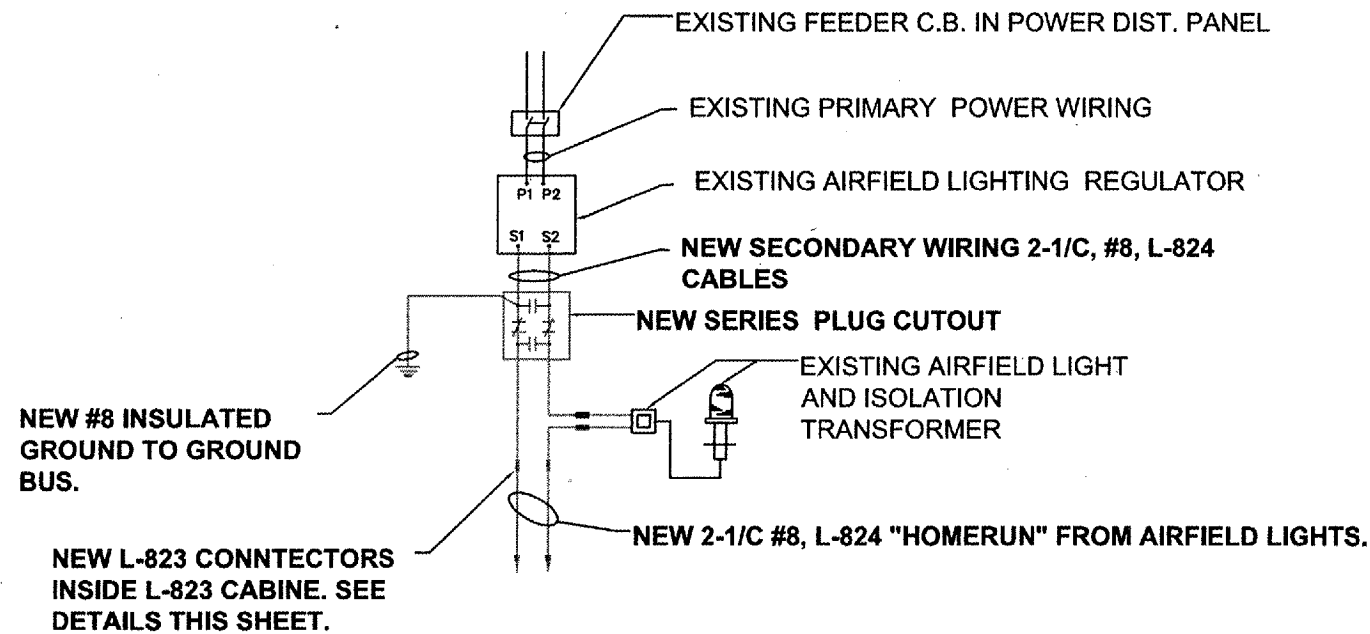
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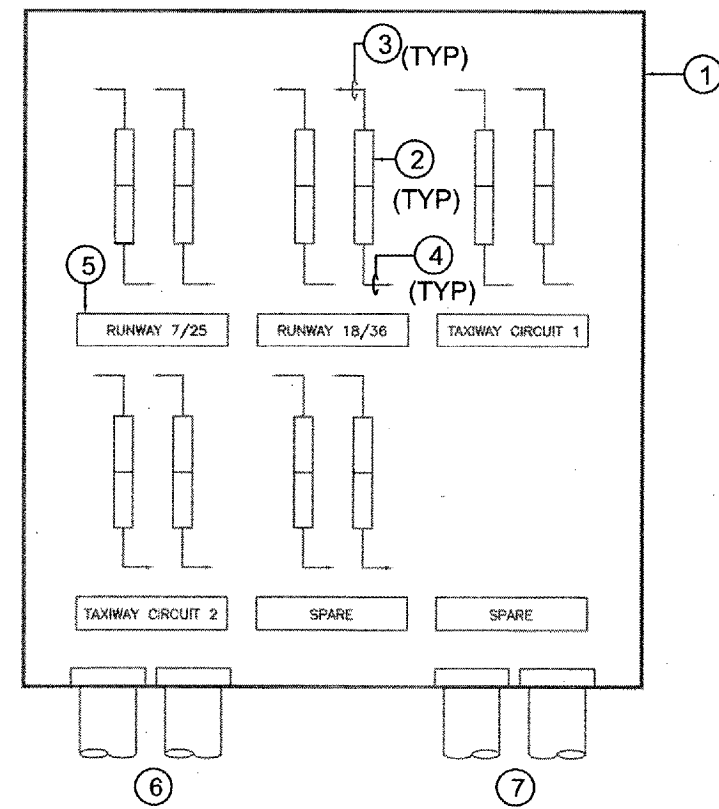
**VAULT
MODIFICATIONS
DETAILS 1
(VMD1)**

NOTES:

1. INSTALL L-823 CABINET ABOVE EXISTING HIGH VOLTAGE WIREWAY, 5'-0" AFF. EQUIPMENT PANEL SHALL BE MOUNTED ON INSULATED BUSHINGS RATED FOR 5KV.
1. LABEL "HIGH VOLTAGE" ON OUTSIDE OF THE CABINET.
2. L-823 CONNECTORS SHALL BE INSTALLED ON CABLE CLAMPS RAIL.
3. TAG AIRFIELD AND REGULATOR SIDES OF EACH CIRCUIT WITH CIRCUIT DESIGNATIONS.



