

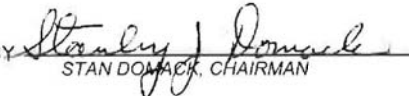
05A

WHITESIDE COUNTY AIRPORT BOARD WHITESIDE COUNTY, ILLINOIS

WH010
TOTAL SHEETS:
20

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

WHITESIDE COUNTY AIRPORT BOARD

APPROVED BY 
STAN DOMACK, CHAIRMAN

DATE JUNE 7, 2013

DESIGN INFORMATION

TOWNSHIP: 20 NORTH COUNTY: WHITESIDE
RANGE: 7 EAST MONTMORENCY TOWNSHIP
SECTION: 10
AIRPLANE DESIGN GROUP C3 (7/25)
AIRPLANE DESIGN GROUP B2 (18/36)
(MAXIMUM EQUIPMENT HEIGHT = 25')



Illinois Professional Engineering Practice Act of 1989



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



Expires 11-30-2013

SUBMITTED BY 
Sean M. Smith, P.E.

DATE JUNE 7, 2013

license expires 11-30-2013

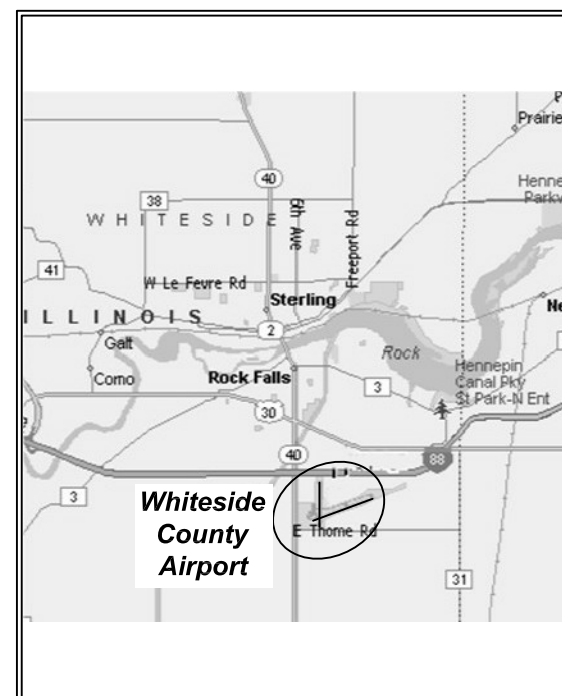
CONSTRUCTION PLANS FOR WHITESIDE COUNTY AIRPORT

REHABILITATE RUNWAY 18/36 DRAINAGE SYSTEM

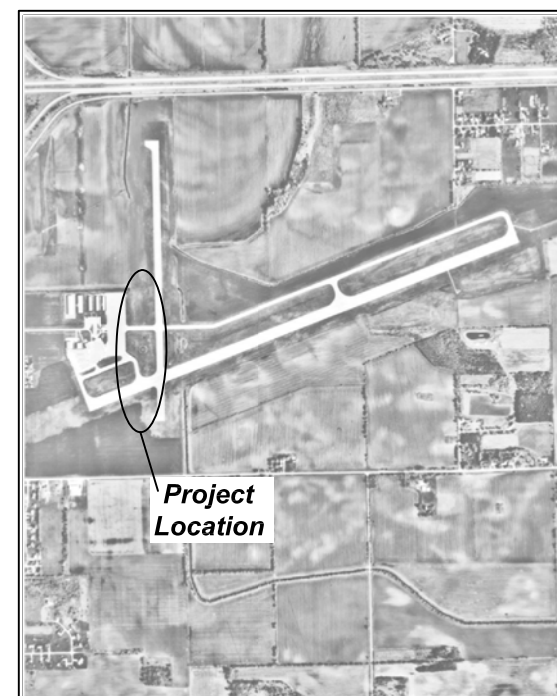
FINAL SUBMITTAL

ILLINOIS PROJECT: SQI-4363
SBG PROJECT: 3-17-0098-B18

JUNE 7, 2013
(AUGUST 2, 2013 LETTING)



LOCATION MAP



SITE PLAN

INDEX TO SHEETS

1. COVER SHEET (CVR1)
2. SUMMARY OF QUANTITIES (SUM1)
3. SITE PLAN (SPL1)
4. CONSTRUCTION PHASING PLAN (CPP1)
5. CONSTRUCTION PHASING STAGES (CPS1)
6. CONSTRUCTION PHASING NOTES (CPN1)
7. STORMWATER POLLUTION PREVENTION PLAN (SWP1)
8. STORMWATER POLLUTION PREVENTION PLAN NOTES (SWN1)
9. STORMWATER POLLUTION PREVENTION PLAN DETAILS (SWD1)
10. EXISTING CONDITIONS/PROPOSED REMOVALS (EXC1)
- 11-12. PROPOSED DRAINAGE PLAN 1-2 (DPL1-2)
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19. DRAINAGE DETAILS (DDT1)
20. MISCELLANEOUS DETAILS (MSC1)



Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM

SHEET TITLE:
**CONSTRUCTION PHASING
PLAN**

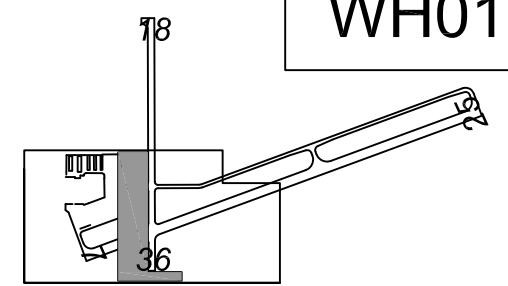
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 12292-02-00/06
DATE: JUNE 7, 2013

SHEET NO. **CPP1** REVISION

SHEET 4 OF 20 SHEETS

WH010



CRITICAL POINTS

POINT NO.	LATITUDE	LONGITUDE	ELEV.*
A	41° 44' 32.04"	89° 41' 06.90"	666.00
B	41° 44' 21.82"	89° 40' 52.33"	667.00
C	41° 44' 26.16"	89° 40' 55.69"	667.00
D	41° 44' 27.07"	89° 40' 52.31"	666.00
E	41° 44' 31.63"	89° 40' 52.31"	666.50
F	41° 44' 38.12"	89° 40' 55.25"	650.00**
G	41° 44' 37.04"	89° 40' 55.25"	650.00**

