

# WHITESIDE COUNTY AIRPORT BOARD WHITESIDE COUNTY, ILLINOIS

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

WHITESIDE COUNTY AIRPORT BOARD

APPROVED BY JACK CASSENS, CHAIRMAN

DATE JANUARY 09, 2009

## CONSTRUCTION PLANS FOR WHITESIDE COUNTY AIRPORT

### REHABILITATE SOUTH TERMINAL APRON / NORTH T-HANGAR PAVEMENTS

#### DESIGN INFORMATION

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

(MAXIMUM EQUIPMENT HEIGHT = 25')

#### FINAL SUBMITTAL

ILLINOIS PROJECT: SQI-3872  
A.I.P. PROJECT: 3-17-0098-B15

JANUARY 09, 2009  
(MARCH 06, 2009 LETTING)

#### GENERAL

1. COVER SHEET (CVR1)
2. SUMMARY OF QUANTITIES (QTY1)
3. SITE PLAN (SPL1)
4. TYPICAL SECTIONS (TYP1)
5. TYPICAL SECTIONS (TYP2)
6. CONSTRUCTION PHASING PLAN (CPP1)
- 7-8. CONSTRUCTION PHASING STAGES 1-2 / ADD ALT 1 (CPS1-2)
9. EXISTING CONDITIONS / PROPOSED REMOVALS (REM1)
10. T-HANGAR GRADING PLAN (GRD1)
11. APRON GRADING PLAN (GRD2)
12. TAXIWAY A GRADING PLAN (GRD3)
13. MARKING / LANDSCAPING PLAN (MRK1)
14. DETAILS 1 (DTL1)
15. TAXIWAY A REPAIRS SITE PLAN (ALT1)

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

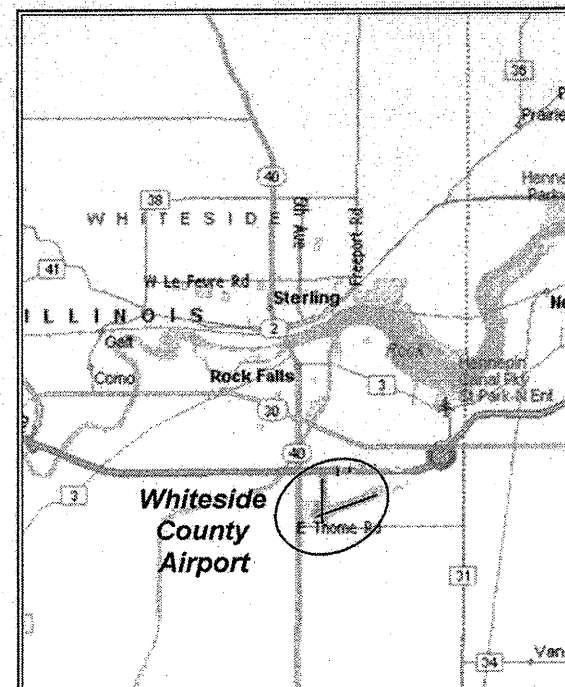
Illinois Professional Engineering Practice Act of 1989

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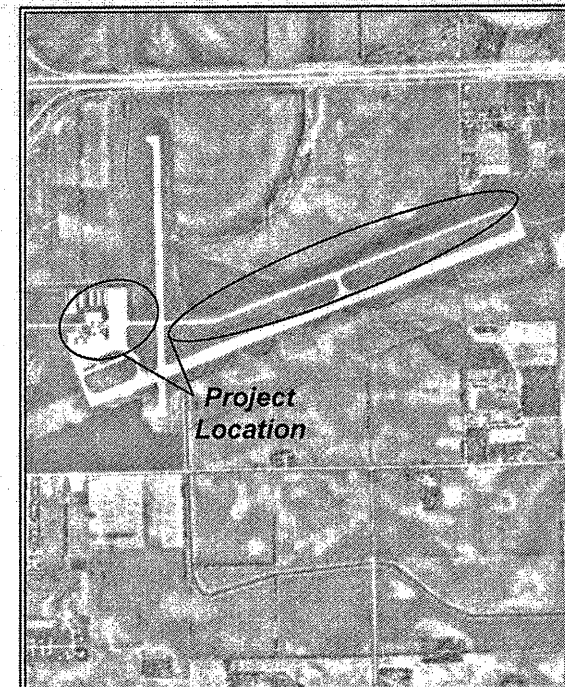
PROFESSIONAL ENGINEER  
TRAVIS STRAIT  
062-00442  
STATE OF ILLINOIS  
1.23.09

SUBMITTED BY Travis Strait  
TRAVIS A STRAIT, P.E.

DATE JANUARY 09, 2009  
license expires 11-30-2009

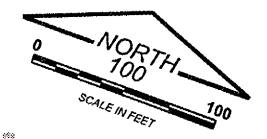
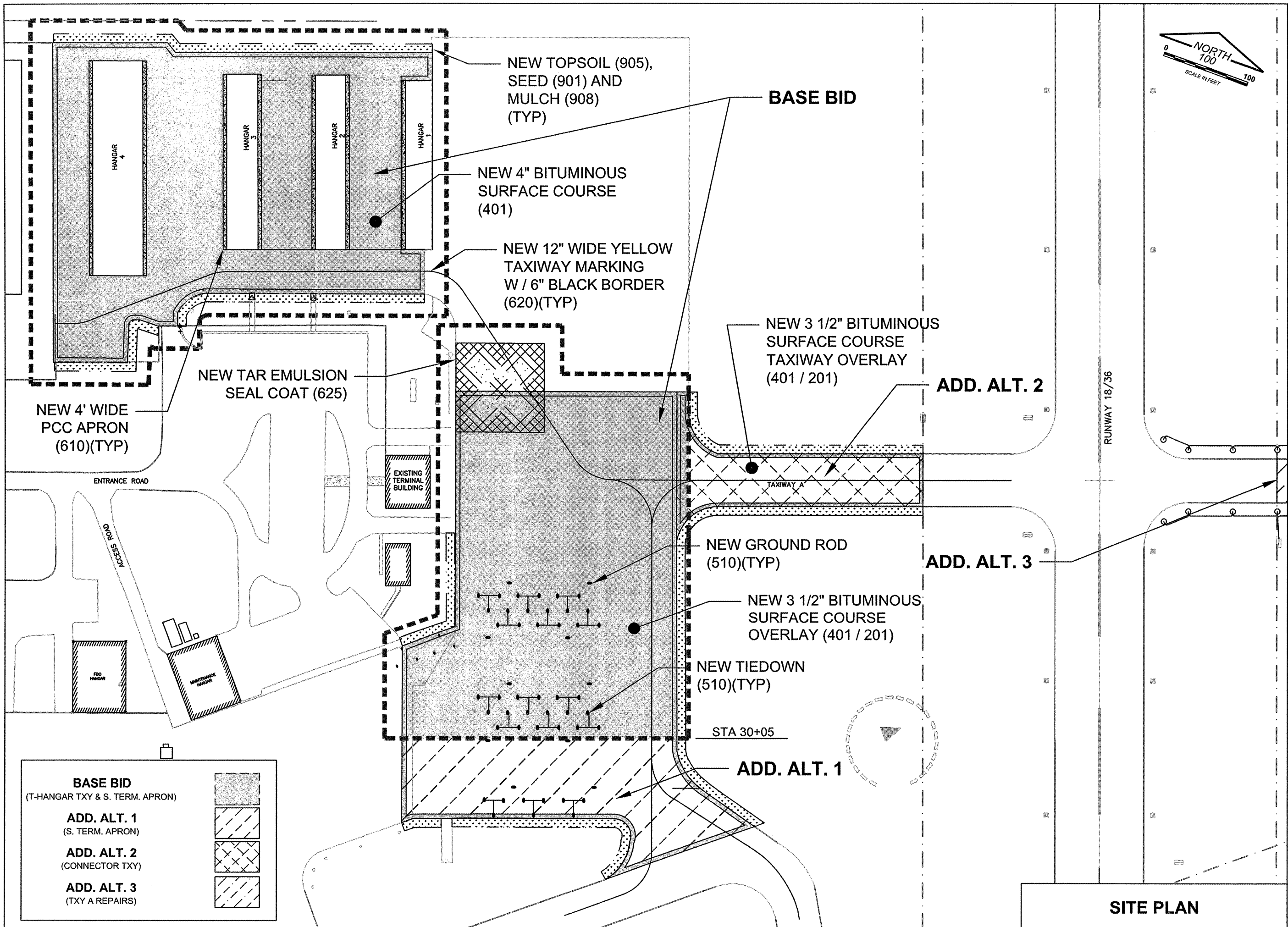


LOCATION MAP



SITE PLAN





**WH008**  
**CMT**  
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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-B15  
 SQI-3872

**REHABILITATE SOUTH TERMINAL APRON / NORTH T-HANGAR PAVEMENTS**

Revisions

No.	Date	Description

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

DESIGN BY: CMT- RFD  
 DRAWN BY: CMT- RFD  
 CHECKED BY: CMT- RFD  
 APPROVED BY: JGP  
 DATE: 11.21.08  
 JOB No: 08292-05-00