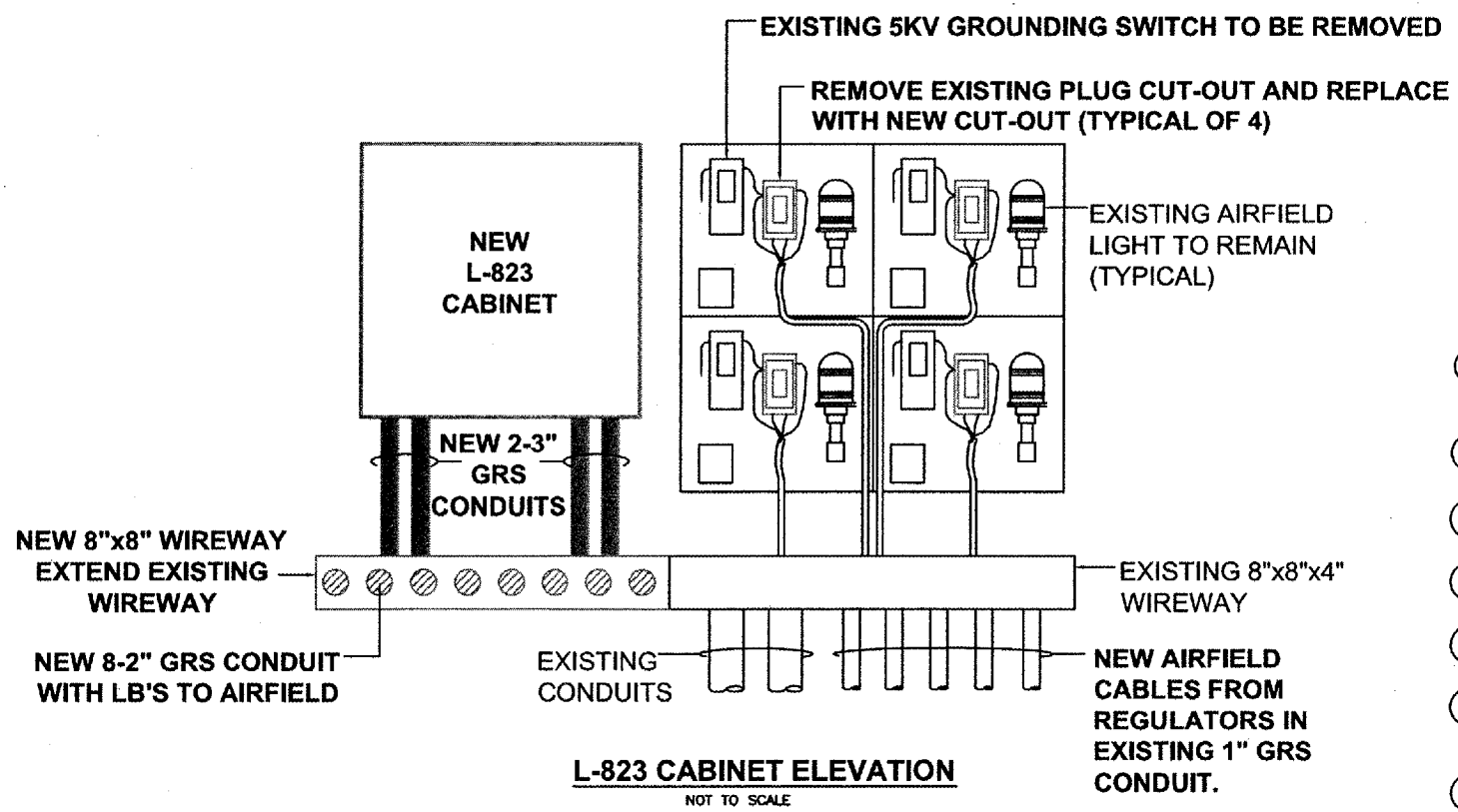
REGULATOR POWER WIRING LAYOUT
NOT TO SCALE



L-823 CABINET DETAIL
NOT TO SCALE

NOMENCLATURE

- ① 36"H x 30"W x 12"D (MINIMUM) HINGED, LOCKABLE ENCLOSURE WITH BACK MOUNTING PANEL, HOFFMAN A-36N30ALP OR APPROVED EQUAL. SEE NOTE 1.
- ② L-823 CONNECTORS (MALE AND FEMALE). SEE NOTE 3.
- ③ 1/C #8 5KV, L-824 TYPE C CABLE TO AIRFIELD.
- ④ 1/C #8 5KV, L-824 TYPE C CABLE TO S-1 CUTOUT.
- ⑤ ENGRAVED LABEL (BLACK ON GRAY) 1-1/2"H x 6"W (MINIMUM).
- ⑥ 2-3" GRS CONDUITS TO HIGH VOLTAGE WIREWAY WITH 10-1/C #8 5KV, L-824 TYPE C CABLES TO AIRFIELD.
- ⑦ 2-3" GRS CONDUITS TO HIGH VOLTAGE WIREWAY WITH 10-1/C #8 5KV, L-824 TYPE C CABLES TO S-1 CUTOUT.