* ELEVATION INCLUDES 25' ANTICIPATED MAXIMUM EQUIPMENT HEIGHT

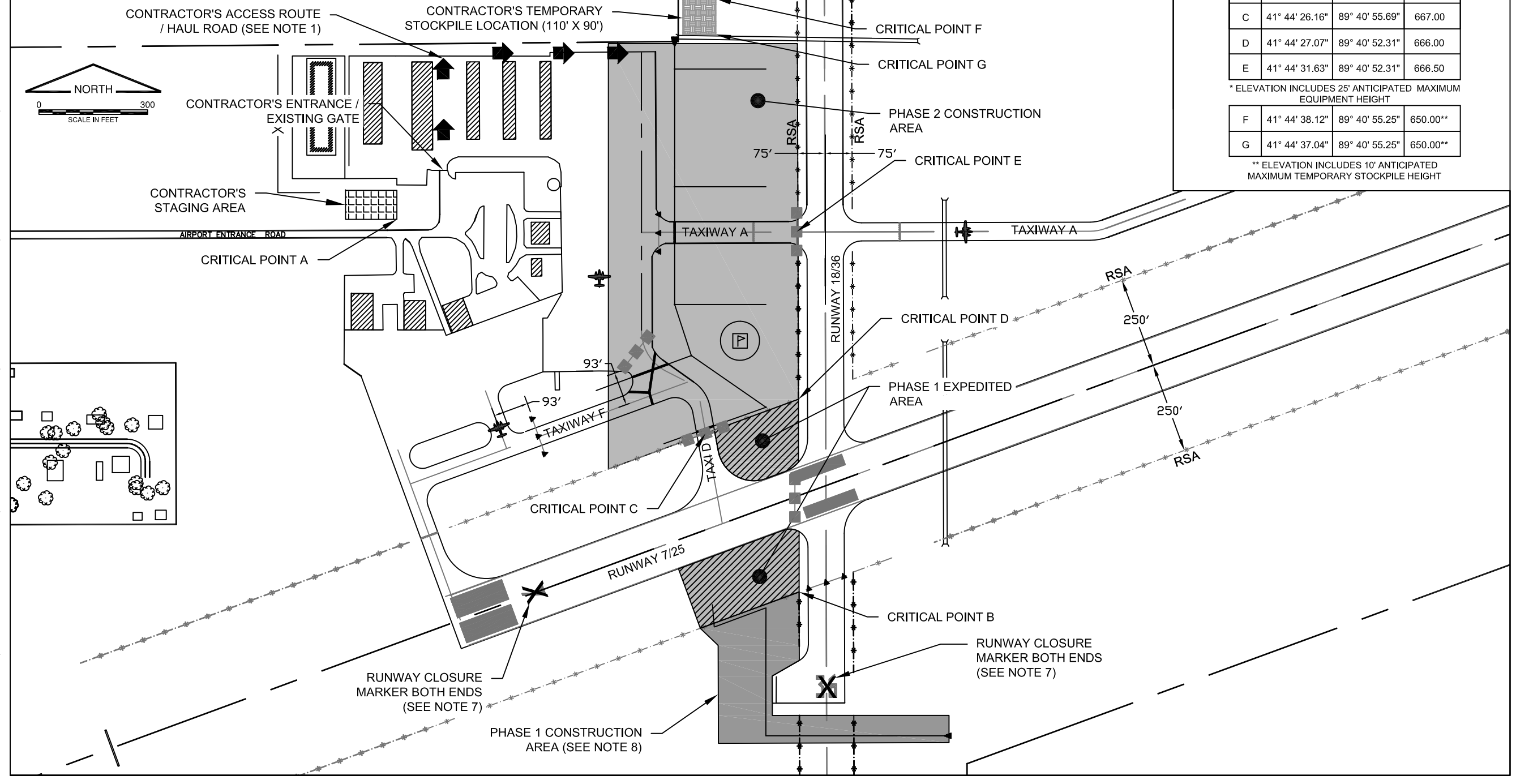
** ELEVATION INCLUDES 10' ANTICIPATED MAXIMUM TEMPORARY STOCKPILE HEIGHT

NOTES

1. ANY TIME CONSTRUCTION ACTIVITY OR TRAFFIC ARE ALLOWED TO USE OR CROSS EXISTING AIRPORT PAVEMENT, THE PAVEMENT SHALL BE SWEEPED AND CLEANED AS REQUIRED TO THE SATISFACTION OF THE AIRPORT AND/OR RESIDENT ENGINEER.
2. PHASE 1: CONSTRUCTION ACTIVITIES WILL REQUIRE THE CLOSURE OF RUNWAY 18/36.
3. PHASE 1 EXPEDITED: CONSTRUCTION ACTIVITIES WILL REQUIRE THE CLOSURE OF RUNWAY 7/25. CONCURRENT RUNWAY CLOSURES WILL NOT BE ALLOWED. ALL WORK SHALL BE EXPEDITED TO MINIMIZE THE IMPACT TO AIRPORT OPERATIONS.
4. PHASE 2: CONSTRUCTION ACTIVITIES WILL REQUIRE THE CLOSURE OF ADJACENT TAXIWAYS. SEE INDIVIDUAL PHASING SHEETS FOR CLOSURES.
5. THE LOCATION OF THE BARRICADES SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER PER THE INDIVIDUAL PHASES. CONSTRUCTION PHASING SHALL REQUIRE THE BARRICADES TO BE REPOSITIONED. ANY REPOSITIONING OF THE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. ONLY DAILY RUNWAY CLOSURES WILL BE ALLOWED. NO OVERNIGHT RUNWAY CLOSURES WILL BE ALLOWED
7. CONTRACTOR SHALL INSTALL AND MAINTAIN RUNWAY CLOSURE MARKERS AT BOTH ENDS OF THE RUNWAY FOR THE DURATION OF THE DESIGNATED RUNWAY CLOSURE. CONCURRENT RUNWAY CLOSURES WILL NOT BE ALLOWED. SEE SHEET CPN1 FOR RUNWAY CLOSURE MARKER DETAILS AND NOTES.
8. CONTRACTOR ACCESS FOR PHASE 1 CONSTRUCTION IS NOT SHOWN FOR CLARITY. ACCESS IS SHOWN ON SHEET CPS1.
9. TAXIWAY A WILL ONLY BE CLOSED WHEN WORK IS PERFORMED WITHIN THE TAXIWAY OFA. ONLY DAILY CLOSURES WILL BE ALLOWED. ANY ANTICIPATED OVERNIGHT CLOSURES SHALL BE COORDINATED/ APPROVED BY THE RESIDENT ENGINEER AND AIRPORT MANAGER.

LEGEND

- PHASE 1 CONSTRUCTION
- PHASE 1 EXPEDITED CONSTRUCTION
- PHASE 2 CONSTRUCTION
- LOW PROFILE LIGHTED BARRICADES
- IDOT TYPE II BARRICADES
- CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD
- RUNWAY SAFETY AREA (R.S.A.)
- AIRCRAFT MOVEMENT AREAS



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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 RESIDENT 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 RESIDENT 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 RESIDENT 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 RESIDENT 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 70-17 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 STEADY-BURN LIGHTS SHALL BE PLACED ON 15' CENTERS. TYPE 2 BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE RESIDENT ENGINEER. 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

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.

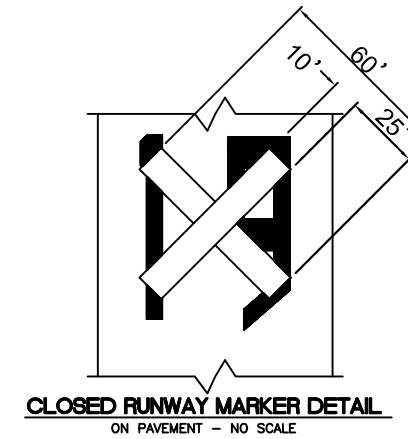
13. OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION (AC 150/5370-2 LATEST EDITION)

ALL WORK SHALL CONFORM TO AC 150/5370-2 (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION.

14. STAGING AREA

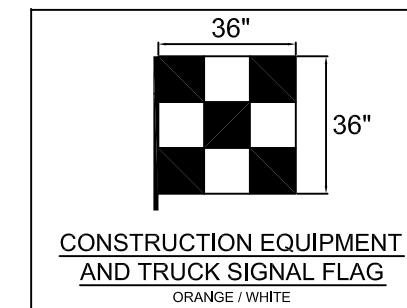
THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT RE-FUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.

WH010



NOTES:

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



Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM

SHEET TITLE:

CONSTRUCTION
PHASING NOTES

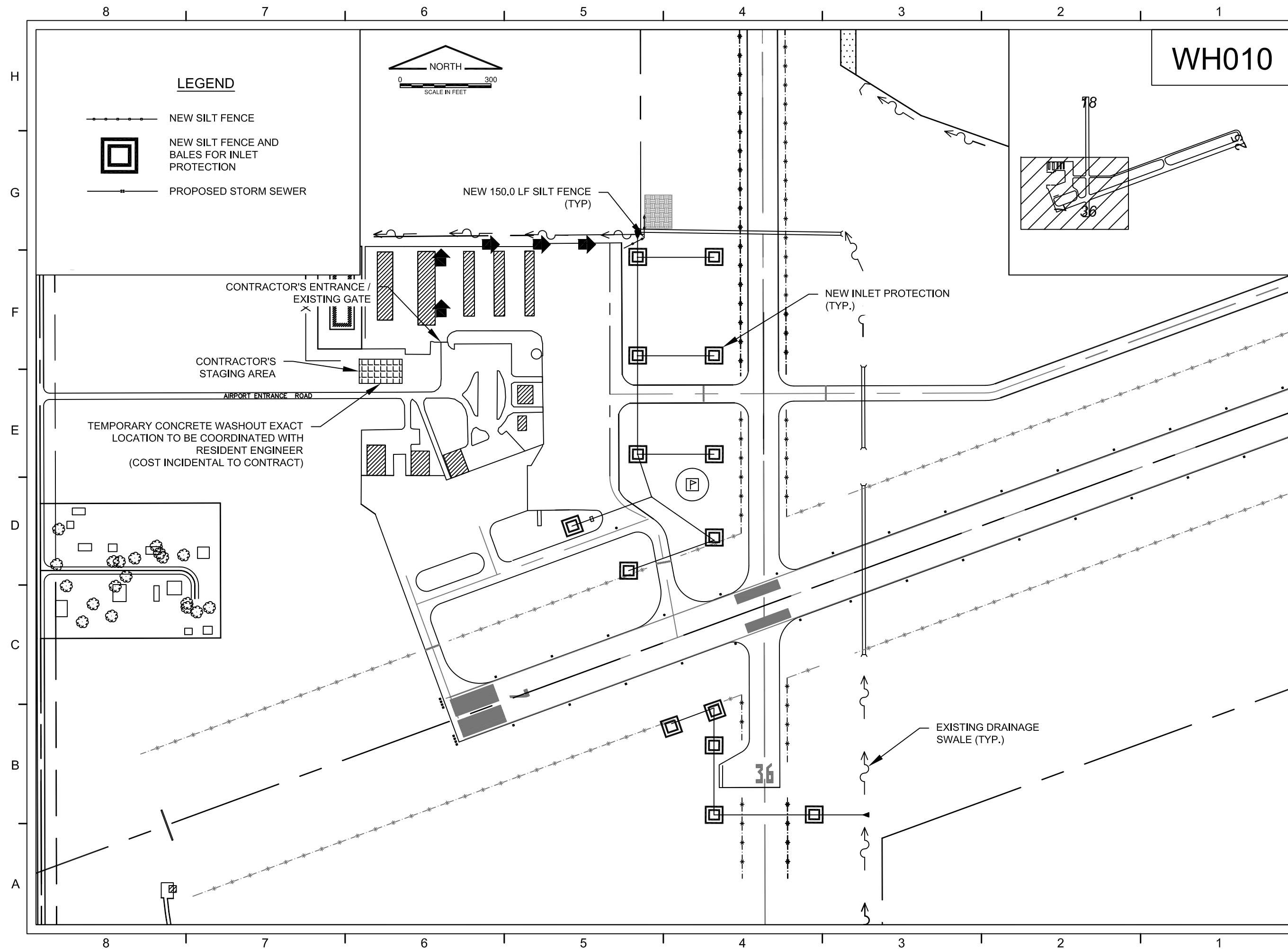
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 12292-02-00/06
DATE: JUNE 7, 2013

