

07A

WHITESIDE COUNTY AIRPORT BOARD WHITESIDE COUNTY, ILLINOIS

WH015
TOTAL SHEETS:
25

Whiteside
COUNTY AIRPORT
JOSEPH H. BITTORF FIELD
WHITESIDE COUNTY AIRPORT BOARD

CONSTRUCTION PLANS FOR WHITESIDE COUNTY AIRPORT REHABILITATE RUNWAY 18/36

FINAL SUBMITTAL

DESIGN INFORMATION


RUNWAY 18/36

AIRCRAFT DESIGN GROUP II
DESIGN APPROACH CATEGORY B
RUNWAY SAFETY AREA WIDTH = 150'

RUNWAY 7/25

AIRCRAFT DESIGN GROUP III
DESIGN APPROACH CATEGORY C
RUNWAY SAFETY AREA WIDTH = 500'

MAXIMUM EQUIPMENT HEIGHT - 25'
UNICOM FREQUENCY - 123.00

APPROVED BY 
DREW WILKENS, PRESIDENT
DATE 06 - 05 - 2020

ILLINOIS PROJECT: SQI-4849
SBG PROJECT: 3-17-0098-XXX

JUNE 5, 2020
(JULY 31, 2020 LETTING)

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22. SWPPP / MARKING / LANDSCAPING 4
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24. PAVEMENT MARKING DETAILS
25. GROOVING PLAN

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COMMON GROUND ALLIANCE
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Phone: 811

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. 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 COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

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

Illinois Professional Engineering Practice Act of 1989

CMT
Engineers and Consultants

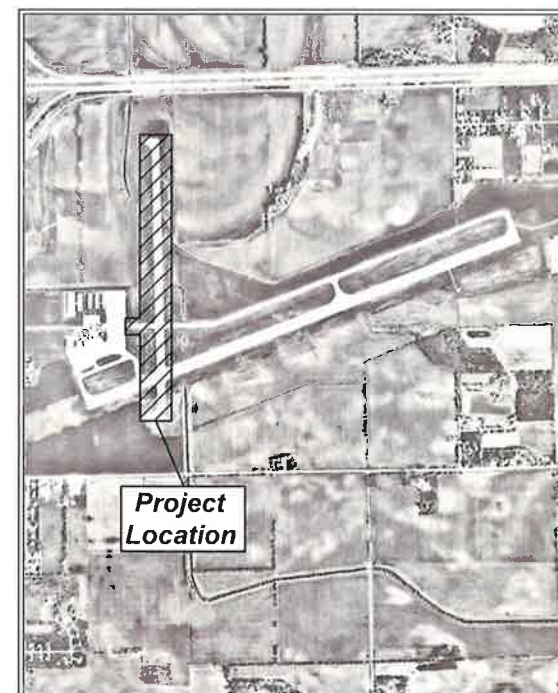


SUBMITTED BY 
TRAVIS A. STRAIT, P.E.

DATE 6/5/20
License Expires 11/30/2021



LOCATION MAP



SITE PLAN

WH015

WHITESIDE
COUNTY AIRPORT
STERLING/ROCKFALLS, IL

WHITESIDE COUNTY
AIRPORT BOARD

SBG Proj: 3-17-0098-XXX
IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

**SUMMARY OF
QUANTITIES**

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **2** REVISION

SHEET 02 OF 25 SHEETS

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LS	1.00	
AR150520	MOBILIZATION	LS	1.00	
AR152480	SHOULDER ADJUSTMENT	SY	9,350.00	
AR156520	INLET PROTECTION	EACH	9.00	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	5,000.00	
AR401614	BIT. SURF. CSE - METHOD II, SUPV.	TON	8,180.00	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1.00	
AR401640	BITUMINOUS PAVEMENT GROOVING	SY	31,000.00	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	44,700.00	
AR603510	BITUMINOUS TACK COAT	GAL	7,000.00	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	7,600.00	
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	680.00	
AR901510	SEEDING	ACRE	1.96	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	1.96	

WH015

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COUNTY AIRPORT
STERLING/ROCKFALLS, IL

WHITESIDE COUNTY
AIRPORT BOARD

SBG Proj: 3-17-0098-XXX
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APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