L-823 CABINET ELEVATION
NOT TO SCALE

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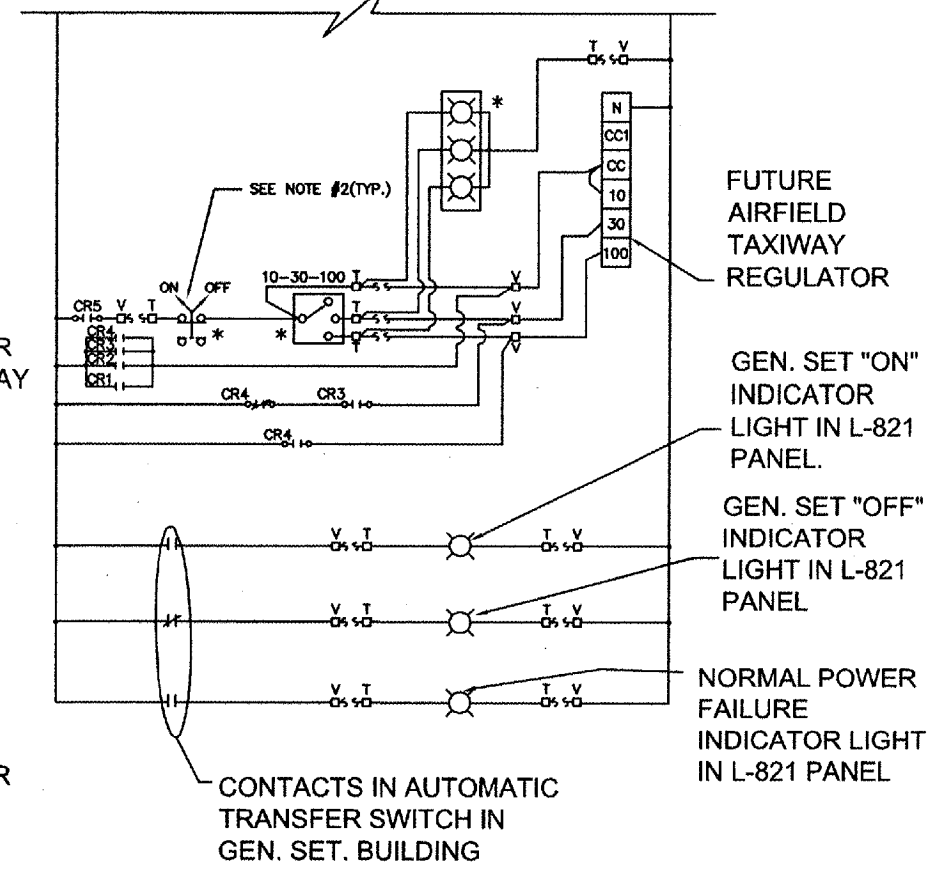
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VAULT MODIFICATIONS DETAILS (VMD1)