SHEET NO. REVISION

CPN1

SHEET 6 OF 20 SHEETS



Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM

SHEET TITLE:
**STORMWATER
POLLUTION PREVENTION
PLAN**

DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 12292-02-00/06
DATE: JUNE 7, 2013

SHEET NO. **SWP1** REVISION

SHEET 7 OF 20 SHEETS

STORM WATER POLLUTION PREVENTION PLAN

WH010

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.

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.

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.

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.

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.

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.

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.

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:

SITE DESCRIPTION

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

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.

THIS PROJECT CONSISTS OF REHABILITATING THE INFIELD DRAINAGE SYSTEM TO RUNWAY 18/36 AT THE WHITESIDE COUNTY AIRPORT. THE PROJECT INCLUDES GRADING, EXCAVATION, FILL, TOPSOIL PLACEMENT, LANDSCAPING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.

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:

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.

- 1. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER SILT FENCE AND INLET PROTECTION.
- 2. EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS.
- 3. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
- 4. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.
- 5. REMOVAL OF TEMPORARY EROSION CONTROL / PROTECTION FACILITIES.

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.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 8.0 ACRES OF WHICH 6.3 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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.

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.

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.

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

THE CONSTRUCTION SITE DRAINS INTO THE ROCK RIVER VIA STORM SEWER SYSTEM, UNION DRAINAGE DISTRICT NO.2 OF MONTMORENCY AND COLOMA AND OVERLAND FLOW.

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.

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.

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.

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



Whiteside County Airport Sterling/Rock Falls, Illinois

Whiteside County Airport Board

SBG Proj: 3-17-0098-B18 IL Proj: SQI-4363

APPROVED AS WORKING PLAN BY:

REV DATE DESCRIPTION PROJECT NAME:

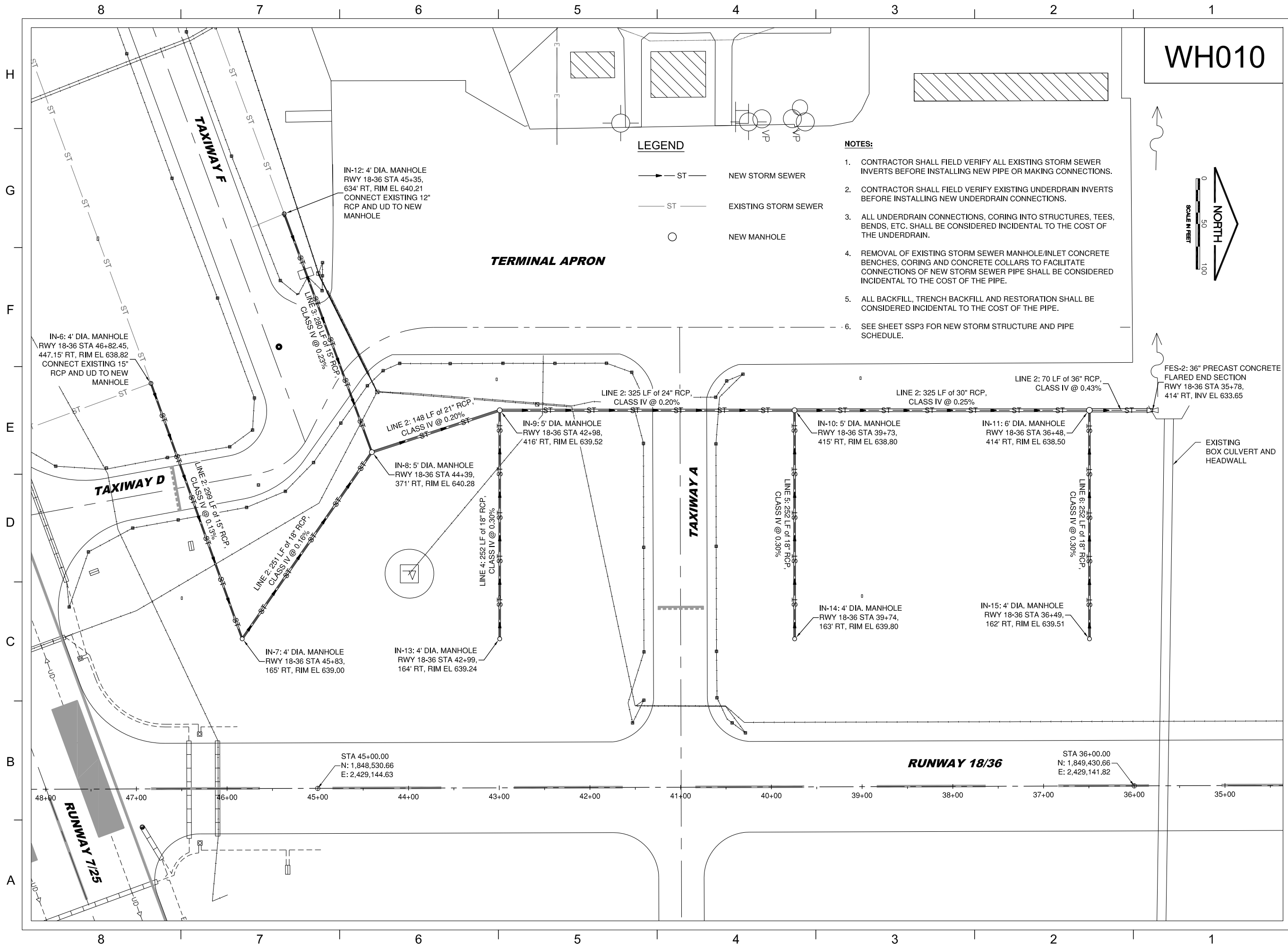
REHABILITATE RUNWAY 18/36 DRAINAGE SYSTEM

SHEET TITLE: STORMWATER POLLUTION PREVENTION PLAN NOTES

DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 12292-02-00/06 DATE: JUNE 7, 2013

SHEET NO. SWN1 REVISION



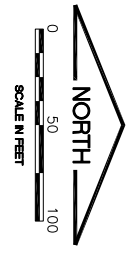
WH010

LEGEND

- ST — NEW STORM SEWER
- ST — EXISTING STORM SEWER
- NEW MANHOLE

NOTES:

1. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING STORM SEWER INVERTS BEFORE INSTALLING NEW PIPE OR MAKING CONNECTIONS.
2. CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING NEW UNDERDRAIN CONNECTIONS.
3. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
4. REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES, CORING AND CONCRETE COLLARS TO FACILITATE CONNECTIONS OF NEW STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.
5. ALL BACKFILL, TRENCH BACKFILL AND RESTORATION SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.
6. SEE SHEET SSP3 FOR NEW STORM STRUCTURE AND PIPE SCHEDULE.



Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION
PROJECT NAME:

REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM

SHEET TITLE:

DRAINAGE PLAN 2

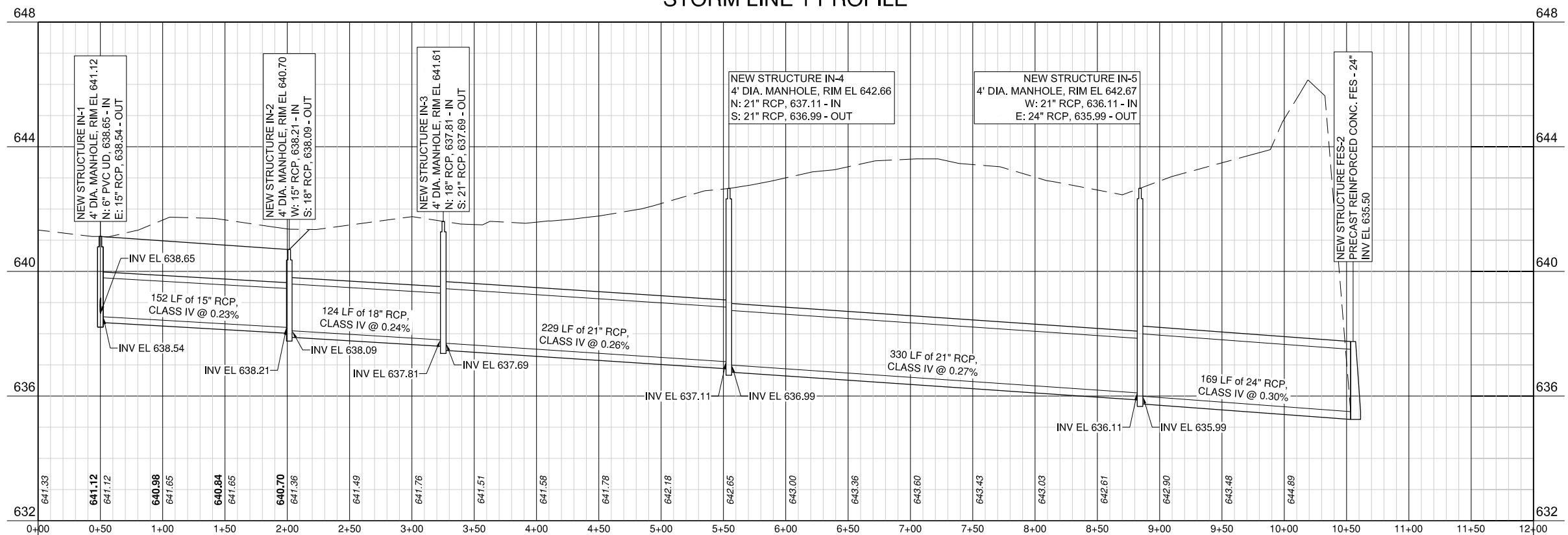
DESIGNED: AGJ DRAWN: SMS CHECKED: CMT-RFD

PROJECT NO.: 12292-02-00/06
DATE: JUNE 07, 2013

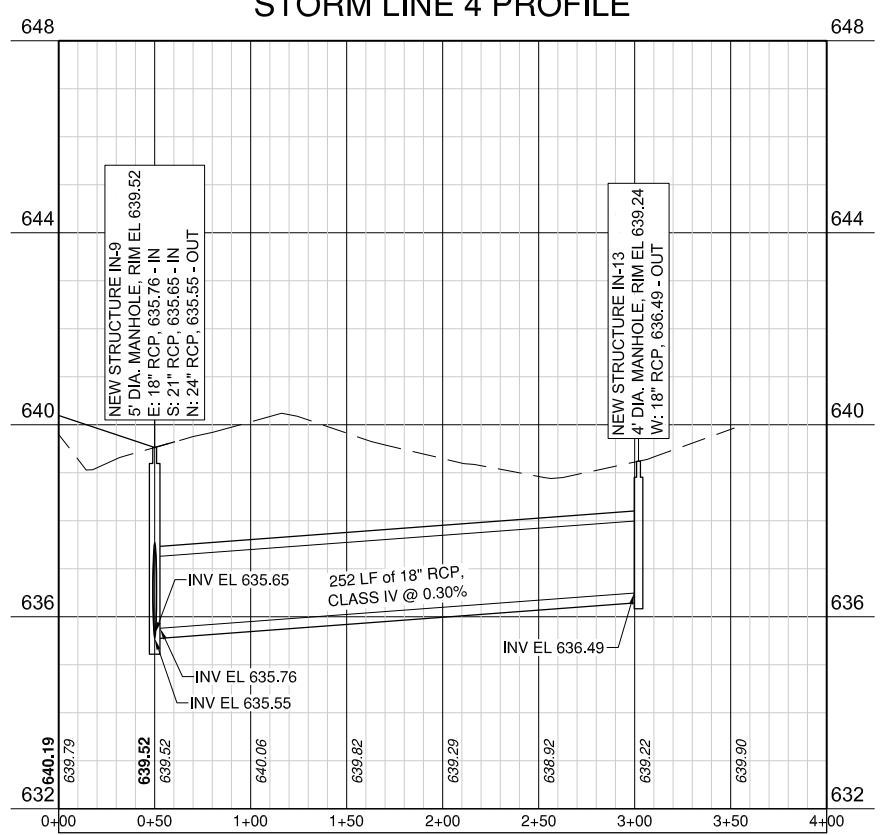
SHEET NO. **DPL2** REVISION

SHEET 12 OF 20 SHEETS

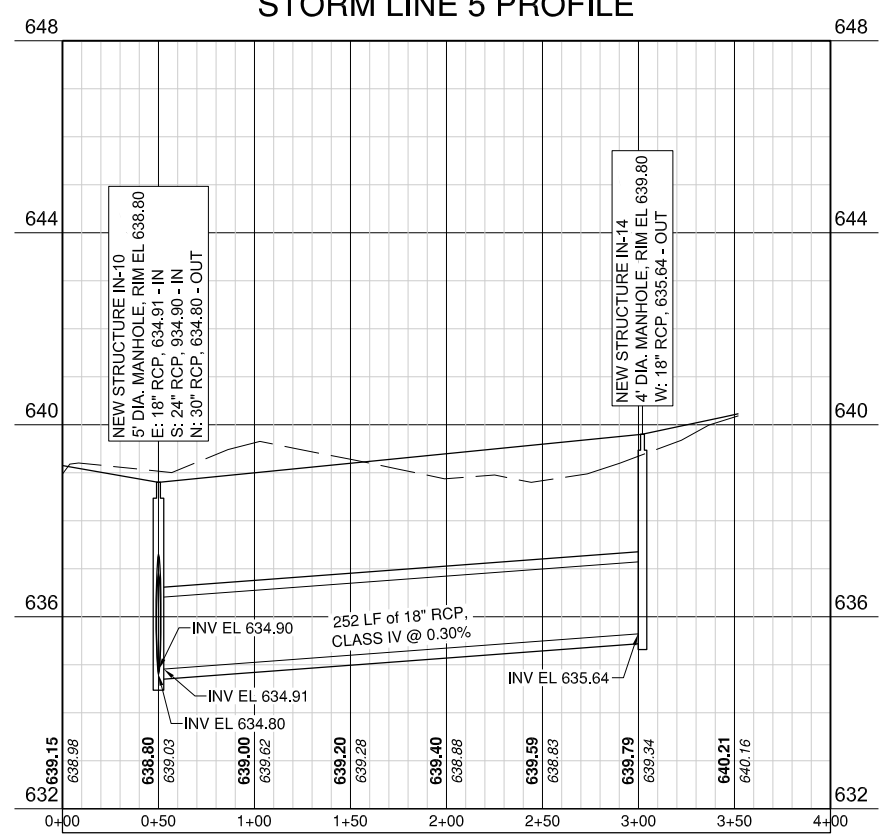
STORM LINE 1 PROFILE



STORM LINE 4 PROFILE



STORM LINE 5 PROFILE



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Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN		
BY:		
REV	DATE	DESCRIPTION

REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM

SHEET TITLE:
**PROPOSED STORM
SEWER PROFILES 1**

DESIGNED: AGJ DRAWN: SMS CHECKED: CMT-RFD

PROJECT NO.: 12292-02-00/06
DATE: JUNE 07, 2013

SHEET NO. **SSP1** REVISION
SHEET 13 OF 20 SHEETS



Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:
**REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM**