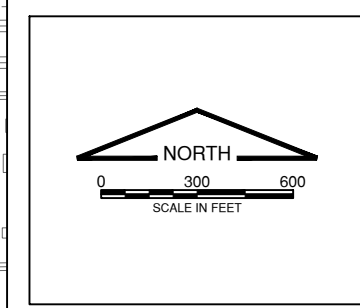
SITE PLAN AND
CONTROL

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

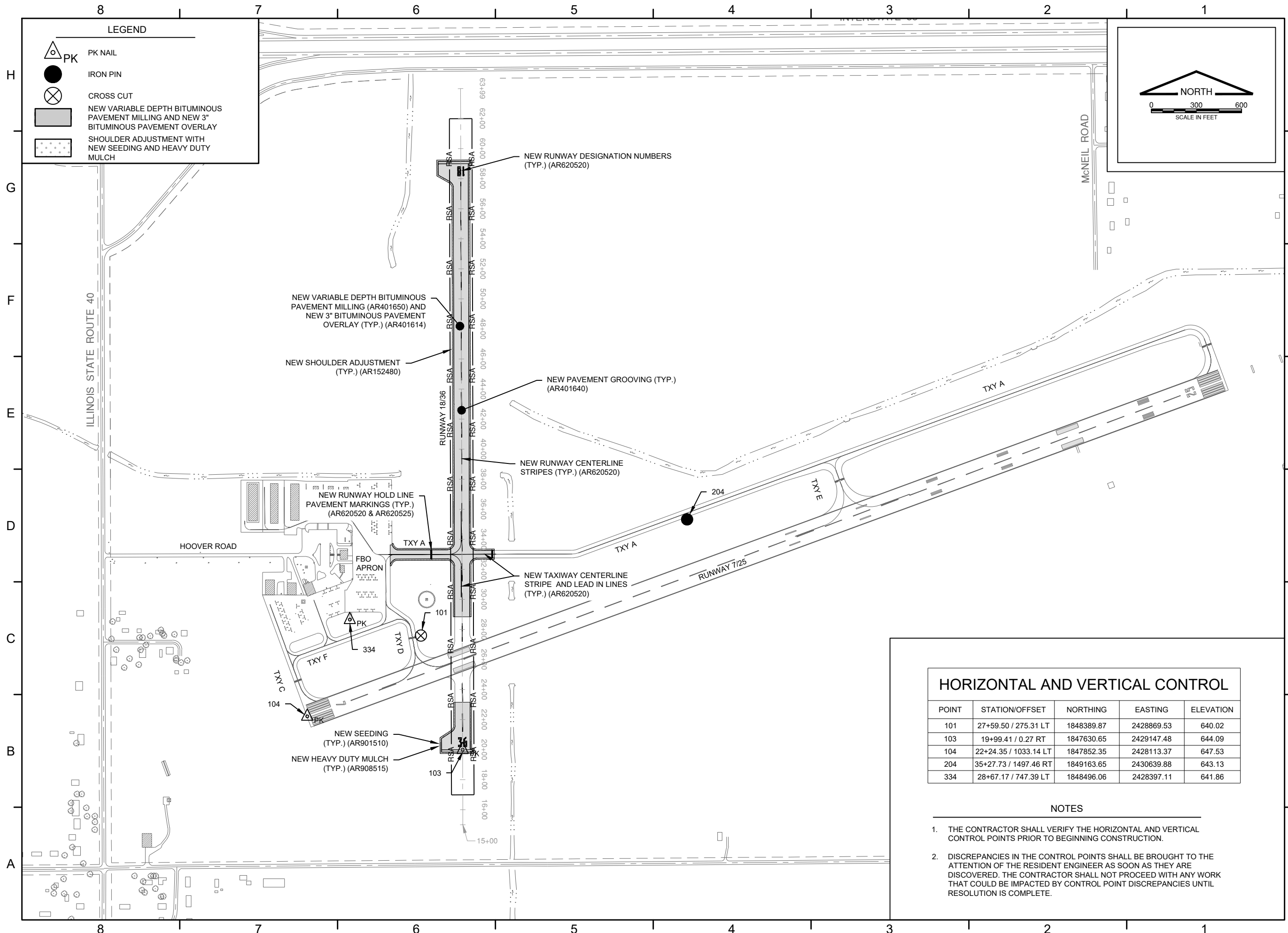
SHEET NO. **3** REVISION

SHEET 03 OF 25 SHEETS



LEGEND

- PK NAIL
- IRON PIN
- CROSS CUT
-
-



HORIZONTAL AND VERTICAL CONTROL

POINT	STATION/OFFSET	NORTHING	EASTING	ELEVATION
101	27+59.50 / 275.31 LT	1848389.87	2428869.53	640.02
103	19+99.41 / 0.27 RT	1847630.65	2429147.48	644.09
104	22+24.35 / 1033.14 LT	1847852.35	2428113.37	647.53
204	35+27.73 / 1497.46 RT	1849163.65	2430639.88	643.13
334	28+67.17 / 747.39 LT	1848496.06	2428397.11	641.86

- NOTES**
- THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL CONTROL POINTS PRIOR TO BEGINNING CONSTRUCTION.
 - DISCREPANCIES IN THE CONTROL POINTS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER AS SOON AS THEY ARE DISCOVERED. THE CONTRACTOR SHALL NOT PROCEED WITH ANY WORK THAT COULD BE IMPACTED BY CONTROL POINT DISCREPANCIES UNTIL RESOLUTION IS COMPLETE.