**SITE PLAN (SPL1)**

**03**  
 SHEET 3 OF 15 SHEETS

**BASE BID**  
 (T-HANGAR TXY & S. TERM. APRON)

**ADD. ALT. 1**  
 (S. TERM. APRON)

**ADD. ALT. 2**  
 (CONNECTOR TXY)

**ADD. ALT. 3**  
 (TXY A REPAIRS)

**SITE PLAN**



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SQI-3872

REHABILITATE  
SOUTH TERMINAL  
APRON / NORTH  
T-HANGAR  
PAVEMENTS

Revisions

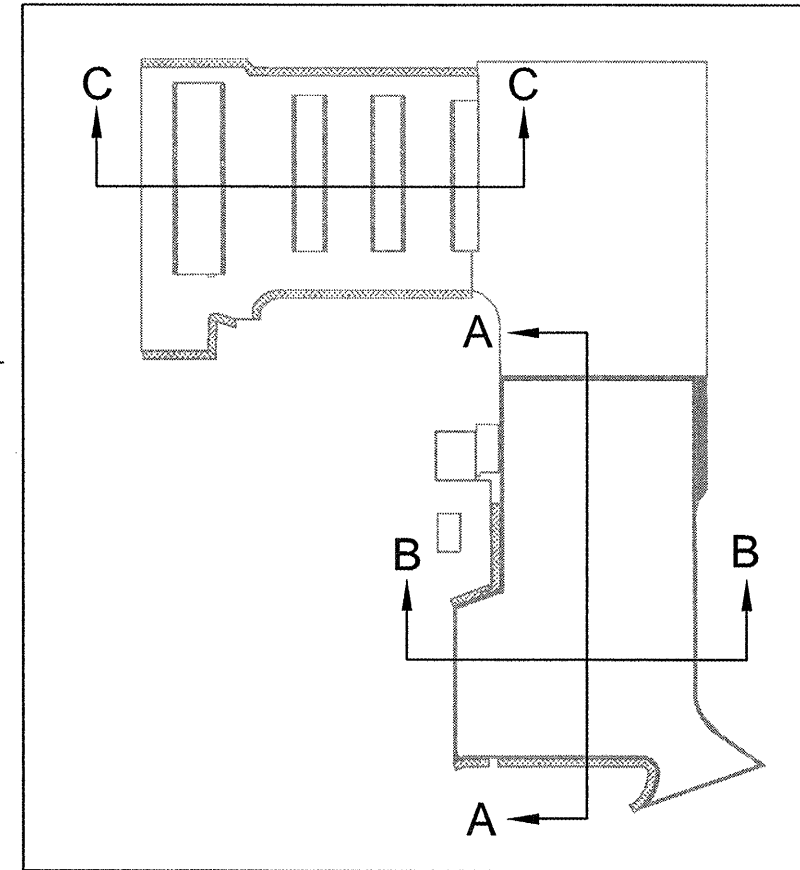
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TYPICAL  
SECTIONS  
(TYP1)

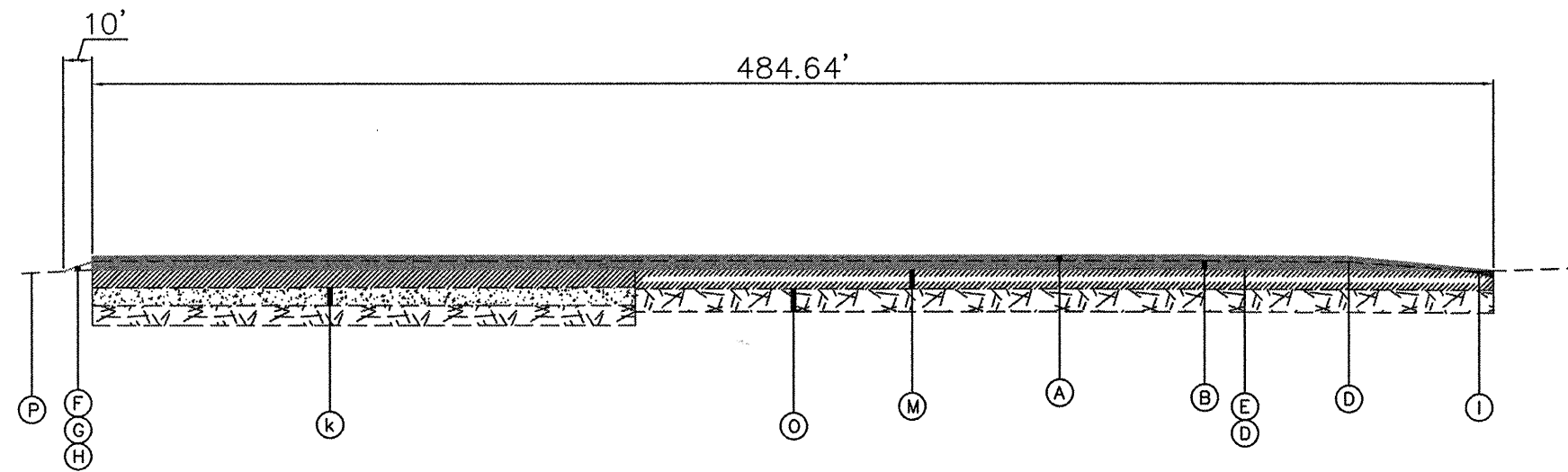
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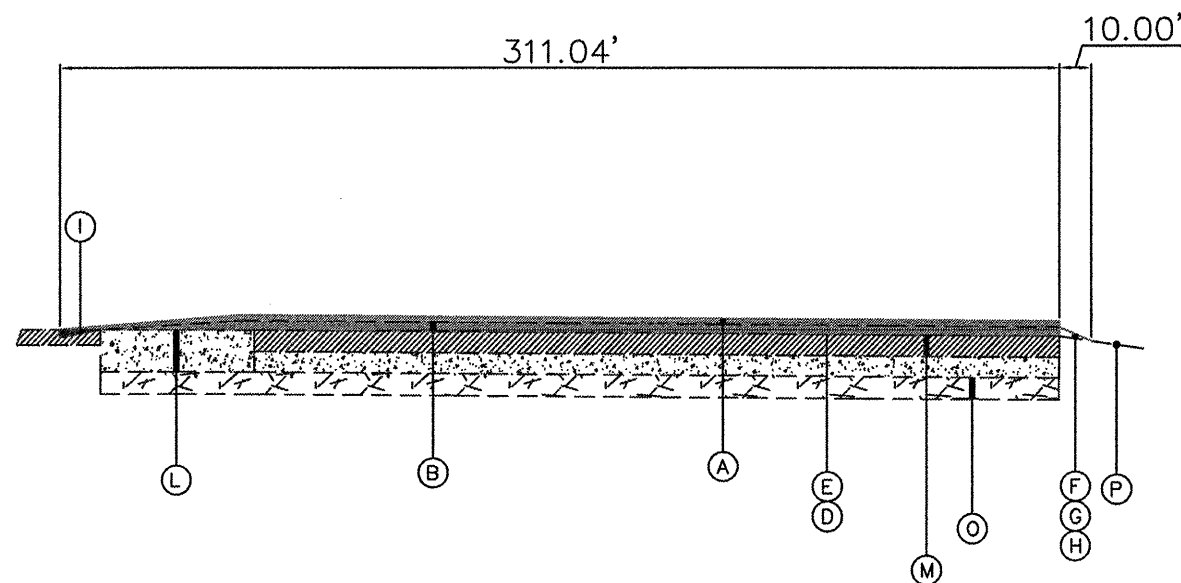
SECTION PLAN

LEGEND

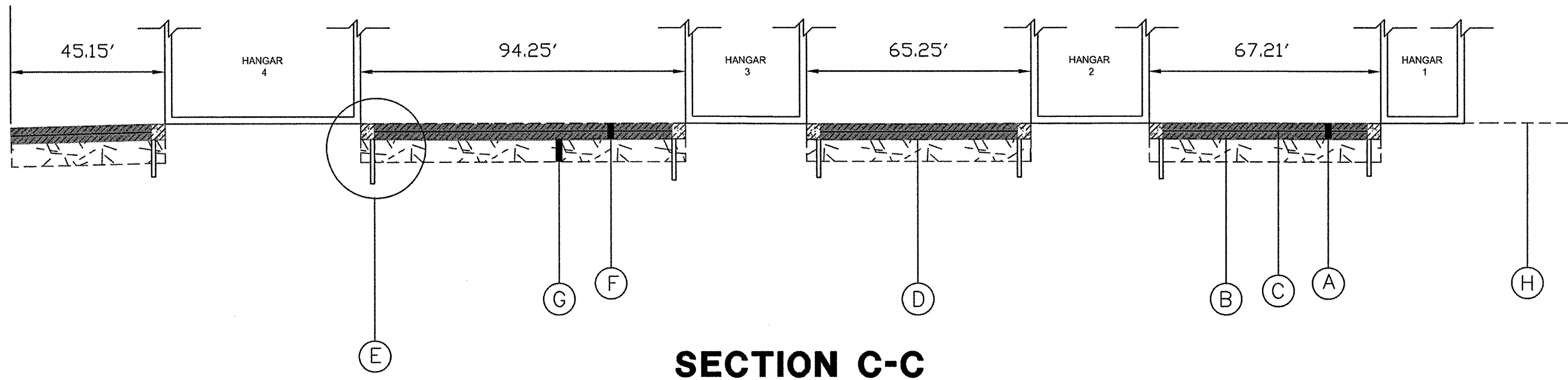
- (A) NEW 1-1/2" NOMINAL SURFACE COURSE (401)
- (B) NEW 2" SURFACE COURSE (401)
- (C) NEW BITUMINOUS PRIME COAT (602)
- (D) NEW BITUMINOUS TACK COAT (603)
- (E) NEW CRACK CONTROL FABRIC (401)
- (F) NEW TOPSOIL SHOULDER
- (G) NEW MULCHING
- (H) NEW SEEDING
- (I) NEW BUTT JOINT CONSTRUCTION (401)
- (J) NEW AGGR. BASE GRADING (401)
- (K) EXISTING 5.5" BITUMINOUS PAVEMENT
- (L) EXISTING 8" PCC PAVEMENT
- (M) EXISTING 4" BITUMINOUS PAVEMENT
- (N) EXISTING 8" AGGR. BASE
- (O) EXISTING CRUSHED AGGR. BASE
- (P) EXISTING GROUND LINE