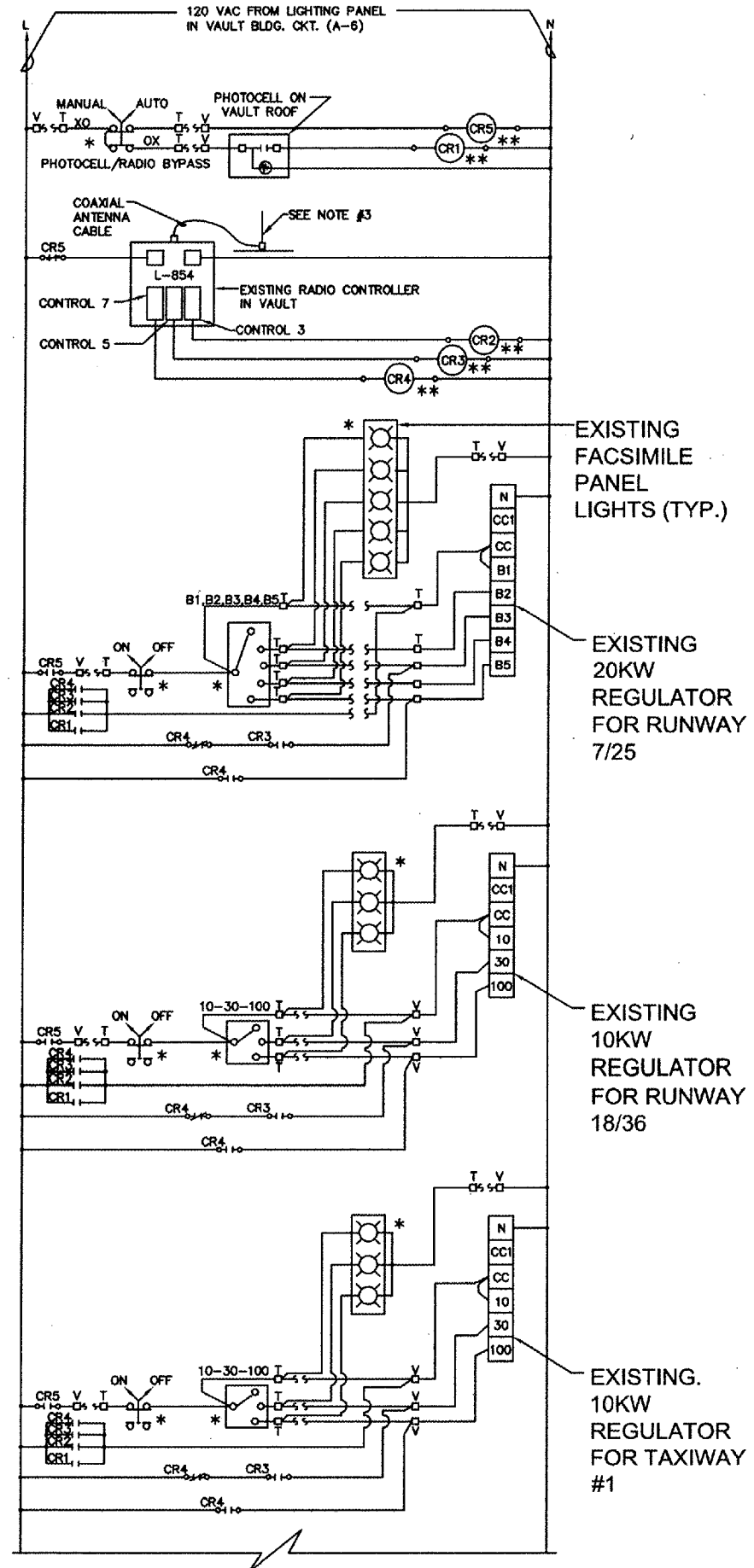
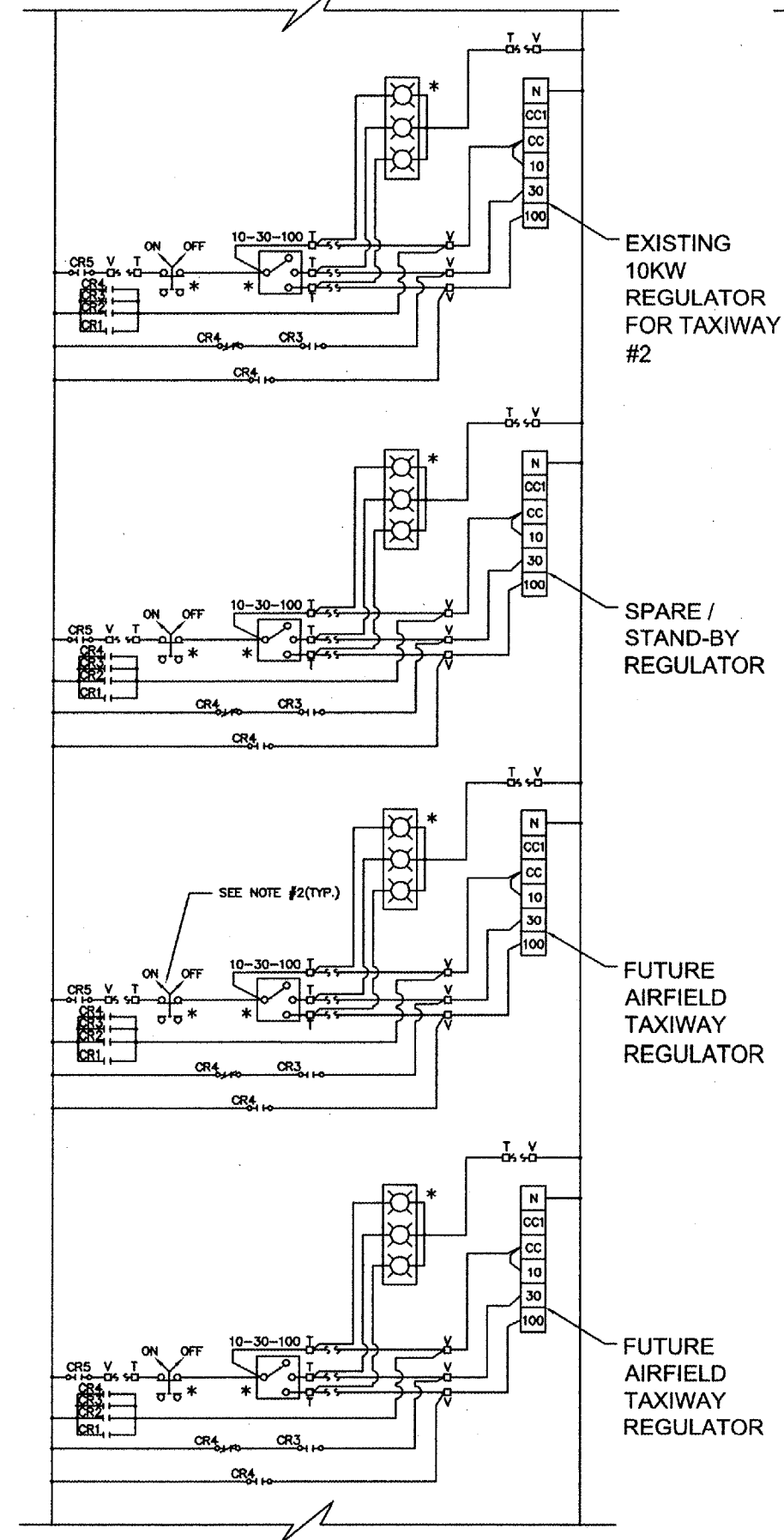