WH015

WHITESIDE
COUNTY AIRPORT
STERLING/ROCKFALLS, IL

WHITESIDE COUNTY
AIRPORT BOARD

SBG Proj: 3-17-0098-XXX
IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

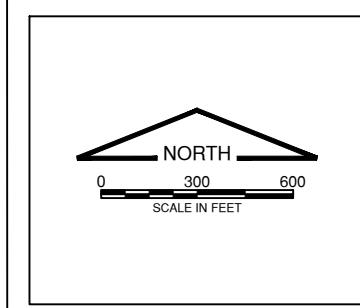
SEQUENCE OF
CONSTRUCTION 1

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **4** REVISION

SHEET 04 OF 25 SHEETS



PHASING 1 SUGGESTED SEQUENCE

1. INSTALL CLOSED RUNWAY MARKERS AND BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. MILL EXISTING BITUMINOUS PAVEMENT.
3. CLEAN AND SEAL BITUMINOUS CRACKS AS NEEDED OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. PLACE BITUMINOUS SURFACE COURSE.
5. ADJUST RUNWAY SHOULDERS, SEED AND MULCH.
6. GROOVE BITUMINOUS PAVEMENT.
7. INSTALL NEW PAVEMENT MARKINGS.

PHASING NOTES (ALL PHASES)

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. ANY TIME THE HAUL ROUTE USES OR CROSSES EXISTING AIRPORT PAVEMENT, THE PAVEMENT SHALL BE SWEEPED AND CLEANED AS REQUIRED TO THE SATISFACTION OF THE AIRPORT AND/OR RESIDENT ENGINEER.
3. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
4. CONSTRUCTION TRAFFIC SHALL STOP AND YIELD TO AIRCRAFT TRAFFIC WHEN ENTERING AIRCRAFT OPERATIONAL AREA.
5. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE CONTRACTOR'S STAGING AREA. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION.
6. ALL CLOSED TAXIWAY SECTIONS SHALL HAVE THE TAXIWAY EDGE LIGHT AND TAXIWAY GUIDANCE SIGNS REMOVED FROM SERVICE. IF DEACTIVATING THE CIRCUIT IMPACTS AN OPEN TAXIWAY SECTION, THE EDGE LIGHTS AND GUIDANCE SIGNS MAY BE COVERED IN A MANNER THAT PREVENTS VISIBLE LIGHT. ADDITIONALLY, A TEMPORARY JUMPER MAY BE INSTALLED TO REMOVE THE LIGHTS FROM THE ACTIVE CIRCUIT. METHOD OF DEACTIVATION SHALL BE APPROVED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. CONTRACTOR SHALL INSTALL TAXIWAY CLOSURE MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER. SEE SEQUENCE OF CONSTRUCTION DETAILS SHEET FOR TAXIWAY CLOSURE MARKER DETAILS AND NOTES.
8. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
9. CONTRACTOR SHALL INSTALL AND MAINTAIN RUNWAY CLOSURE MARKERS AT BOTH ENDS OF THE RUNWAY WHEN THE RUNWAY IS CLOSED. SEE SEQUENCE OF CONSTRUCTION DETAILS SHEET FOR RUNWAY CLOSURE MARKER DETAILS AND NOTES.
10. CONSTRUCTION ACTIVITIES WILL REQUIRE THE CLOSURE OF VARIOUS AIRFIELD PAVEMENTS THROUGHOUT THE DURATION OF THE PROJECT. ALL PAVEMENT CLOSURES SHALL BE COORDINATED WITH THE AIRPORT AND/OR RESIDENT ENGINEER A MINIMUM OF 72 HOURS PRIOR TO CLOSURE.
11. THE LOCATION OF THE BARRICADES SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. SHOULD THE PHASING REQUIRE THE BARRICADES TO BE REPOSITIONED THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
12. DAMAGE TO AIRPORT SERVICE ROADS, CONTRACTOR STAGING AREA AND AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