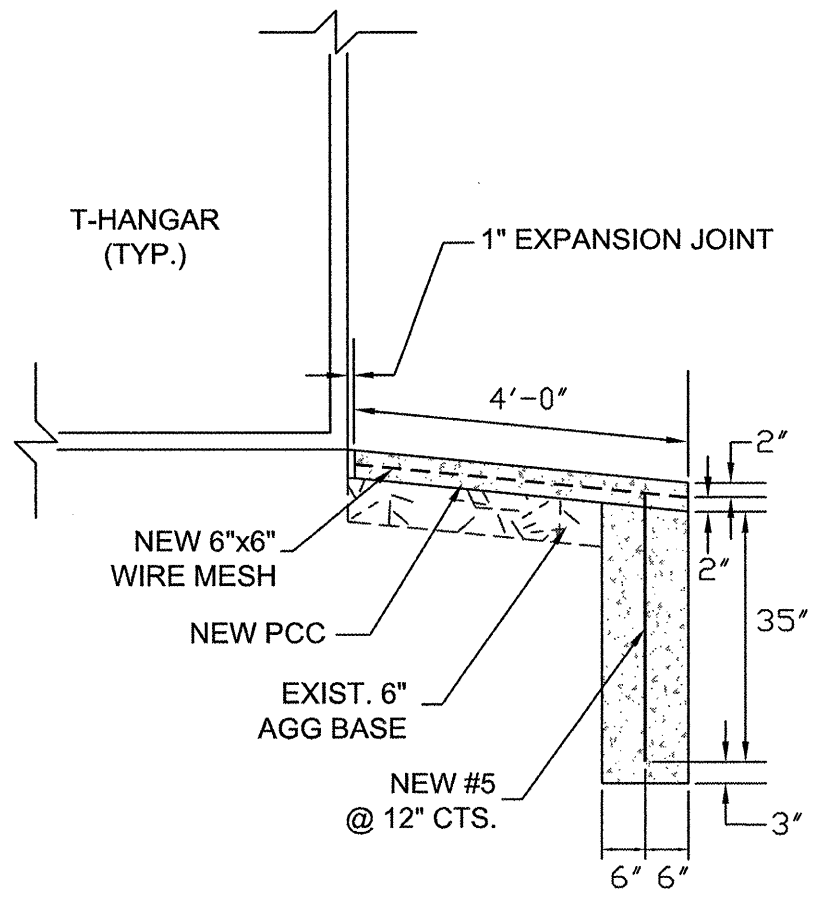
SECTION A-A  
N.T.S.



SECTION B-B  
N.T.S.



**SECTION C-C**  
N.T.S.



**4\"/>**

**LEGEND**

- (A) NEW 4" SURFACE COURSE  
2 LIFTS (401)
- (B) NEW BITUMINOUS PRIME COAT (602)
- (C) NEW BITUMINOUS TACK COAT (603)
- (D) NEW AGGR. BASE GRADING (401)
- (E) NEW 4" STRUCTURAL PCC (6100510)  
SEE DETAIL THIS PAGE
- (F) EXISTING 4" BITUMINOUS PAVEMENT  
TO BE REMOVED (AR401900)
- (G) EXISTING 6" AGGR. BASE  
TO REMAIN
- (H) EXISTING GROUND LINE

WH008



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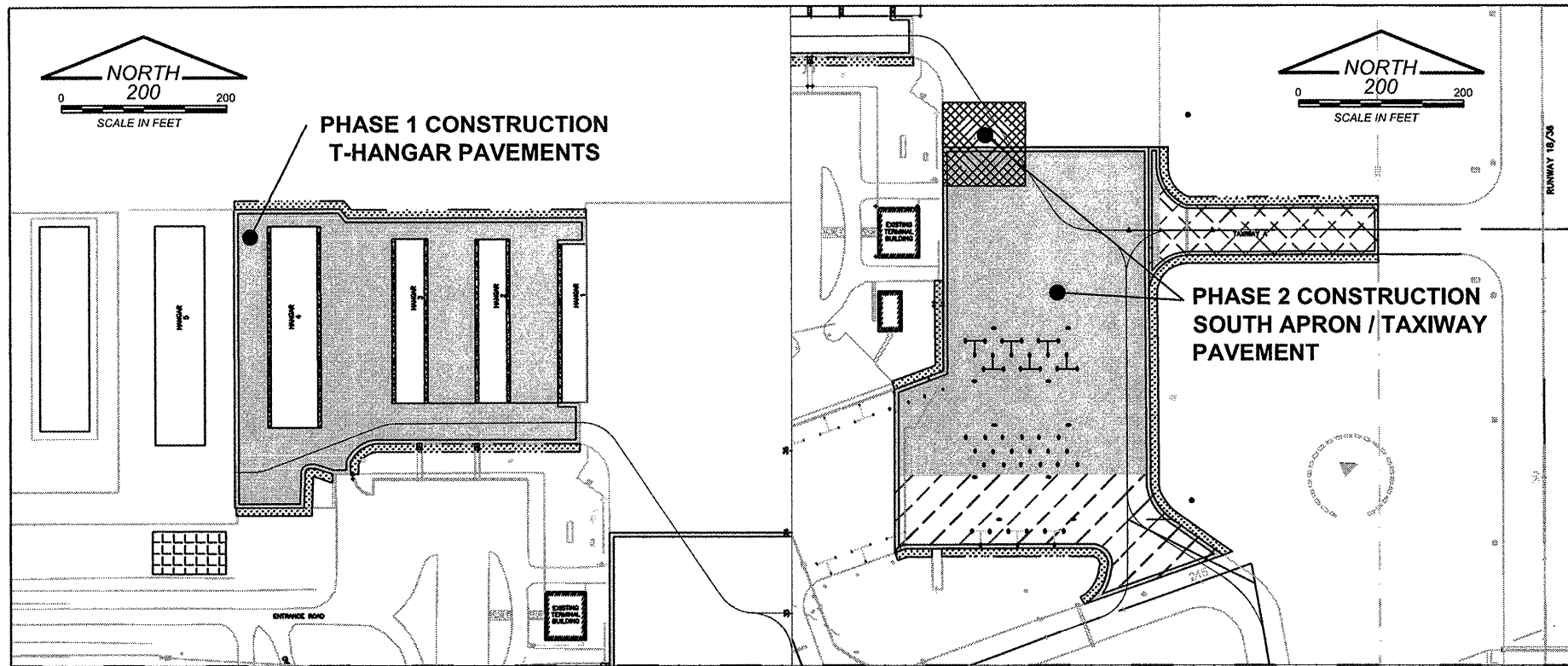
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**TYPICAL  
SECTIONS  
(TYP2)**

**TYPICAL SECTIONS 2**

**05**



**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 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 RESIDENT 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](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):