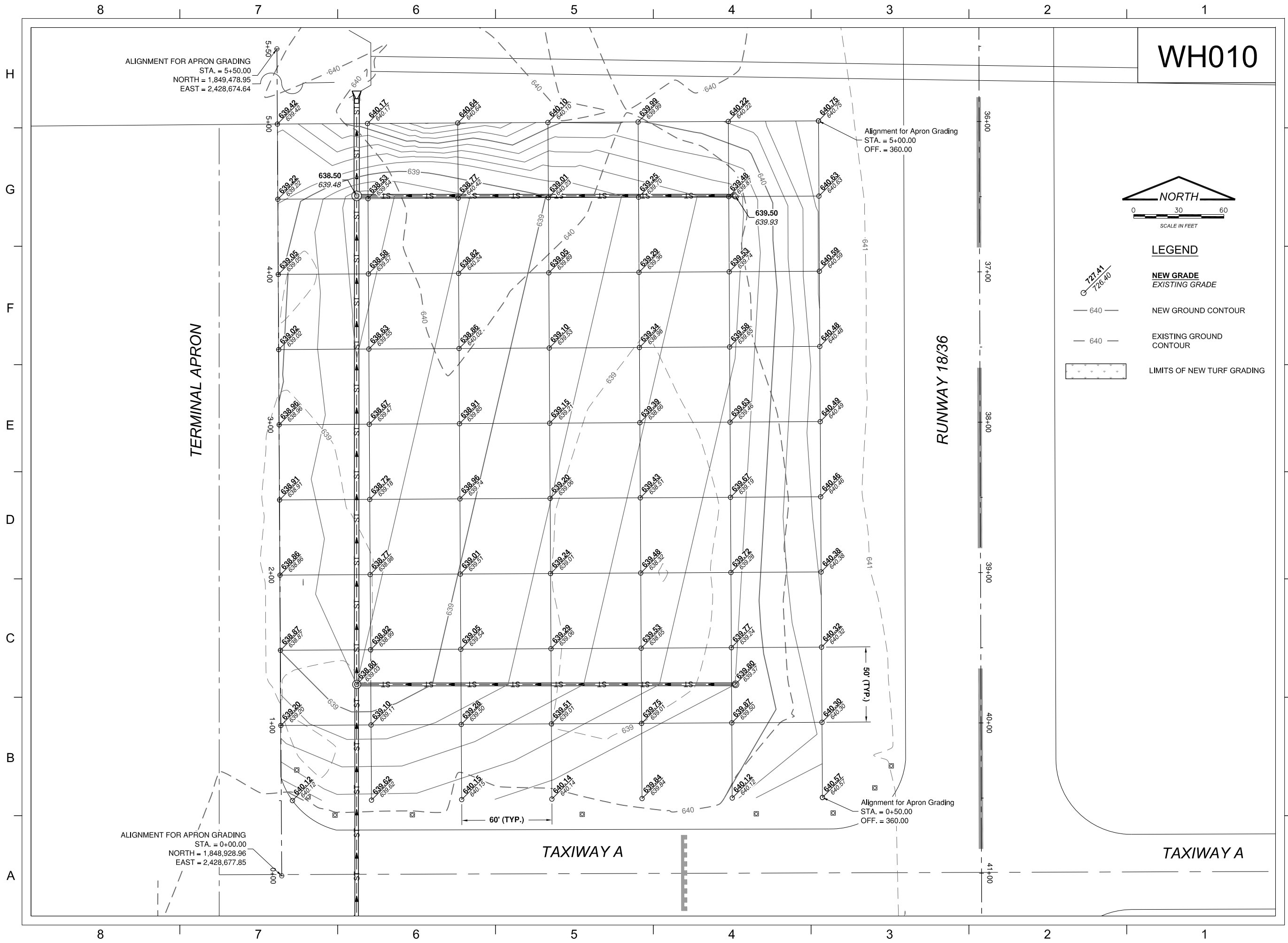
SHEET TITLE:
**PROPOSED
GRADING PLAN**

DESIGNED: SMS DRAWN: SMS CHECKED: CMT-ARR

PROJECT NO.: 12292-02-00/06
DATE: JUNE 07, 2013

SHEET NO. **GPL1** REVISION

SHEET 16 OF 20 SHEETS



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Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG. Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

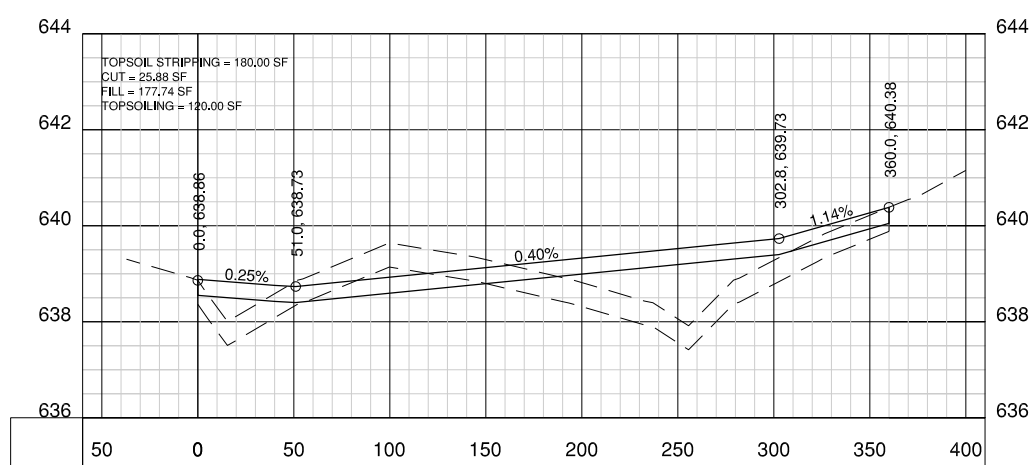
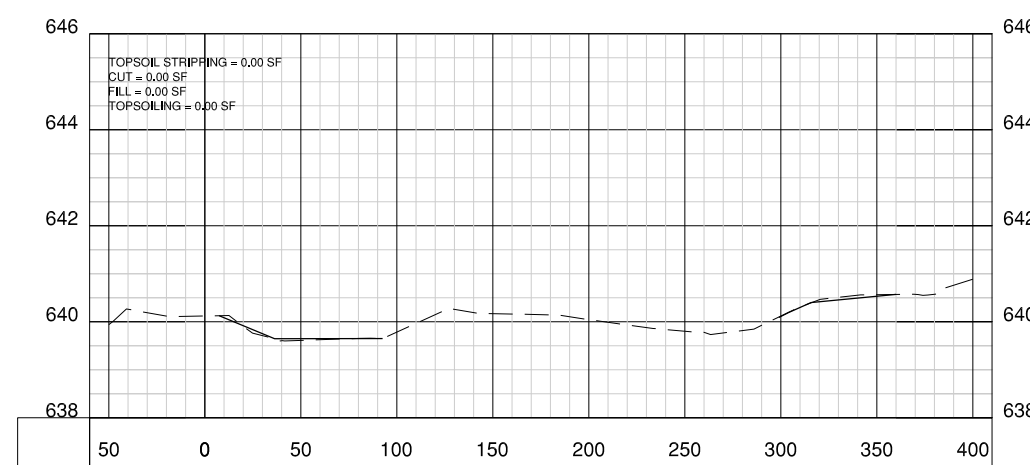
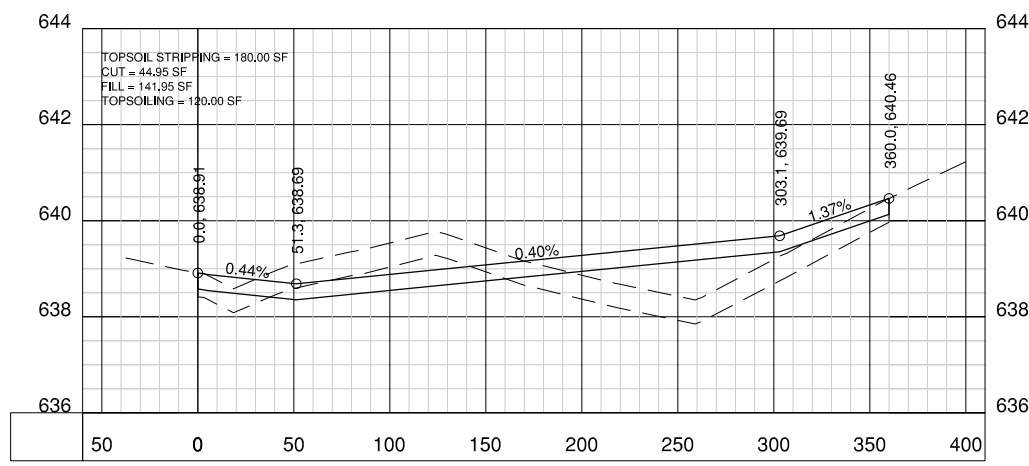
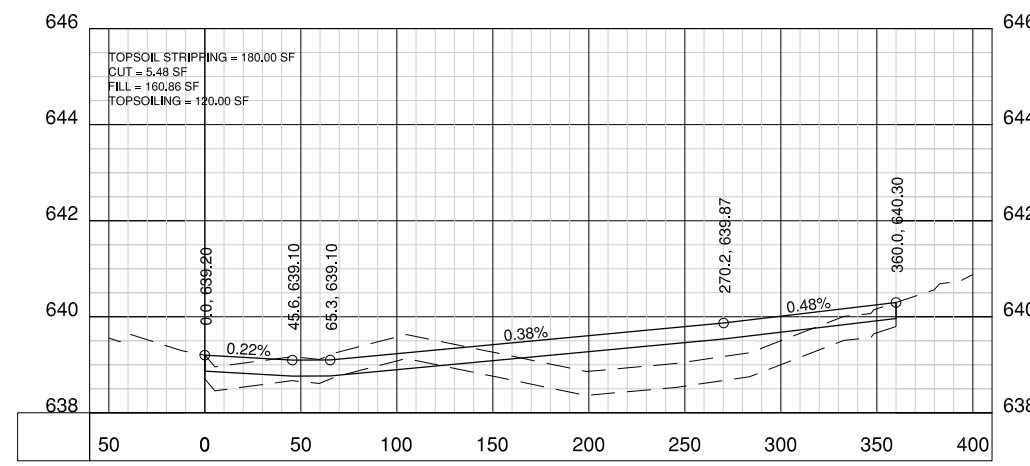
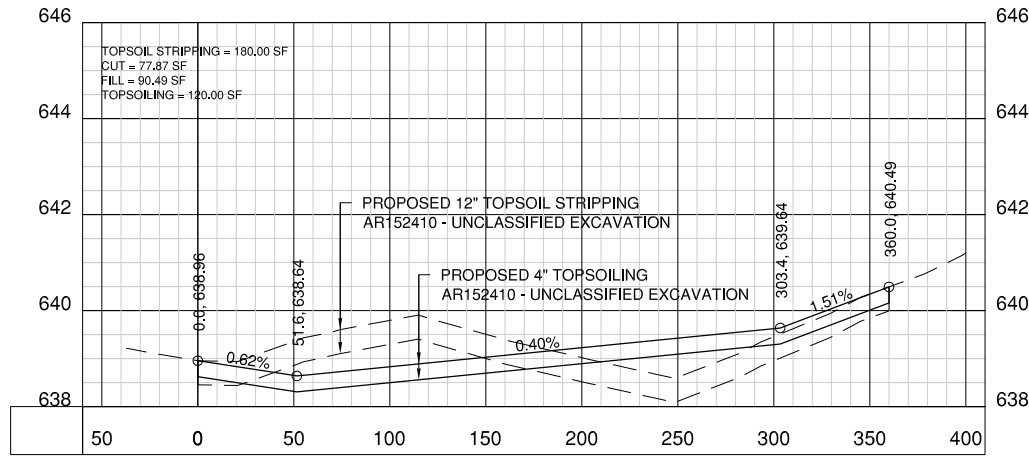
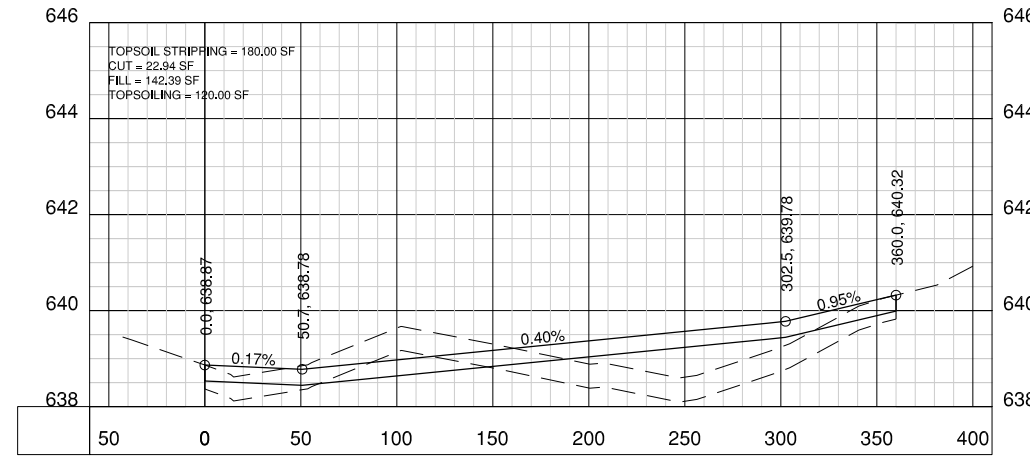
REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM