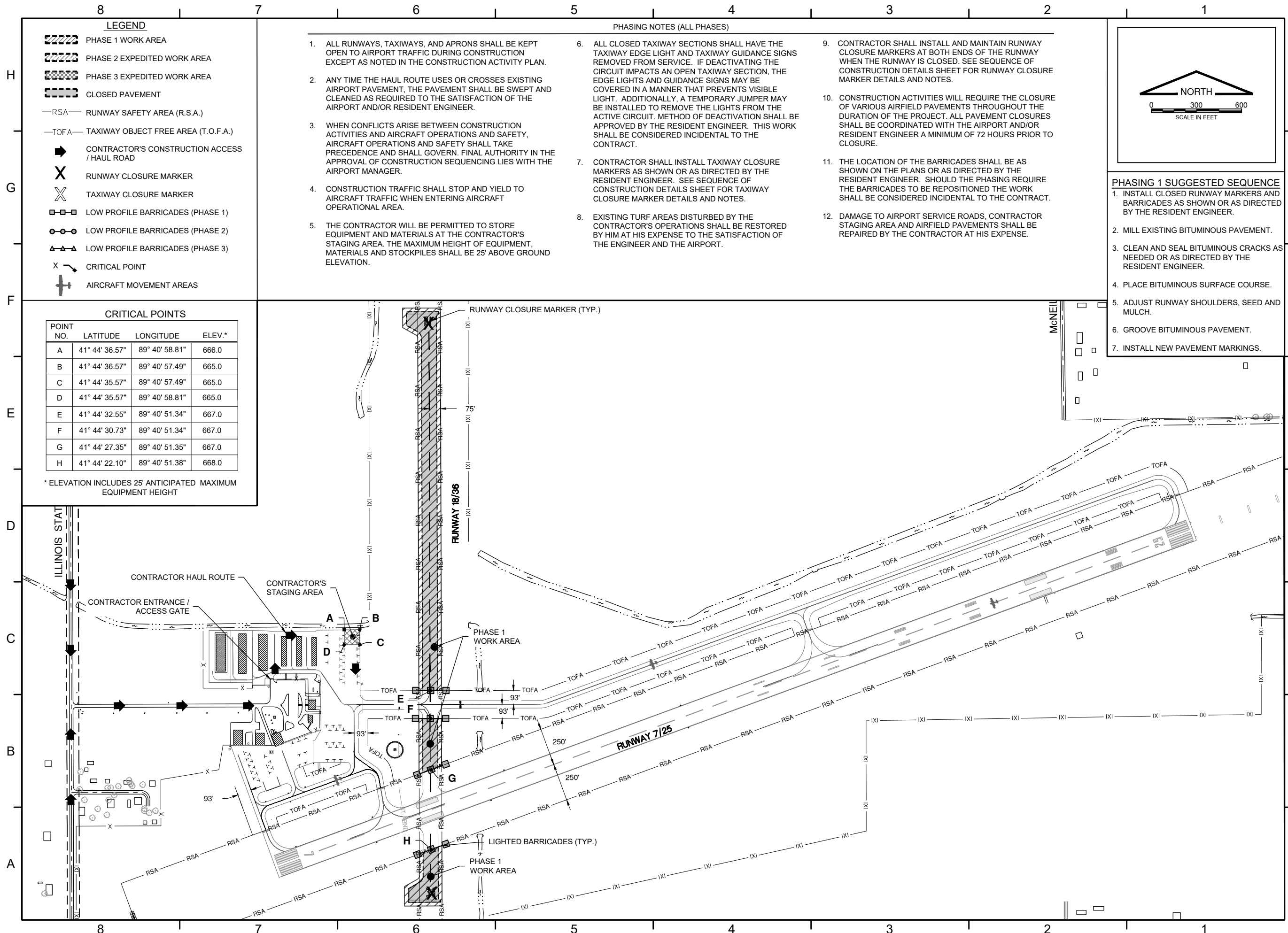
LEGEND

- PHASE 1 WORK AREA
- PHASE 2 EXPEDITED WORK AREA
- PHASE 3 EXPEDITED WORK AREA
- CLOSED PAVEMENT
- RSA— RUNWAY SAFETY AREA (R.S.A.)
- TOFA— TAXIWAY OBJECT FREE AREA (T.O.F.A.)
- CONTRACTOR'S CONSTRUCTION ACCESS / HAUL ROAD
- RUNWAY CLOSURE MARKER
- TAXIWAY CLOSURE MARKER
- LOW PROFILE BARRICADES (PHASE 1)
- LOW PROFILE BARRICADES (PHASE 2)
- LOW PROFILE BARRICADES (PHASE 3)
- CRITICAL POINT
- AIRCRAFT MOVEMENT AREAS

CRITICAL POINTS

POINT NO.	LATITUDE	LONGITUDE	ELEV.*
A	41° 44' 36.57"	89° 40' 58.81"	666.0
B	41° 44' 36.57"	89° 40' 57.49"	665.0
C	41° 44' 35.57"	89° 40' 57.49"	665.0
D	41° 44' 35.57"	89° 40' 58.81"	665.0
E	41° 44' 32.55"	89° 40' 51.34"	667.0
F	41° 44' 30.73"	89° 40' 51.34"	667.0
G	41° 44' 27.35"	89° 40' 51.35"	667.0
H	41° 44' 22.10"	89° 40' 51.38"	668.0