**CONSTRUCTION PHASING  
PLAN**

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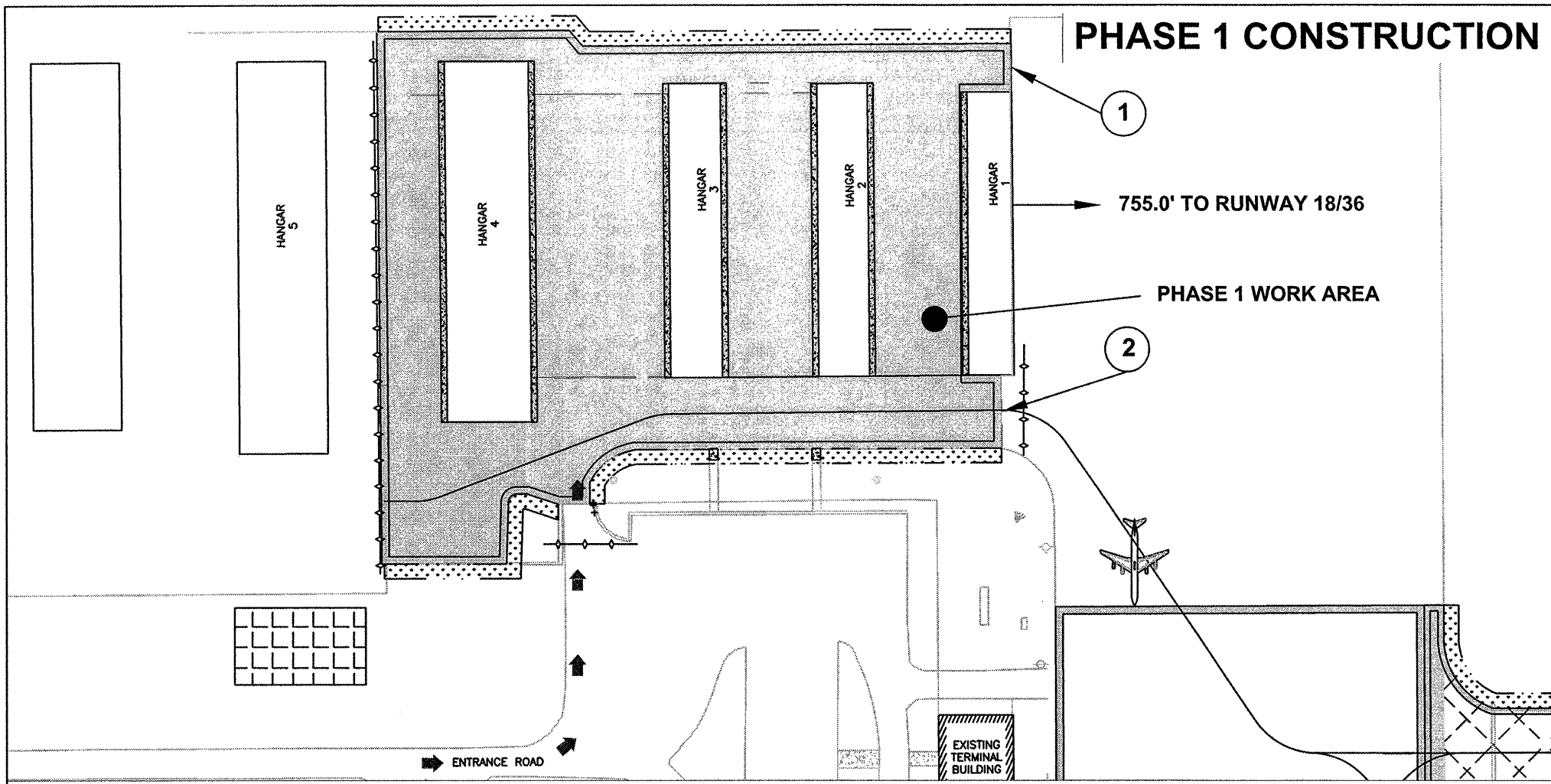
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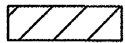

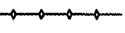


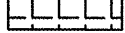
**CONSTRUCTION  
PHASING PLAN  
(CPP1)**

06

SHEET 06 OF 15 SHEETS



**PHASE 1 CONSTRUCTION**

- LEGEND**
-  PHASE 1 CONSTRUCTION (EQUIPMENT HEIGHT 25')
  -  CONTRACTOR'S ACCESS/HAUL ROAD
  -  TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS AND CONSTRUCTION FENCING
  -  AIRCRAFT MOVEMENT OPERATIONS
  -  AOA AIR OPERATIONS AREA (A.O.A.)
  -  CONSTRUCTION STAGING

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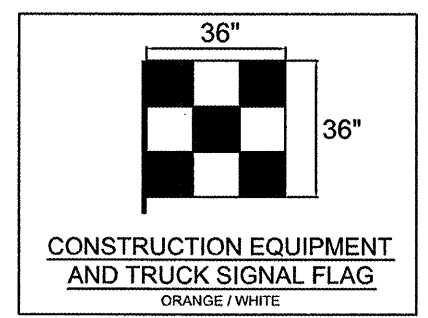
**CONSTRUCTION PHASING STAGE 1 - NOTES:**

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 WORK AREA DESCRIPTION. AN APPROVED PHASE 1 WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 72 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. DURING PHASE 1 WORK THE CONTRACTOR SHALL PLACE TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS IN THE LOCATION OF THE WORK BEING PERFORMED. ACCESS TO THE ADJACENT HANGARS SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. SHOULD AN AIRCRAFT OR AIRPORT PERSONNEL NEED ACCESS TO A HANGAR OR AN AREA THAT THE CONTRACTOR IS WORKING, THE CONTRACTOR SHALL MAKE SAID AREA ACCESSIBLE AND SHALL DO SO AT NO ADDITIONAL COST TO THE CONTRACT. THE CONTRACTOR SHALL KEEP THE IMMEDIATE AND SURROUNDING AREA FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION.

**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 36.25; Long. 89 41 01.26; Grd. El. 648.0; Equip. Ht. 25'; **Top El. 673.0**
- ② Lat. 41 44 33.96; Long. 89 41 01.38; Grd. El. 648.0; Equip. Ht. 25'; **Top El. 673.0**

Revisions		
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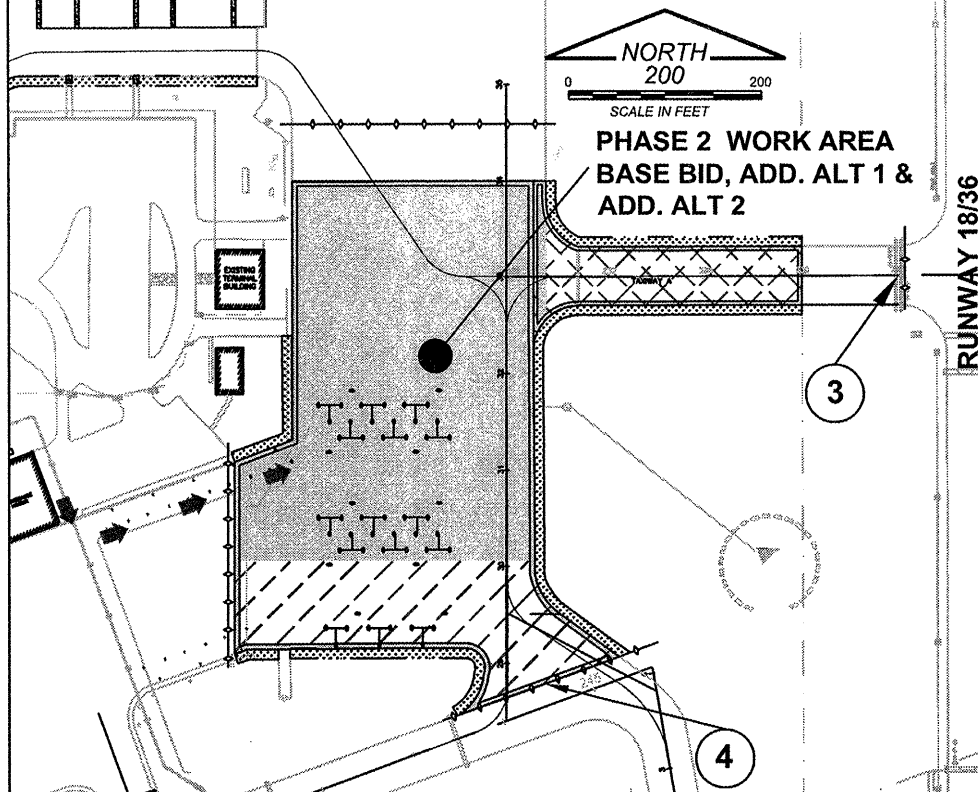
**CONSTRUCTION  
PHASING STAGE  
1  
(CPS1)**