SHEET TITLE:
**PROPOSED
CROSS SECTIONS 1**

DESIGNED: SMS DRAWN: SMS CHECKED: CMT-RFD

PROJECT NO.: 12292-02-00/06
DATE: JUNE 07, 2013

SHEET NO. **CRS1** REVISION
SHEET 17 OF 20 SHEETS



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Whiteside County Airport
Sterling/Rock Falls, Illinois

Whiteside County
Airport Board

SBG. Proj: 3-17-0098-B18
IL Proj: SQI-4363

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION
PROJECT NAME:

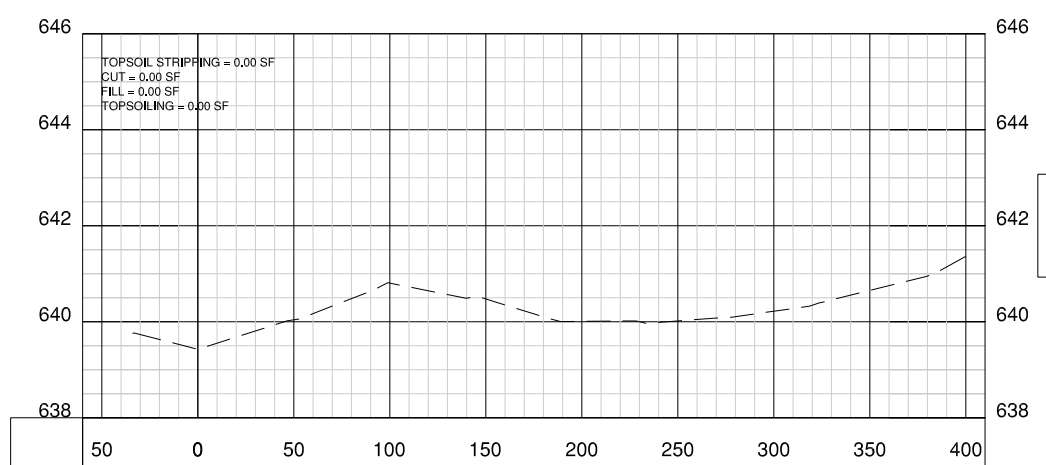
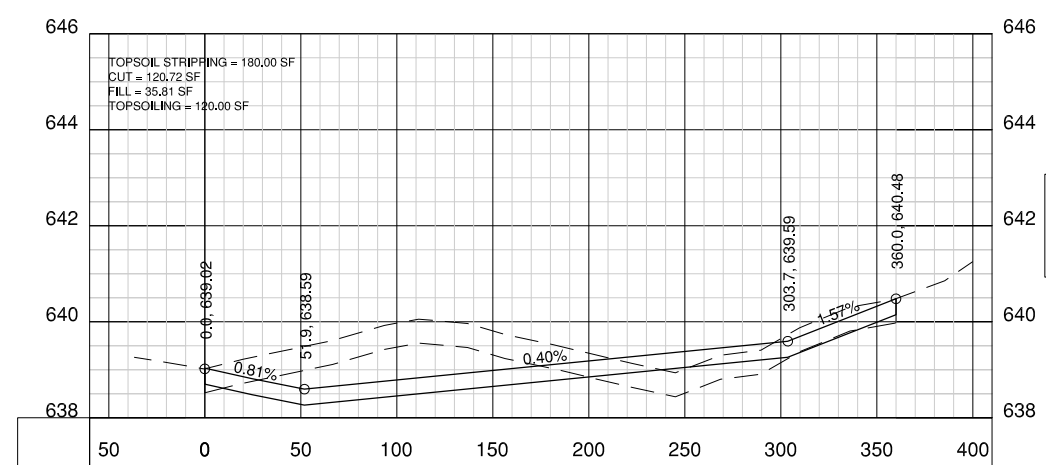
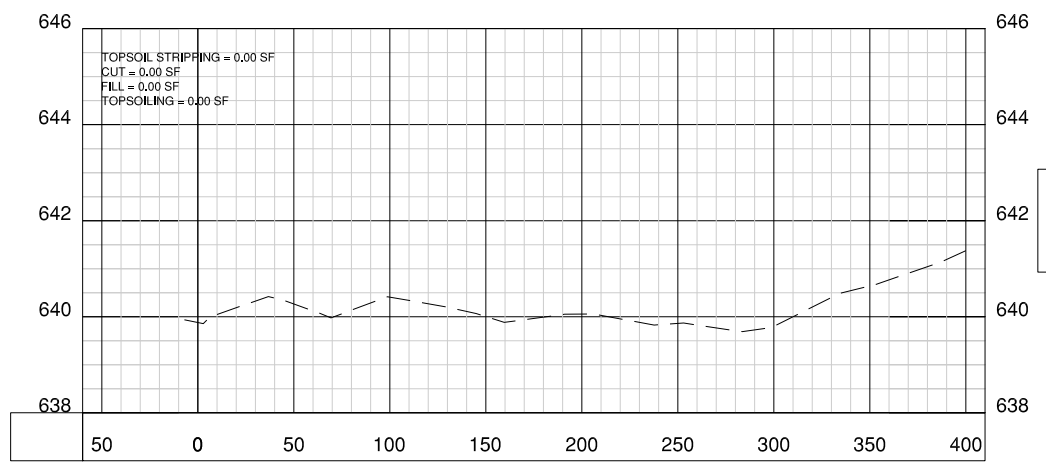
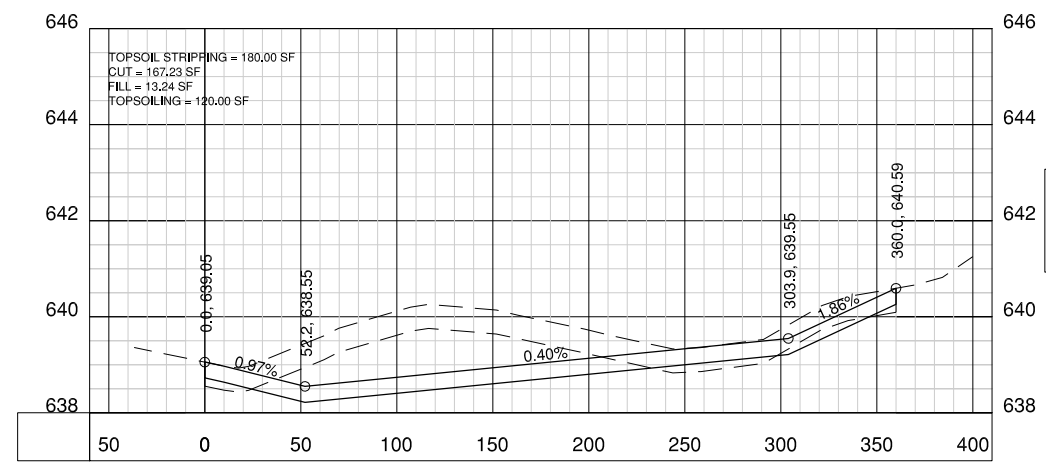