* ELEVATION INCLUDES 25' ANTICIPATED MAXIMUM EQUIPMENT HEIGHT



APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

**REHABILITATE
RUNWAY 18/36**

SHEET TITLE:

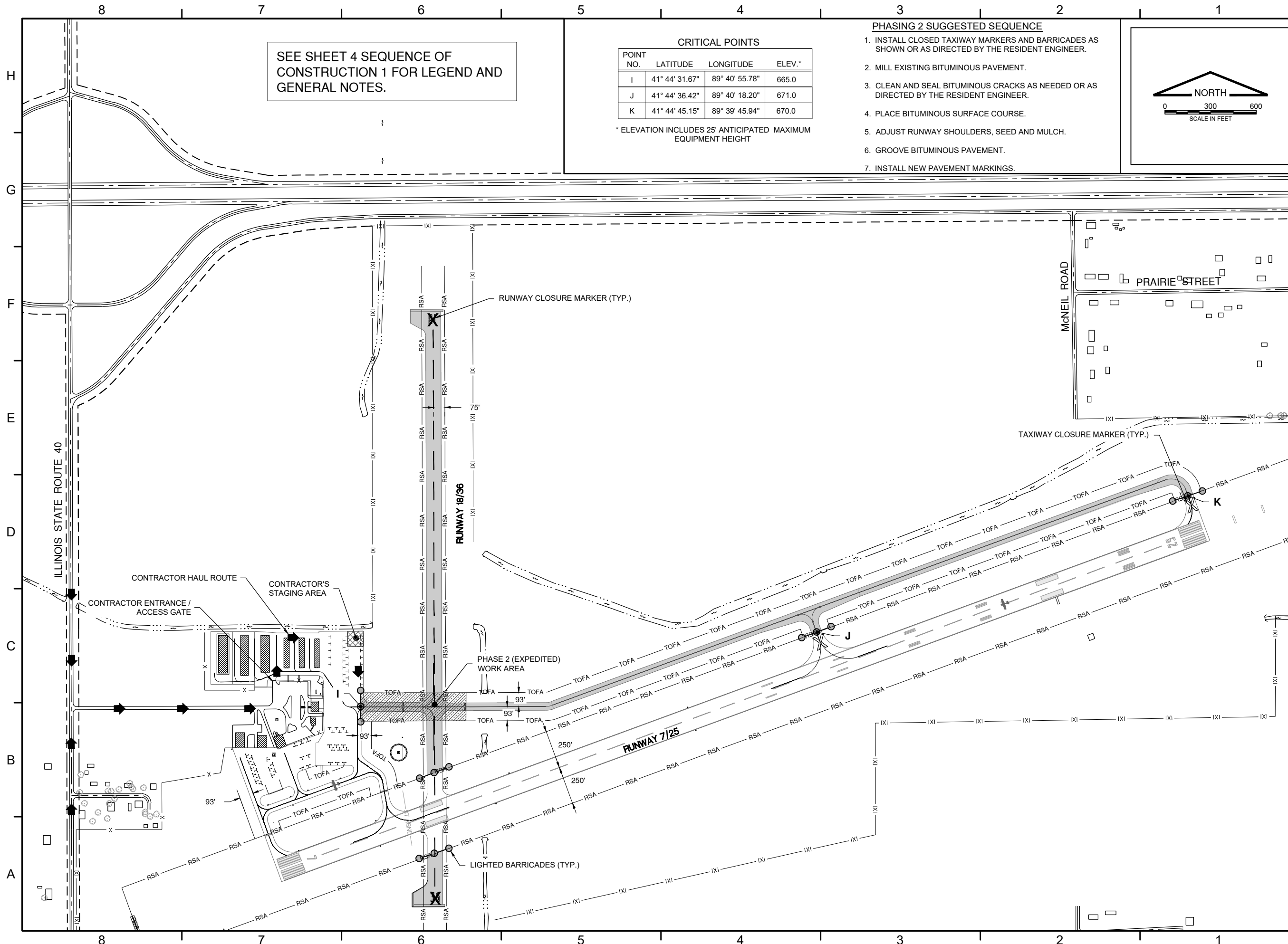
**SEQUENCE OF
CONSTRUCTION 2**

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **5** REVISION

SHEET 05 OF 25 SHEETS



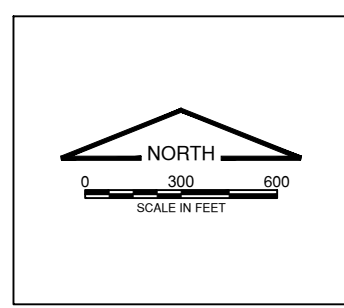
SEE SHEET 4 SEQUENCE OF
CONSTRUCTION 1 FOR LEGEND AND
GENERAL NOTES.