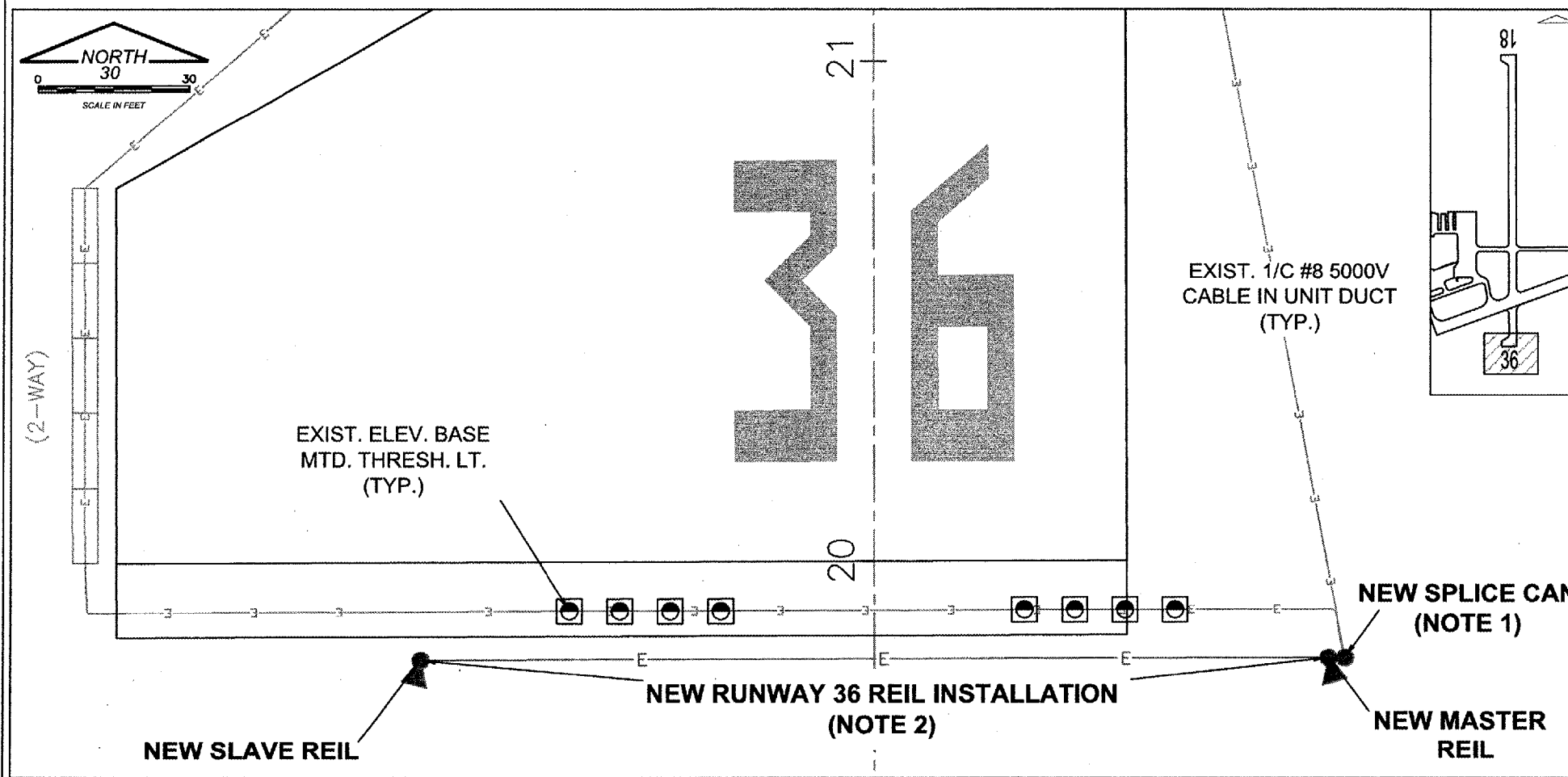
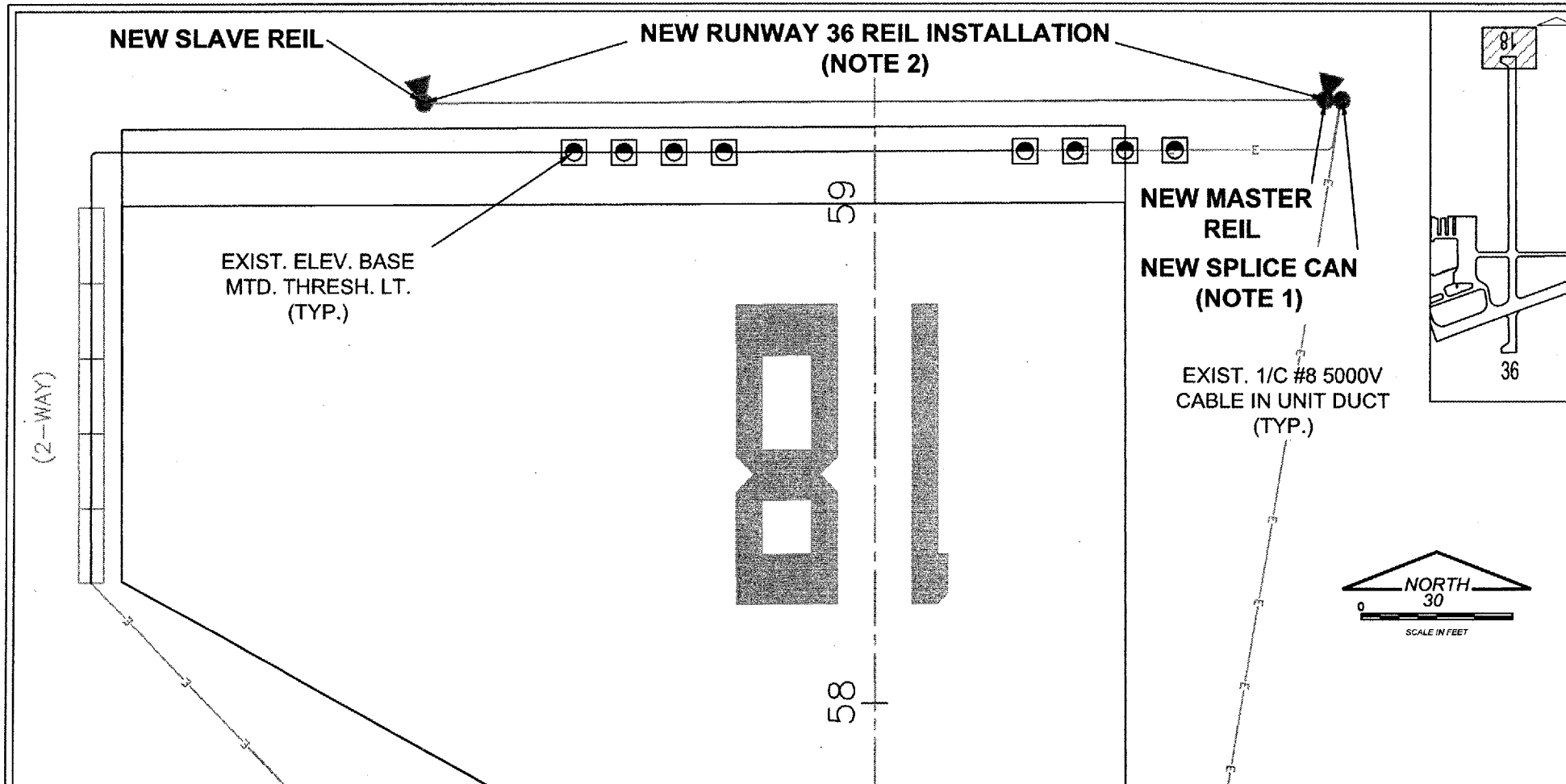
LEGEND