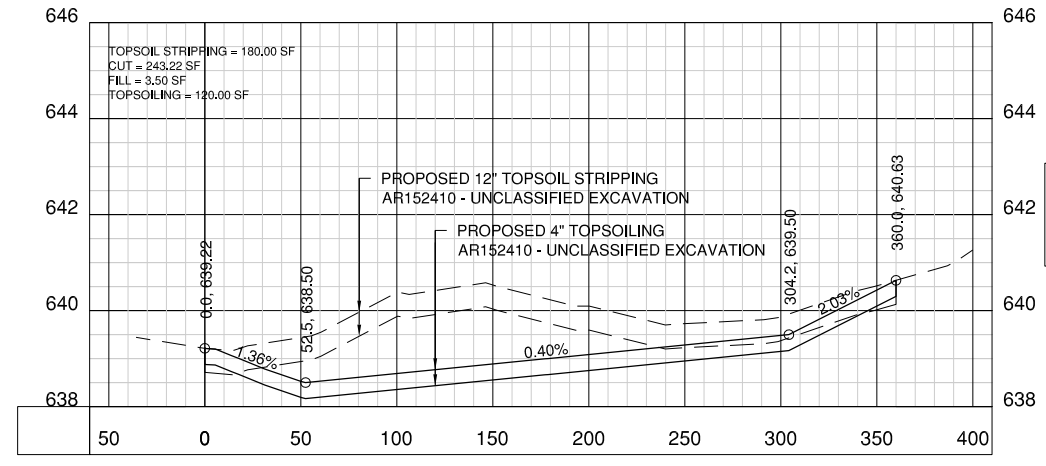
REHABILITATE RUNWAY
18/36 DRAINAGE SYSTEM

SHEET TITLE:
**PROPOSED
CROSS SECTIONS 2**

DESIGNED: SMS DRAWN: SMS CHECKED: CMT-RFD

PROJECT NO.: 12292-02-00/06
DATE: JUNE 07, 2013

SHEET NO. **CRS2** REVISION
SHEET 18 OF 20 SHEETS





APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:
REHABILITATE RUNWAY 18/36 DRAINAGE SYSTEM

SHEET TITLE:
MISCELLANEOUS DETAILS

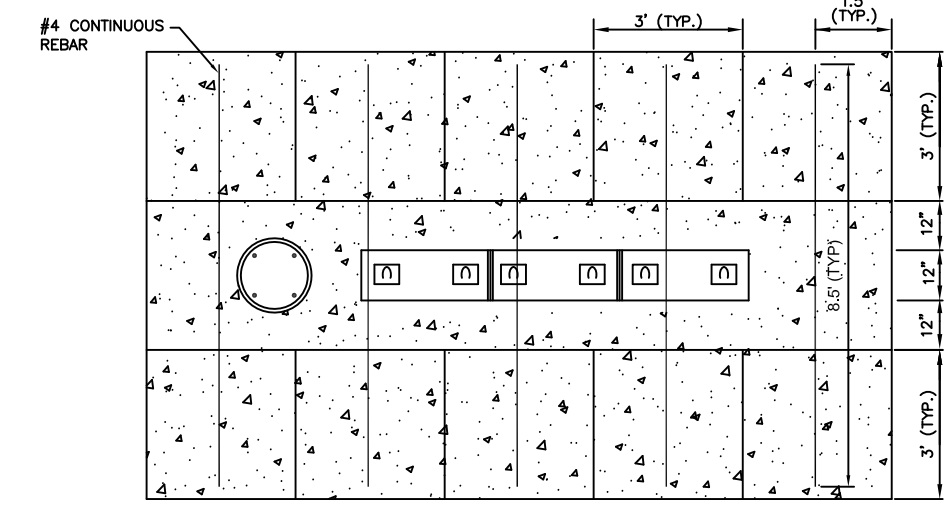
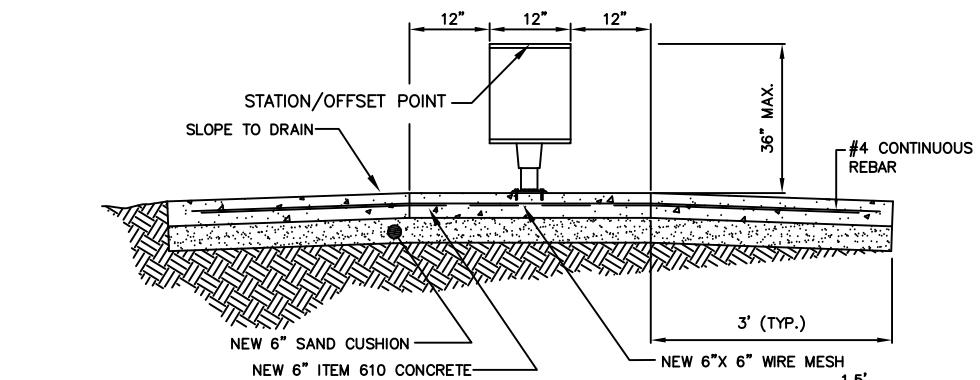
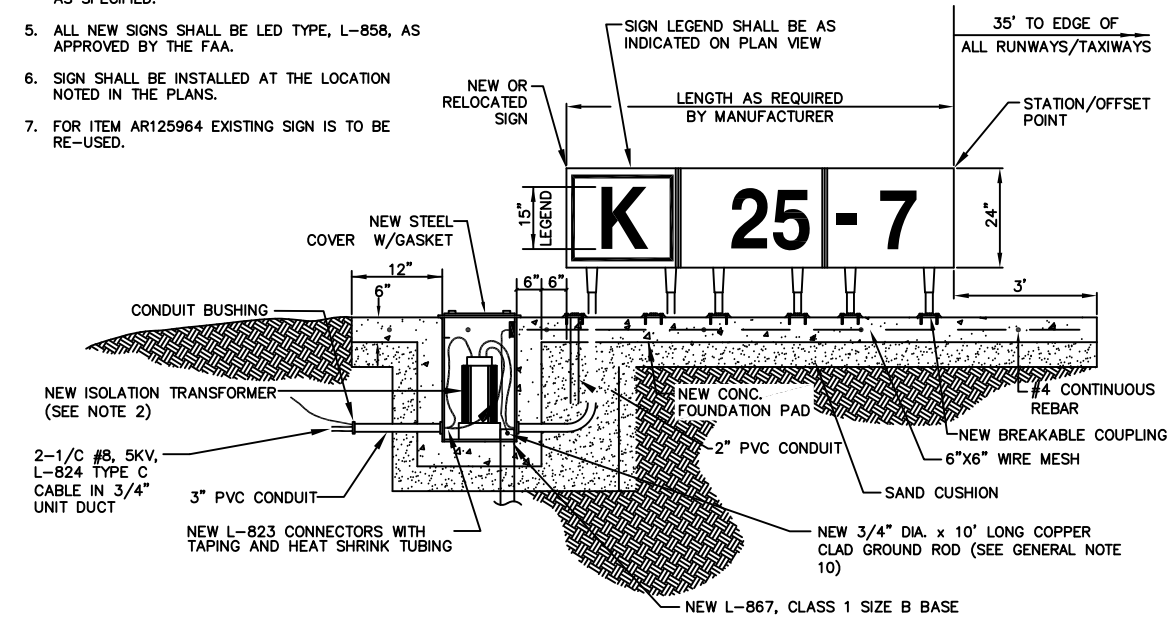
DESIGNED: CMT-RFD DRAWN: CMT-RFD CHECKED: CMT-ARR