**CONSTR. PHASING STAGE 1**

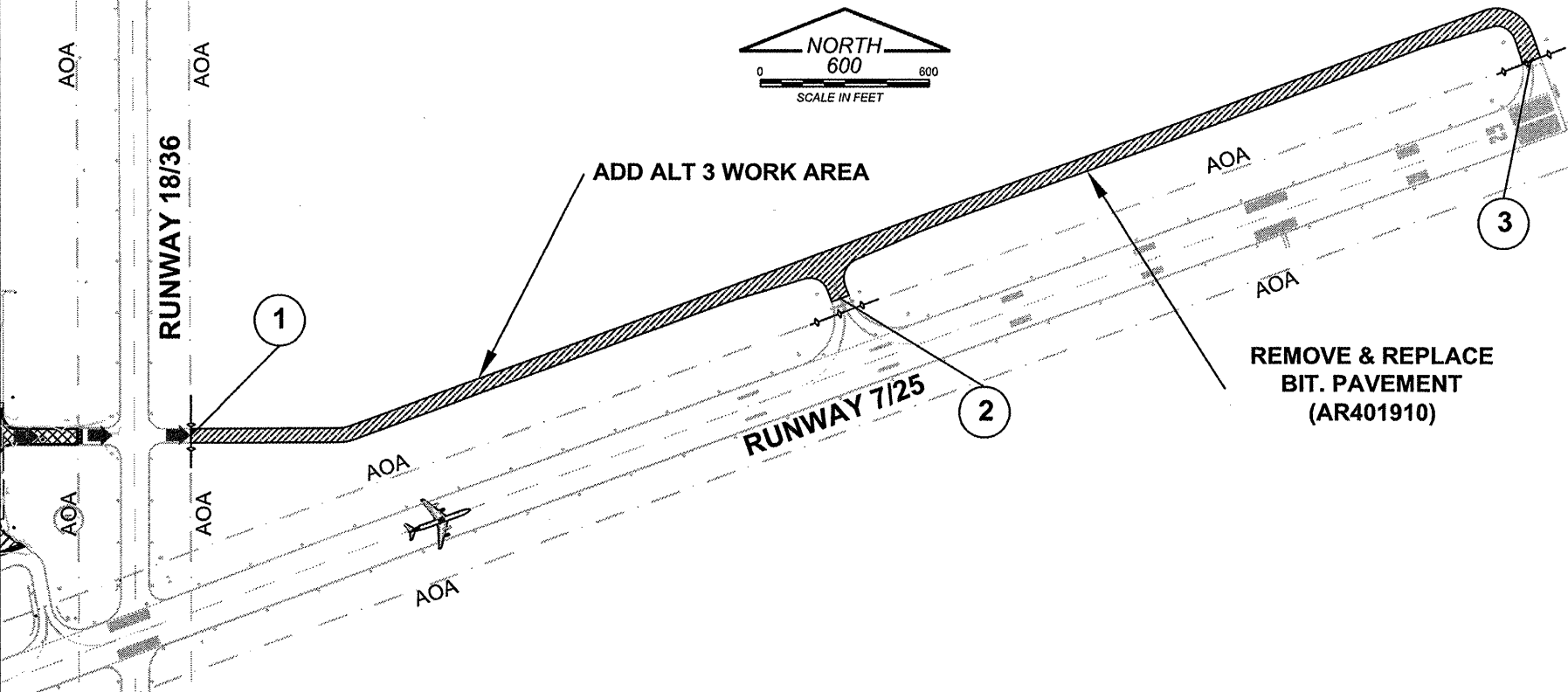
**07**



# PHASE 2 CONSTRUCTION



# ADD ALT 3 CONSTRUCTION



WH008



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PAVEMENTS

### 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 WORK AREA DESCRIPTION. AN APPROVED PHASE 2 WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 72 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. DURING PHASE 2 WORK THE CONTRACTOR SHALL PLACE TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS IN THE LOCATION OF THE WORK BEING PERFORMED. ACCESS TO THE HANGARS, RUNWAYS AND TAXIWAYS SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. SHOULD AN AIRCRAFT OR AIRPORT PERSONNEL NEED ACCESS TO A HANGAR OR AN AREA THAT THE CONTRACTOR IS WORKING, THE CONTRACTOR SHALL MAKE SAID AREA ACCESSIBLE AND SHALL DO SO AT NO ADDITIONAL COST TO THE CONTRACT. THE CONTRACTOR SHALL KEEP THE IMMEDIATE AND SURROUNDING AREA FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION.

3 Lat. 41 44 31.63; Long. 89 40 52.63; Grd. El. 641.2;  
Equip. Ht. 25'; Top El. 666.2

4 Lat. 41 44 27.48; Long. 89 40 57.49; Grd. El. 640.7;  
Equip. Ht. 25'; Top El. 665.7

### CONSTRUCTION PHASING ADD ALT 1 - NOTES:

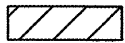



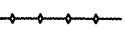



1. SHOULD ADD ALT 1 BE AWARDED CONSTRUCTION ACTIVITIES SHALL TAKE PLACE BETWEEN THE HOURS OF OPERATION SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER AND RESIDENT ENGINEER.
2. ADD ALT 1 CONSTRUCTION SHALL NOT BEGIN UNTIL AFTER THE COMPLETION OF PHASE 2.
3. ADD ALT 1 WORK AREA DESCRIPTION. AN APPROVED ADD ALT 1 WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 72 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. DURING ADD ALT 1 WORK THE CONTRACTOR SHALL PLACE TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS IN THE LOCATION OF THE WORK BEING PERFORMED. ACCESS TO THE HANGARS, RUNWAYS AND TAXIWAYS SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. SHOULD AN AIRCRAFT OR AIRPORT PERSONNEL NEED ACCESS TO A HANGAR OR AN AREA THAT THE CONTRACTOR IS WORKING, THE CONTRACTOR SHALL MAKE SAID AREA ACCESSIBLE AND SHALL DO SO AT NO ADDITIONAL COST TO THE CONTRACT. THE CONTRACTOR SHALL KEEP THE IMMEDIATE AND SURROUNDING AREA FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION.

5 Lat. 41 44 31.62; Long. 89 40 48.67; Grd. El. 641.0;  
Equip. Ht. 25'; Top El. 666.0

6 Lat. 41 44 36.27; Long. 89 40 18.07; Grd. El. 646.0;  
Equip. Ht. 25'; Top El. 671.0

7 Lat. 41 44 44.99; Long. 89 39 45.81; Grd. El. 646.1;  
Equip. Ht. 25'; Top El. 671.1

### LEGEND

-  PHASE 1 CONSTRUCTION AREA (EQUIPMENT HEIGHT 25')
-  PHASE 2 CONSTRUCTION AREA (EQUIPMENT HEIGHT 25')
-  ADD ALT 1 CONSTRUCTION AREA (EQUIPMENT HEIGHT 25')
-  CONTRACTOR'S ACCESS/HAUL ROAD
-  TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS AND CONSTRUCTION FENCING
-  AIRCRAFT MOVEMENT OPERATIONS
-  AIR OPERATIONS AREA (A.O.A.)
-  CONSTRUCTION LIMITS

### Revisions

No.	Date	Description

0 1  
THIS BAR IS EQUAL TO 1"  
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DRAWN BY: CMT- RFD  
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APPROVED BY: JGP  
DATE: 11.21.08  
JOB No: 08292-05-00

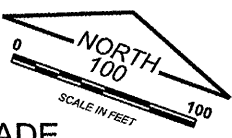
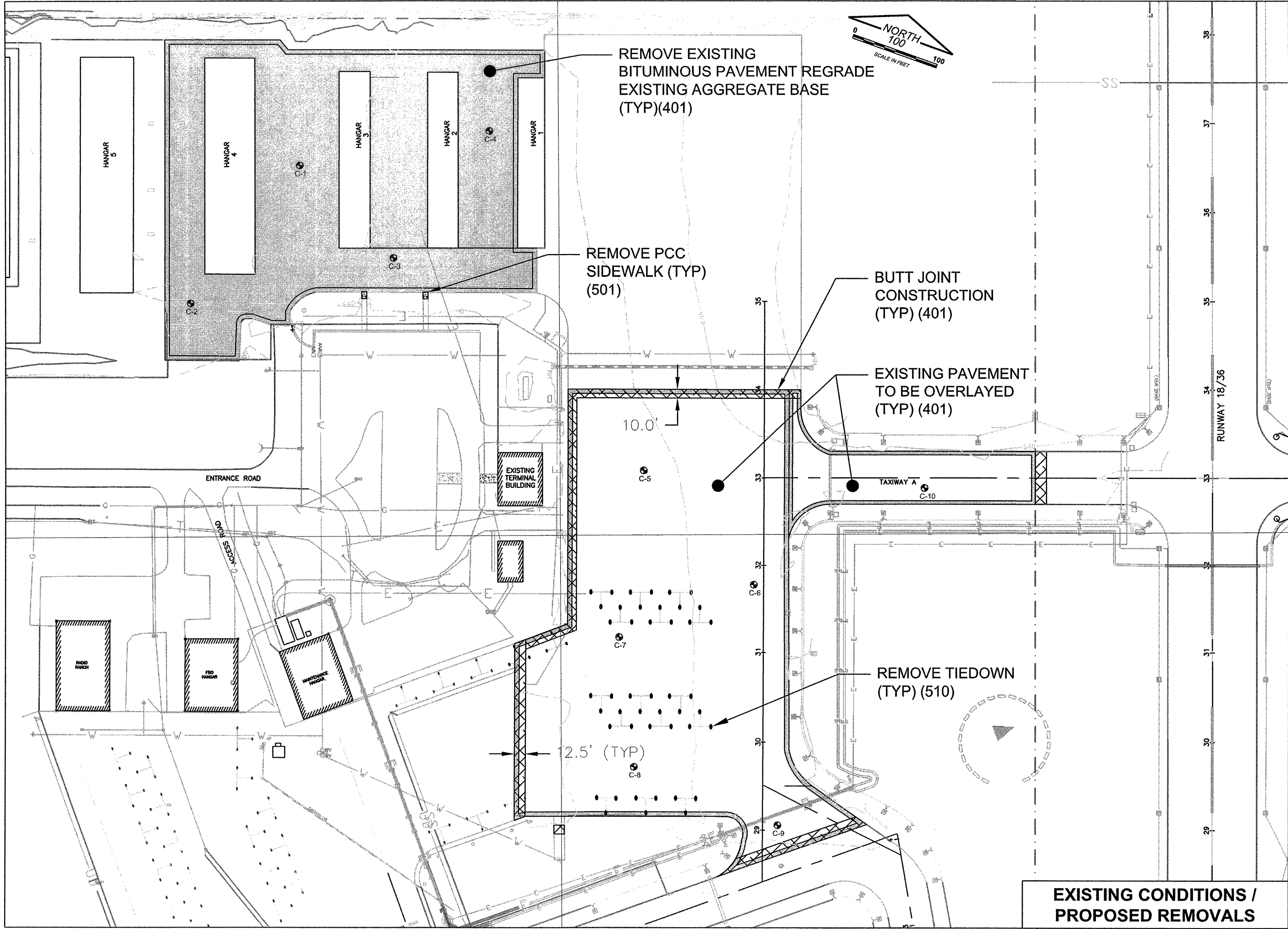
**CONSTRUCTION  
PHASING STAGE  
2 / ADD ALT 3  
(CPS2)**