CRITICAL POINTS

POINT NO.	LATITUDE	LONGITUDE	ELEV.*
I	41° 44' 31.67"	89° 40' 55.78"	665.0
J	41° 44' 36.42"	89° 40' 18.20"	671.0
K	41° 44' 45.15"	89° 39' 45.94"	670.0

* ELEVATION INCLUDES 25' ANTICIPATED MAXIMUM
EQUIPMENT HEIGHT

- PHASING 2 SUGGESTED SEQUENCE**
1. INSTALL CLOSED TAXIWAY MARKERS AND BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER.
 2. MILL EXISTING BITUMINOUS PAVEMENT.
 3. CLEAN AND SEAL BITUMINOUS CRACKS AS NEEDED OR AS DIRECTED BY THE RESIDENT ENGINEER.
 4. PLACE BITUMINOUS SURFACE COURSE.
 5. ADJUST RUNWAY SHOULDERS, SEED AND MULCH.
 6. GROOVE BITUMINOUS PAVEMENT.
 7. INSTALL NEW PAVEMENT MARKINGS.



APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

SEQUENCE OF
CONSTRUCTION 3

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

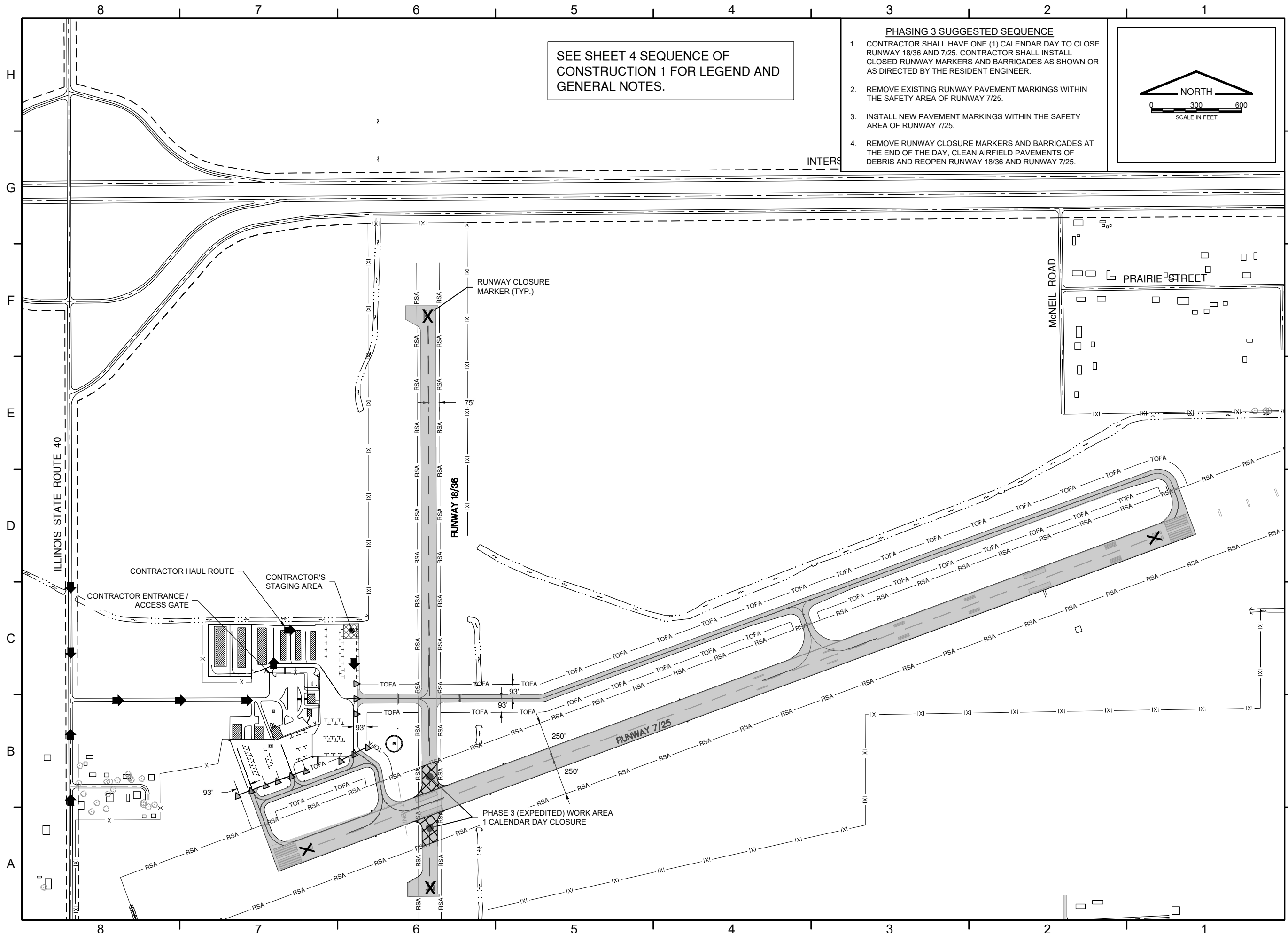
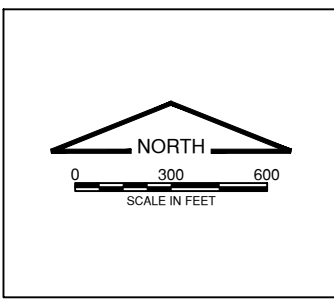
PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **6** REVISION