PROJECT NO.: 12292-02-00/06
DATE: JUNE 7, 2013

SHEET NO. **MSC1** REVISION
SHEET 20 OF 20 SHEETS

WH010

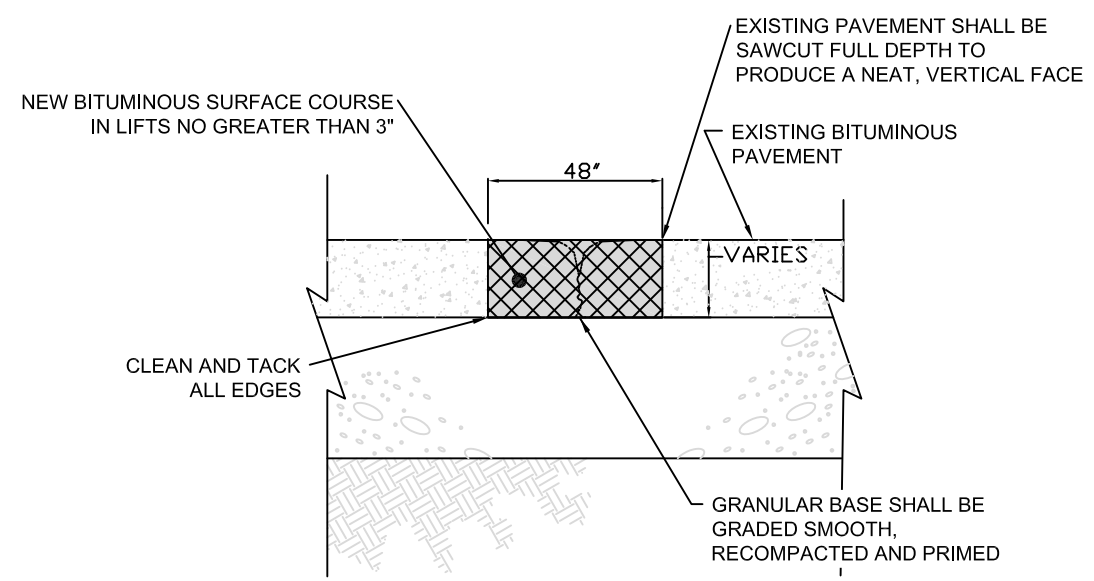
- NOTES**
1. ALL SIGNS ARE 2 - SIDED SIGNS.
 2. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER
 3. LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
 4. UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
 5. ALL NEW SIGNS SHALL BE LED TYPE, L-858, AS APPROVED BY THE FAA.
 6. SIGN SHALL BE INSTALLED AT THE LOCATION NOTED IN THE PLANS.
 7. FOR ITEM AR125964 EXISTING SIGN IS TO BE RE-USED.



RELOCATE TAXI GUIDANCE SIGN, X CHARACTER

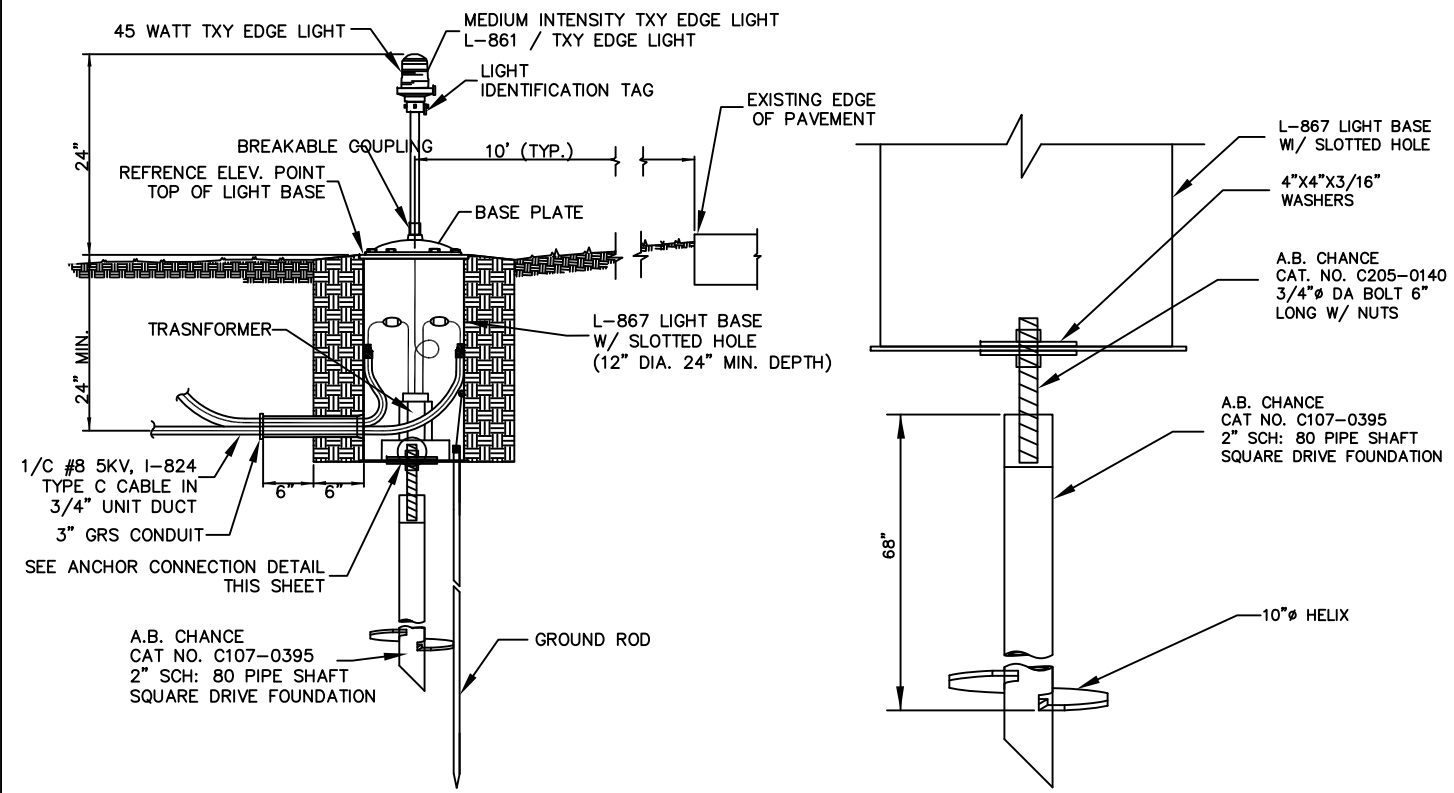
NO SCALE (TYPICAL)

CONTRACTOR TO VERIFY NEW SIGN LOCATIONS AND ORIENTATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.



AR401910 REMOVE & REPLACE BIT. PAVEMENT
NO SCALE

(SAWCUTTING, REMOVAL AND DISPOSAL OF EXIST. PAVEMENT; REGRADING AND RECOMPACTING OF EXIST. BASE; TACKING VERTICAL EDGES, PRIMING BASE, PLACING, COMPACTING SURFACE COURSE AND PAVEMENT MARKING SHALL BE INCIDENTAL TO THIS ITEM)



EXISTING MITL-BASE MOUNTED, ANCHORED
NOT TO SCALE

EXISTING ANCHOR CONNECTION DETAIL
NOT TO SCALE