- * ITEM MOUNTED IN TERMINAL BUILDING L-821 AIRFIELD LIGHTING PANEL.
- ** ITEM MOUNTED IN VAULT RELAY PANEL.
- V TERMINAL BLOCK IN TERMINAL BUILDING L-821 PANEL.
- T TERMINAL BLOCK IN VAULT RELAY PANEL.

NOTES:

1. L-821 WIRING SCHEMATIC IS SHOWN FOR INFORMATION ONLY. CONTRACTOR SHALL REMOVE EXISTING CONTROL WIRES AND REPLACE WITH PROPOSED CONTROL WIRES.





REIL INSTALLATION NOTES:

1. CONNECT EXISTING RUNWAY CIRCUIT TO NEW REIL POWER ADAPTER IN NEW SPLICE CAN, ANCHORED. COST OF CONNECTION AND ANCHORED SPLICE CAN INCIDENTAL TO THE ASSOCIATED NEW REIL SYSTEM.
2. THE NEW REIL SYSTEM SHALL REPLACE EXISTING SYSTEM AND SHALL BE PLACED AS SHOWN ON THE PLANS. THE EXISTING SYSTEM SHALL BE REMOVED AND DELIVERED ONSITE TO A LOCATION SPECIFIED BY THE AIRPORT MANAGER. MATERIALS NOT WANTED BY THE AIRPORT MANAGER SHALL BE DISPOSED OF OFFSITE.
3. SHOULD ADDITIVE ALTERNATE 1 BE AWARDED REIL INSTALLATION SHALL TAKE PLACE DURING PHASE 2 EXPEDITED CONSTRUCTION AS STATED ON SHEET (CPS-2). EXTRA DAYS WILL NOT BE ADDED TO PHASE 2 EXPEDITED WORK SHEDULE.
4. THE EXISTING RWY 18/36 CIRCUIT SHALL REMAIN IN SERVICE EACH NIGHT DURING THE EXPEDITED PHASE 2 CONSTRUCTION. THE CONTRACTOR SHALL REMOVE THE EXISTING REILS AND BACKFILL THE REMAINING VOIDS, COST SHALL BE CONSIDERED INCIDENTAL TO ASSOCIATED REPLACEMENT ITEM.
5. REIL INSTALLATION SHALL BE PER FAA AC 150/5340 30B LATEST EDITION.
6. INSTALL 1 PAIR L-849A REILS EACH RUNWAY END. INSTALLATION SHALL INCLUDE ALL INCIDENTAL ITEMS TO COMPLETE EACH REIL AS DETAILED. CONCRETE USED SHALL CONFORM TO ITEM 610 OF THE STANDARD SPECIFICATIONS.

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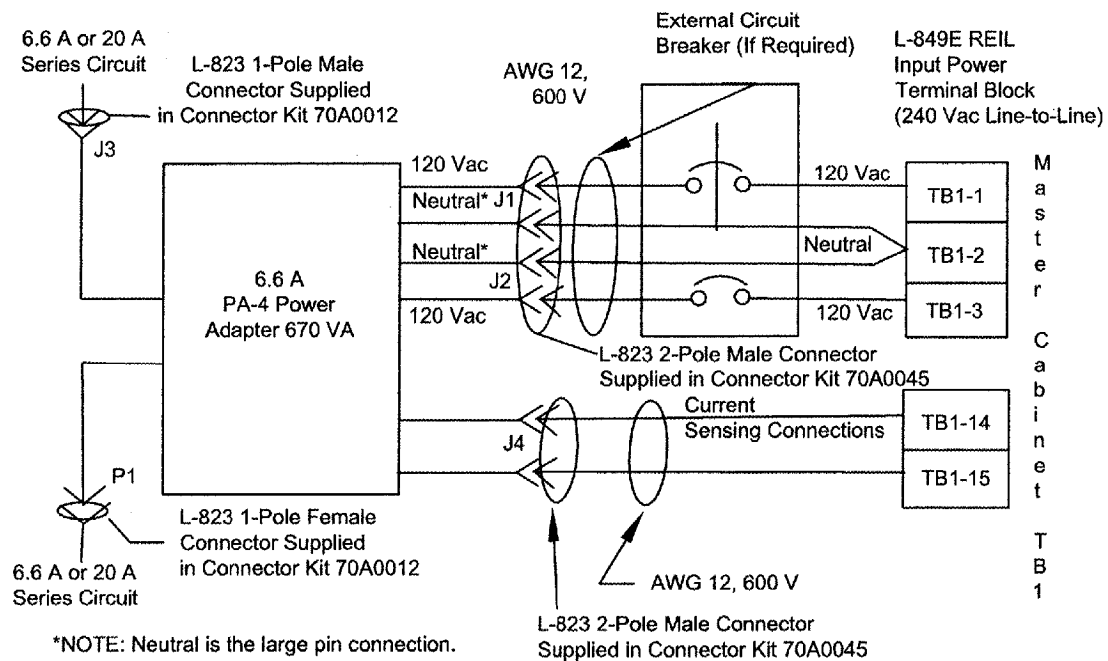
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**REIL INSTALL.
PLAN -
RWYS 18 / 36
(RIP-1)**