SHEET 06 OF 25 SHEETS

SEE SHEET 4 SEQUENCE OF
CONSTRUCTION 1 FOR LEGEND AND
GENERAL NOTES.

- PHASING 3 SUGGESTED SEQUENCE**
1. CONTRACTOR SHALL HAVE ONE (1) CALENDAR DAY TO CLOSE RUNWAY 18/36 AND 7/25. CONTRACTOR SHALL INSTALL CLOSED RUNWAY MARKERS AND BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER.
 2. REMOVE EXISTING RUNWAY PAVEMENT MARKINGS WITHIN THE SAFETY AREA OF RUNWAY 7/25.
 3. INSTALL NEW PAVEMENT MARKINGS WITHIN THE SAFETY AREA OF RUNWAY 7/25.
 4. REMOVE RUNWAY CLOSURE MARKERS AND BARRICADES AT THE END OF THE DAY, CLEAN AIRFIELD PAVEMENTS OF DEBRIS AND REOPEN RUNWAY 18/36 AND RUNWAY 7/25.



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8 7 6 5 4 3 2 1

8 7 6 5 4 3 2 1

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

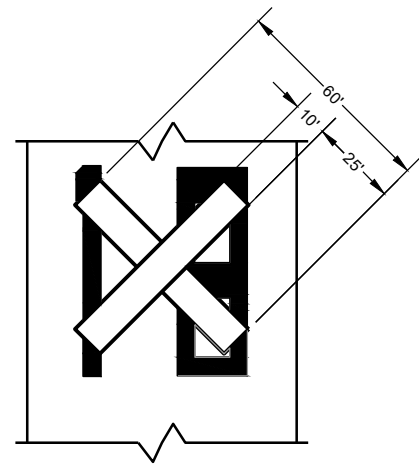
SEQUENCE OF
CONSTRUCTION DETAILS

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. 8 REVISION

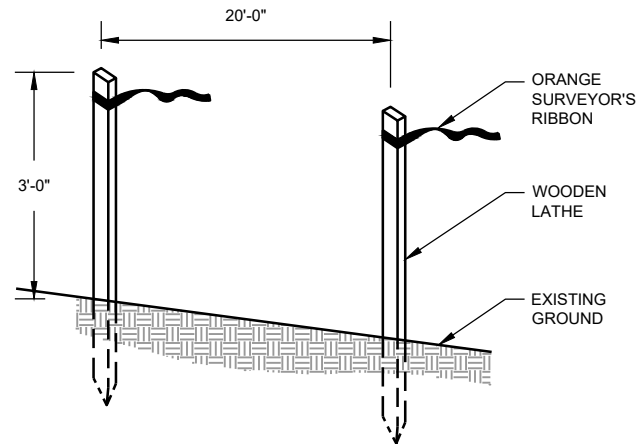
SHEET 08 OF 25 SHEETS



CLOSED RUNWAY MARKER DETAIL
ON PAVEMENT - NO SCALE