08

SHEET 08 OF 15 SHEETS

**CONSTR. PHASING STAGE 2 /  
ADD ALT 3**





WH008



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

Whiteside County  
Airport

Sterling / Rock Falls,  
Illinois

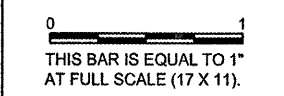
Whiteside County  
Airport

AIP: 3-17-0098-B15  
SQI-3872

REHABILITATE  
SOUTH TERMINAL  
APRON / NORTH  
T-HANGAR  
PAVEMENTS

Revisions

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EXISTING  
CONDITIONS /  
PROPOSED  
REMOVALS  
(SPL1)

09

EXISTING CONDITIONS /  
PROPOSED REMOVALS

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Revisions

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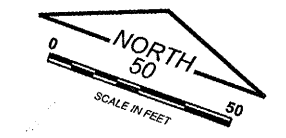
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**T-HANGAR  
GRADING PLAN  
(GRD1)**

10

SHEET 10 OF 15 SHEETS

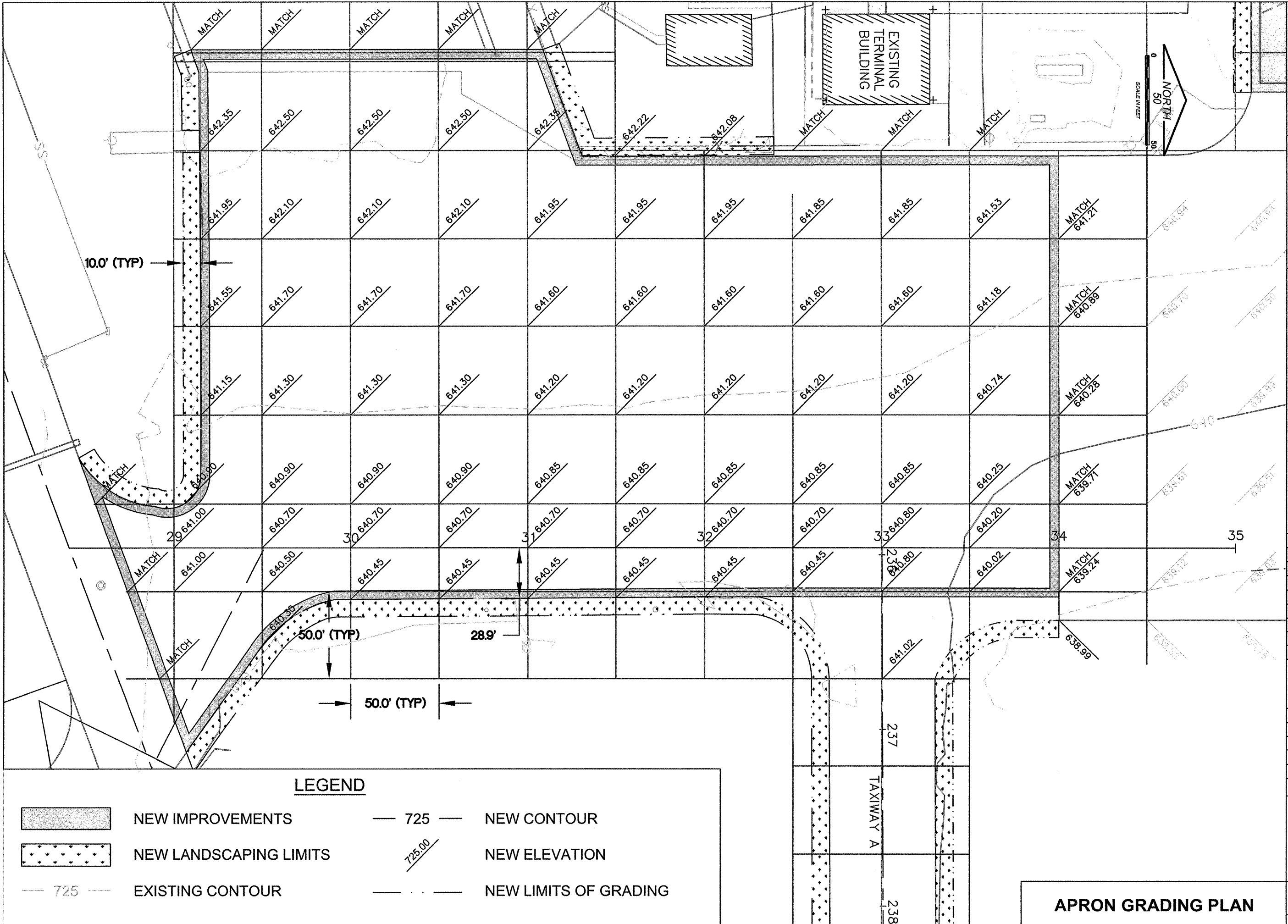


**LEGEND**

- NEW IMPROVEMENTS
- NEW LANDSCAPING LIMITS
- EXISTING CONTOUR
- 725 NEW CONTOUR
- NEW ELEVATION
- NEW LIMITS OF GRADING

**T-HANGAR  
GRADING PLAN**

EXISTIN



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T-HANGAR  
PAVEMENTS**

Revisions

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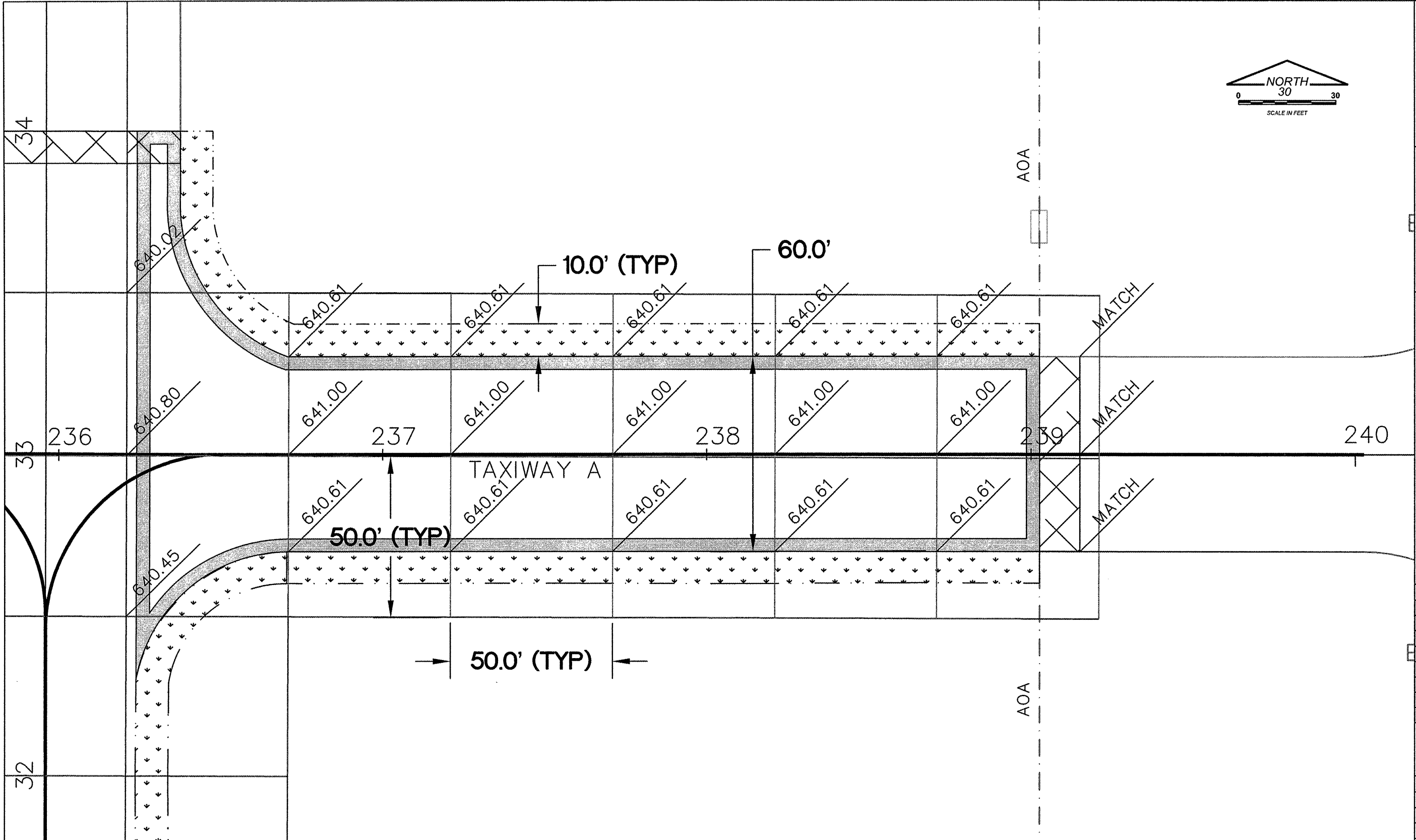
**APRON  
GRADING PLAN  
(GRD1)**