ADD. ALT. NO. 1

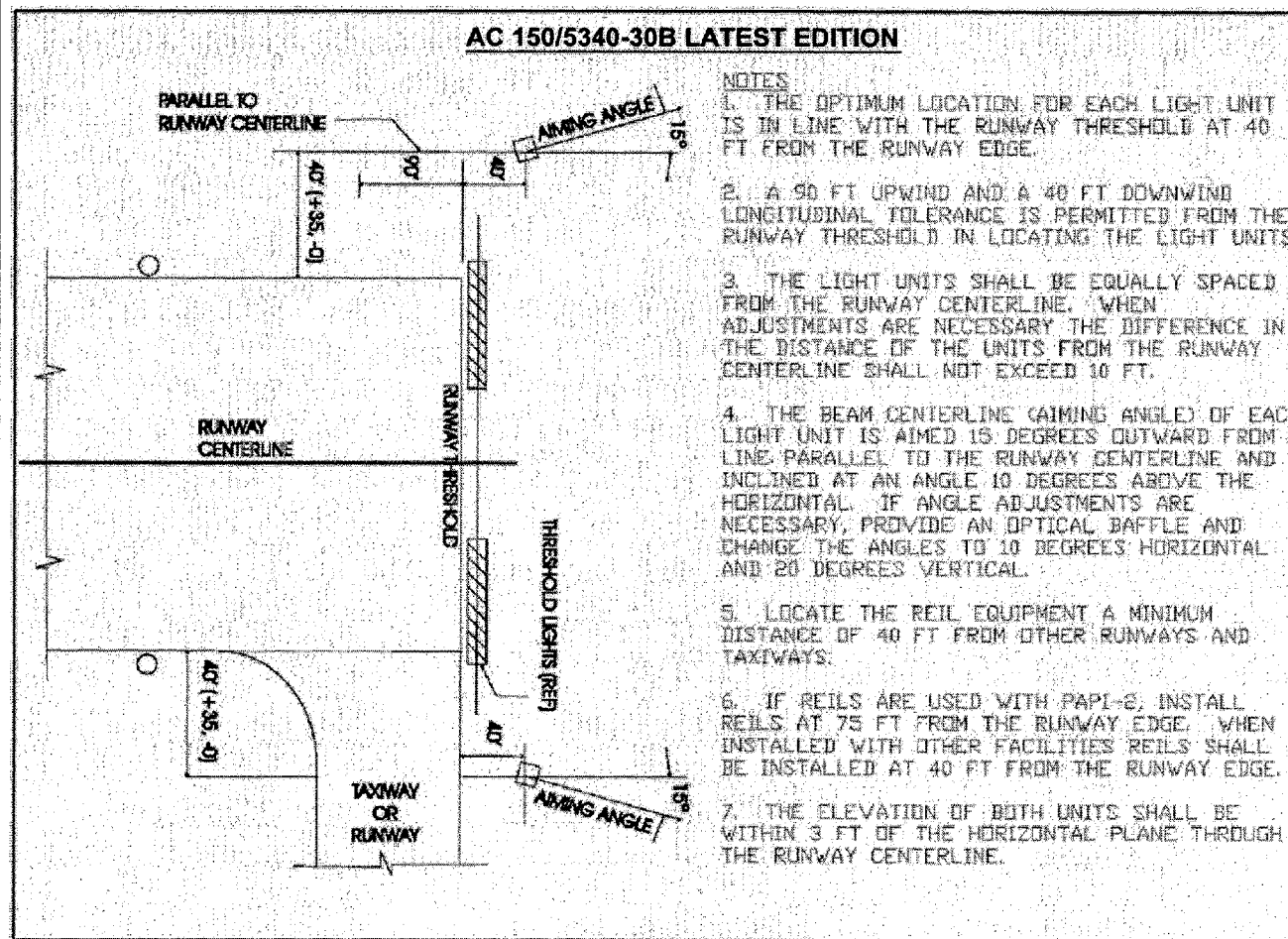
**REIL INSTALLATION PLAN -
RUNWAYS 18 AND 36**

24



POWER ADAPTER WIRING CONNECTION FOR L-849 REIL

*NOTE: Neutral is the large pin connection.