**LEGEND**

- NEW IMPROVEMENTS
- NEW LANDSCAPING LIMITS
- EXISTING CONTOUR
- NEW CONTOUR
- NEW ELEVATION
- NEW LIMITS OF GRADING

**APRON GRADING PLAN**





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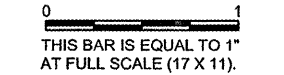
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APRON / NORTH  
T-HANGAR  
PAVEMENTS

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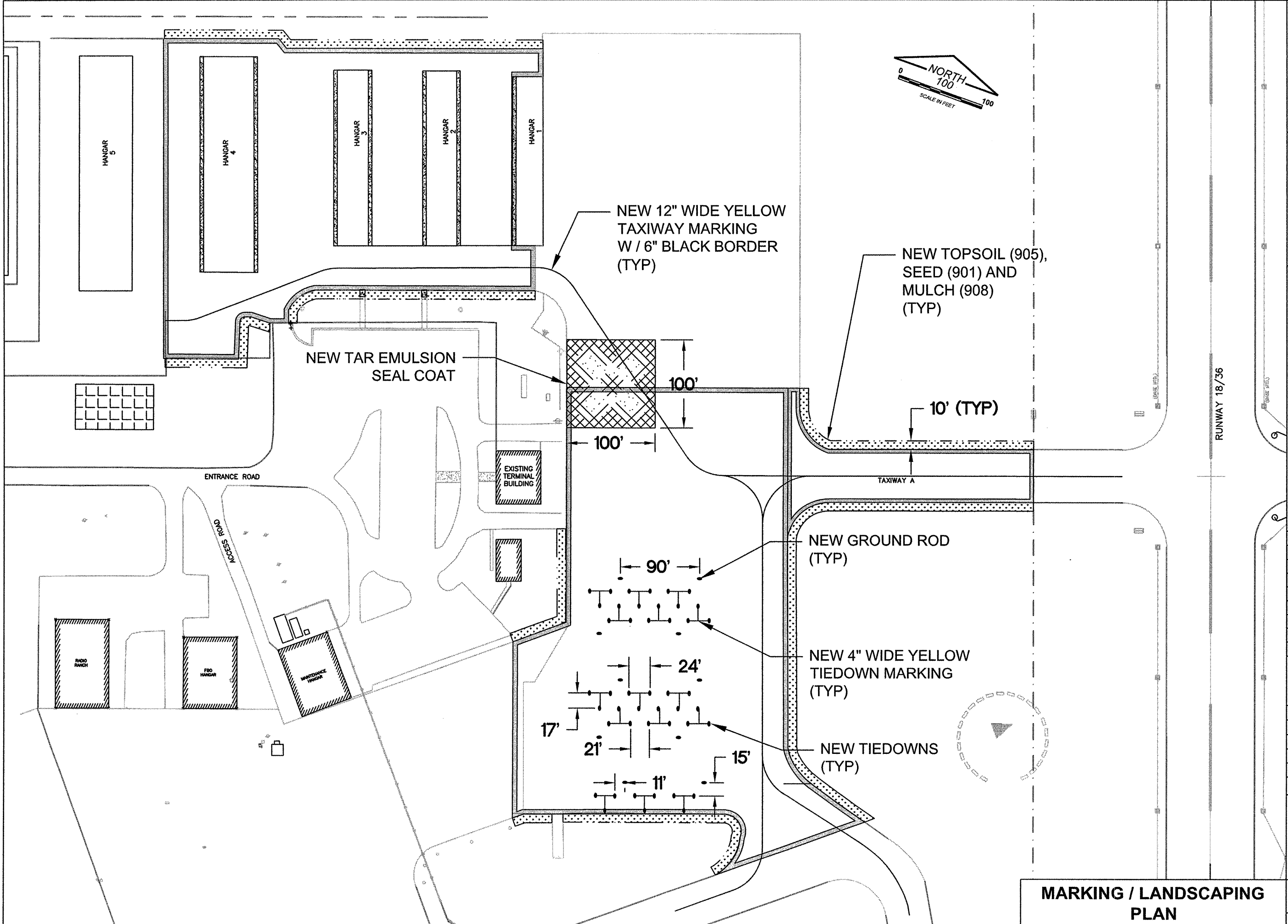
**TAXIWAY A  
GRADING PLAN  
(GRD1)**

12  
SHEET 12 OF 15 SHEETS

**LEGEND**

- NEW IMPROVEMENTS
- EXISTING CONTOUR
- NEW LANDSCAPING LIMITS
- NEW CONTOUR
- NEW ELEVATION
- NEW LIMITS OF GRADING

**TAXIWAY A  
GRADING PLAN**



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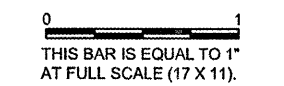
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PAVEMENTS

Revisions

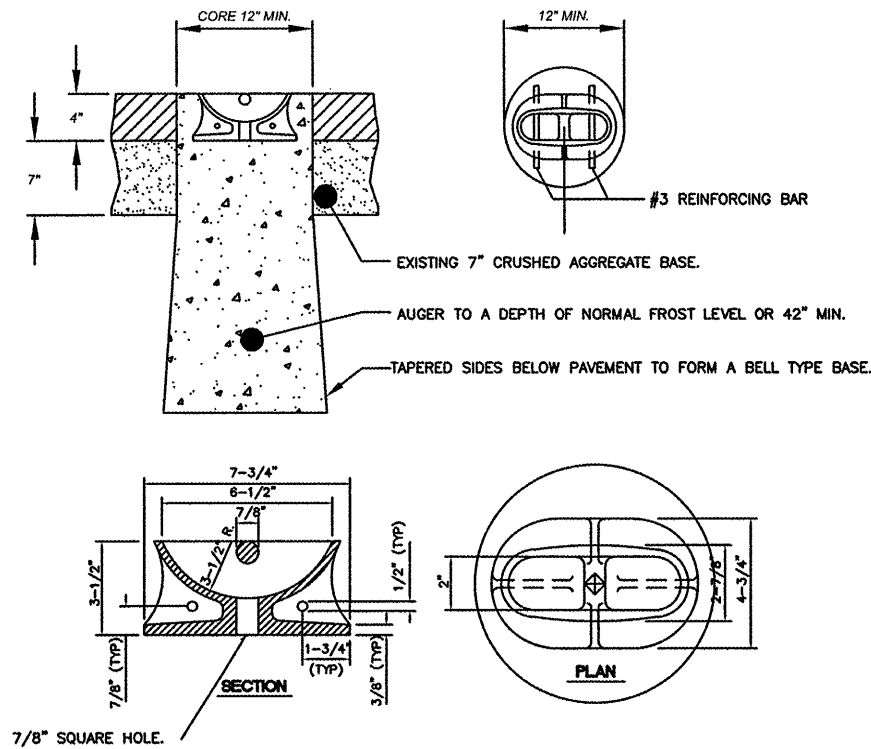
No.	Date	Description



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**MARKING /  
LANDSCAPING  
PLAN  
(MRK1)**

**MARKING / LANDSCAPING  
PLAN**

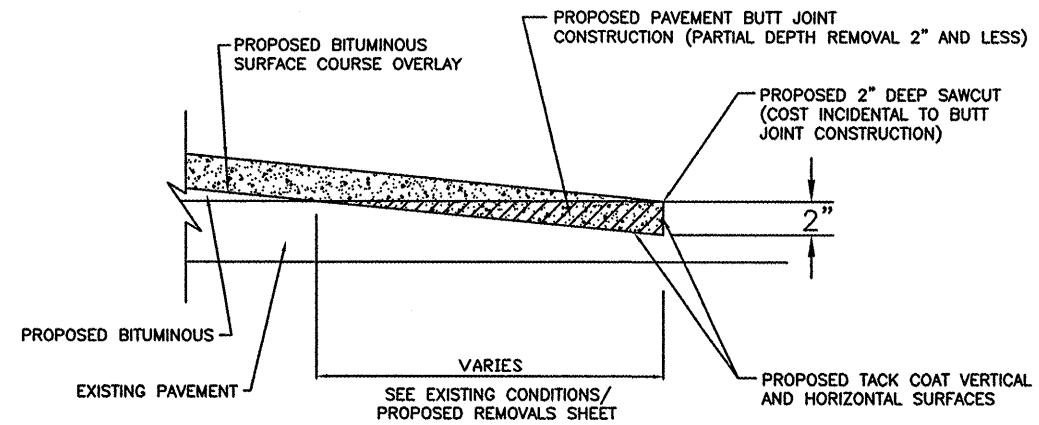


**MOORING EYE DETAIL**

**NOTES**

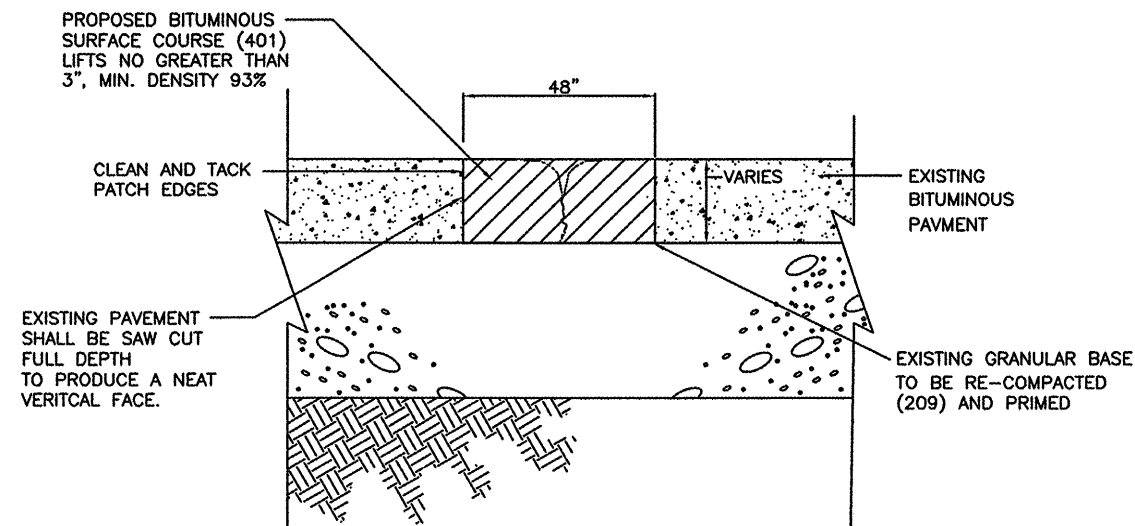
- 1.) MOORING CASTINGS SHALL BE NEENAH SEMI-STEEL AIRPORT MOORING EYE CATALOG NO. R3490 OR APPROVED EQUIVALENT.
- 2.) ANCHOR RODS SHALL BE #3 DEFORMED REBAR, 15" LONG AND SHALL BE BENT DOWNWARD AT 45°.
- 3.) MOORING EYES IN PROPOSED P.C.C. PAVEMENT SHALL BE INSTALLED DURING THE PAVING OPERATION WHILE CONCRETE IS STILL PLASTIC.

N.T.S.



**BUTT JOINT DETAIL**

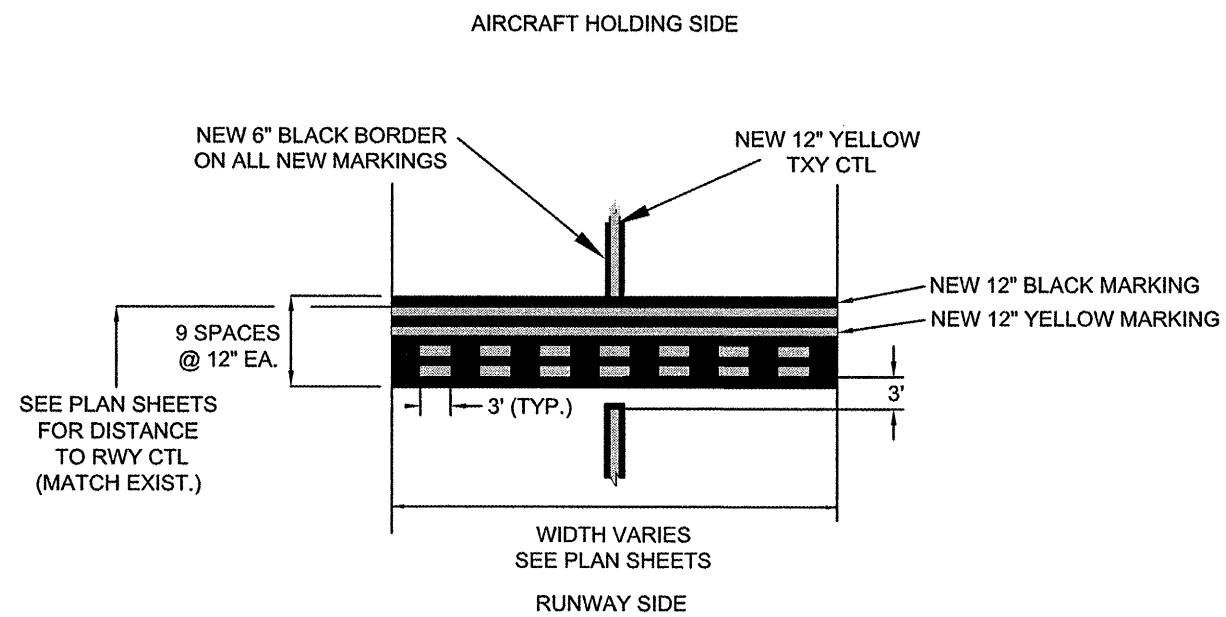
NO SCALE



**PROPOSED REPAIR METHOD FOR FULL DEPTH PATCHING (REMOVE AND REPLACE BITUMINOUS PAVEMENT)**

NO SCALE

COST OF PAVEMENT REMOVAL AND PAVEMENT PATCHING SHALL BE PART OF THIS ITEM (REMOVE AND REPLACE BITUMINOUS PAVEMENT).



**RUNWAY HOLDING POSITION MARKING**

NO SCALE

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REHABILITATE  
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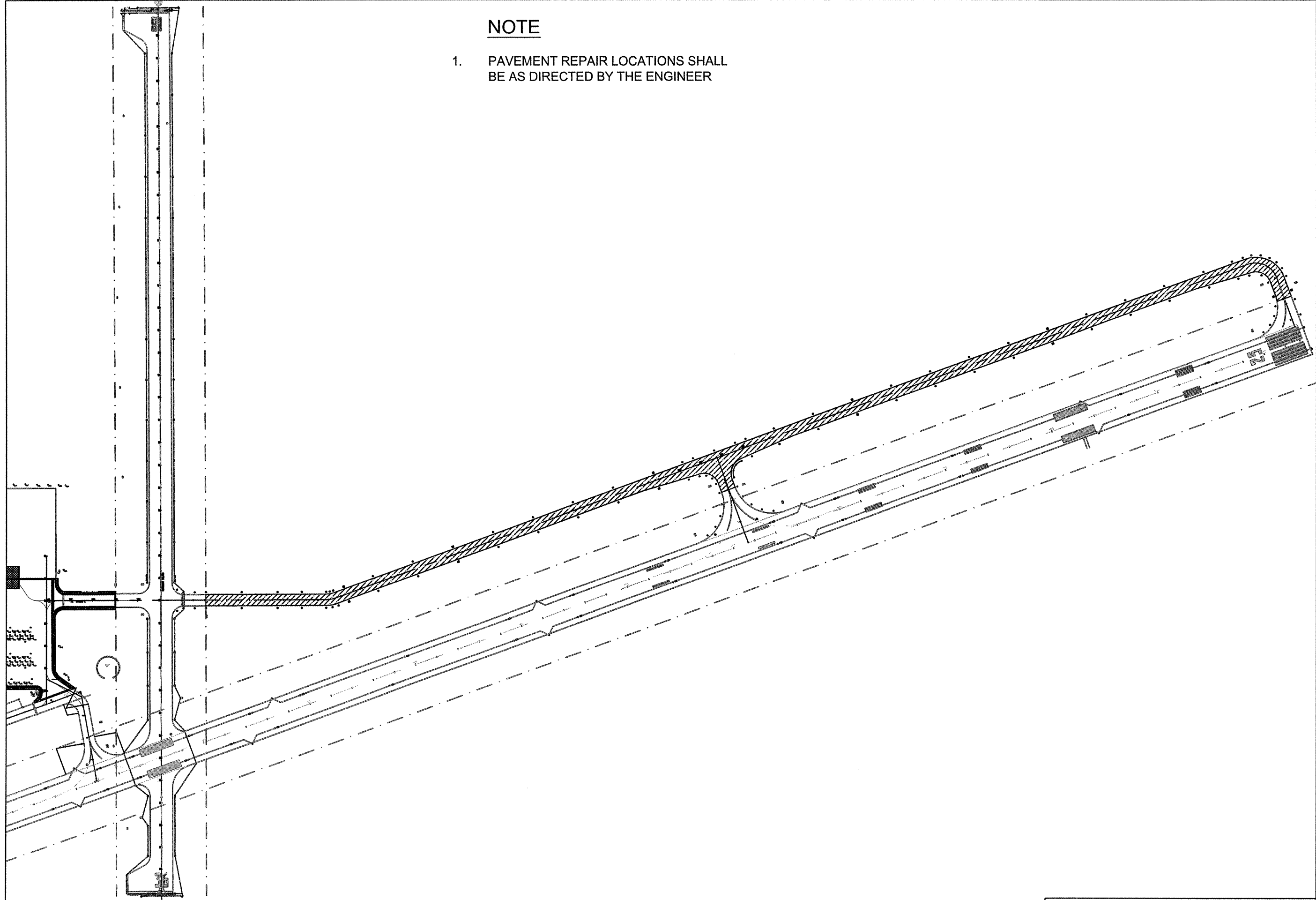
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DETAIL 2  
(DTL2)

14





**NOTE**

1. PAVEMENT REPAIR LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER

**WH008**



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

**Whiteside County Airport**

**Sterling / Rock Falls, Illinois**

**Whiteside County Airport**

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SQI-XXXX**

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**TAXIWAY A  
REPAIRS  
SITEPLAN  
(ALT3)**

**TAXIWAY A REPAIRS**

**15**