WH006



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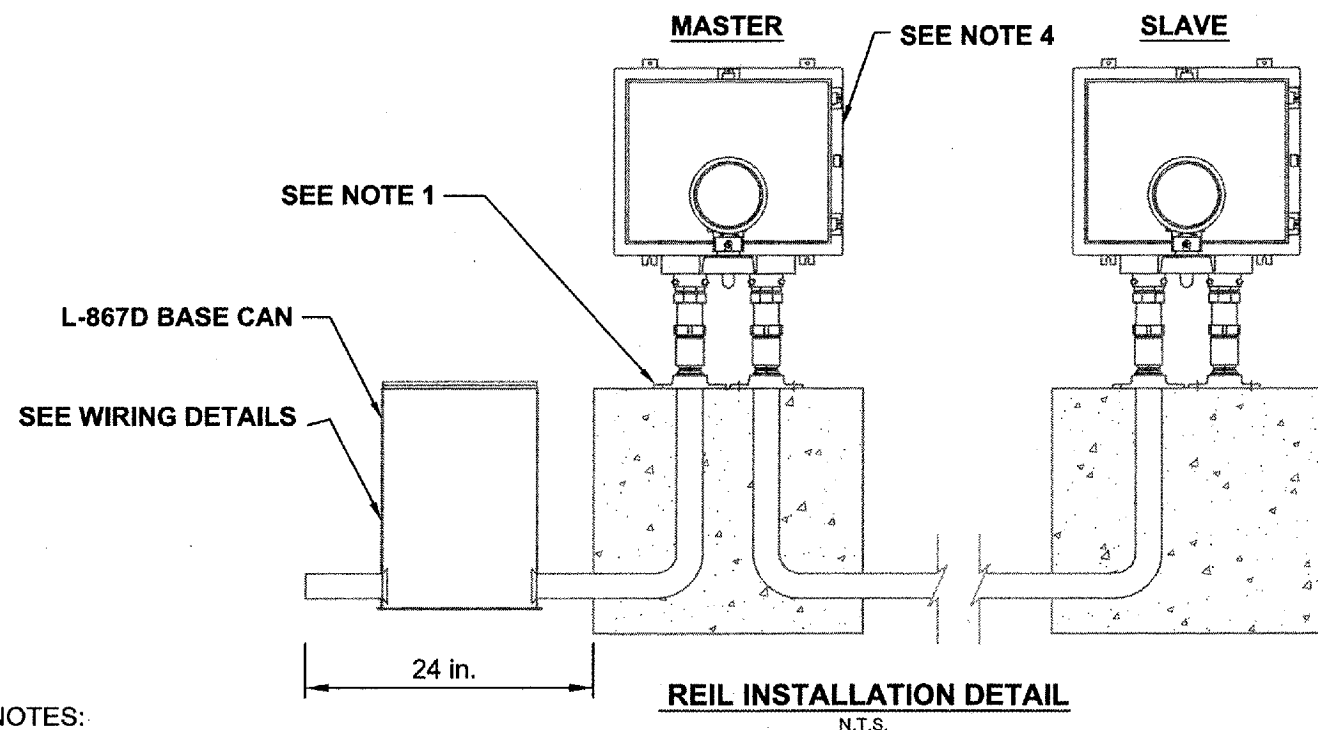
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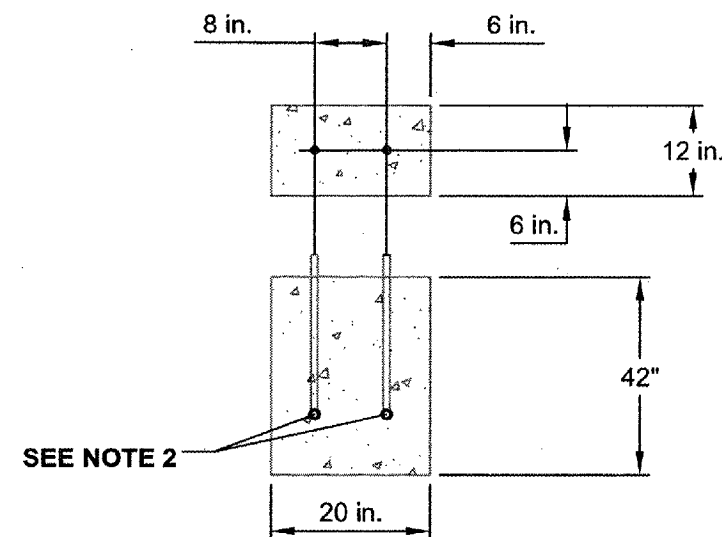
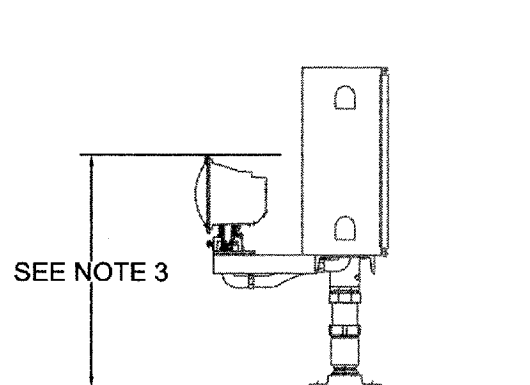
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NOTES:

1. BASE FLANGES SHALL BE USED.
2. 2 INCH ELBOW FOR EXTERNAL WIRES.
3. THE OVERALL HEIGHT OF THE OPTICAL ASSEMBLY SHALL NOT EXCEED 34 INCHES.
4. SIEMENS AIRFIELD SOLUTIONS PART 44D1161/XX OR APPROVED EQUAL.



CABINET MOUNTING DETAIL
N.T.S.

ADD. ALT. NO. 1

REIL INSTALL. DETAILS -
RWYS 18 / 36

Revisions

Date Description

REIL INSTALL. DETAILS -
RWYS 18 / 36
(RID-1)

25

SHEET 25 OF 25 SHEETS