RUNWAY CLOSURE MARKERS NOTES

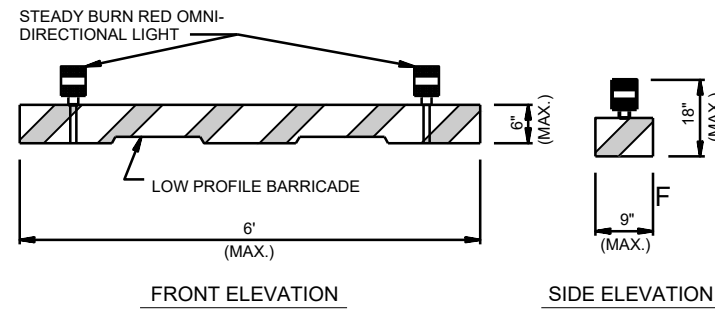
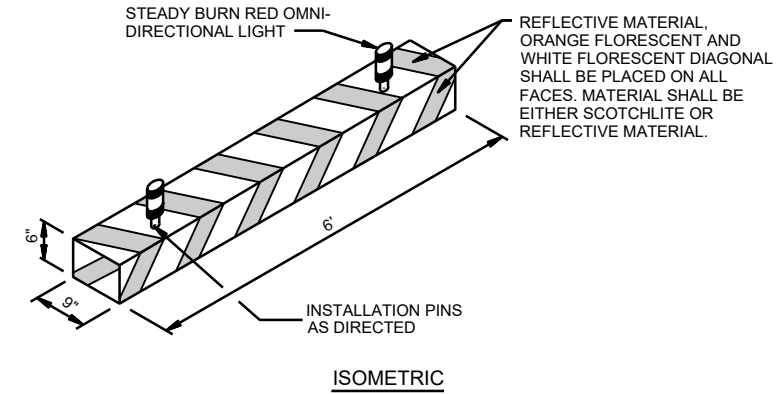
1. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE A MATERIAL APPROVED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
4. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
5. COST OF FURNISHING, INSTALLING, MAINTAINING 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. 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.



CONSTRUCTION SETBACK LINE DETAIL
NOT TO SCALE

CONSTRUCTION SETBACK NOTES

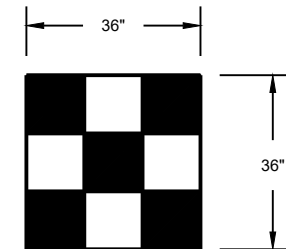
1. CONTRACTOR SHALL MARKER THE RUNWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREA PER THE CONSTRUCTION SETBACK LINE DETAIL AS DIRECTED BY THE ENGINEER.
2. ALL COST ASSOCIATED WITH THE CONSTRUCTION SETBACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



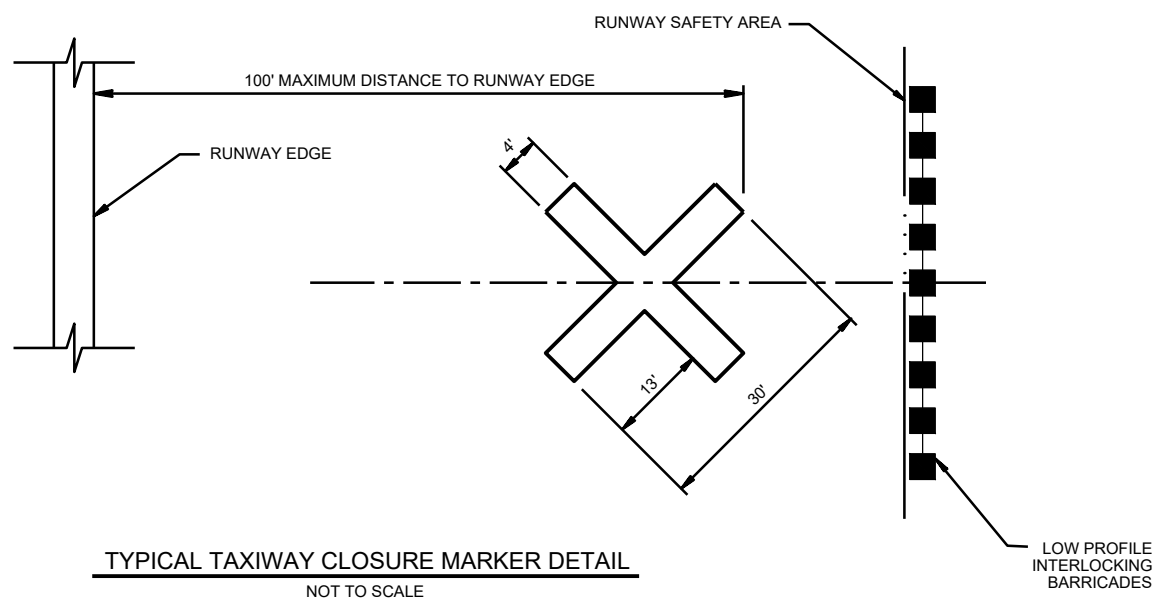
INTERLOCKING LOW PROFILE BARRICADE DETAILS
NOT TO SCALE

INTERLOCKING LOW PROFILE BARRICADE NOTES

1. LOW PROFILE BARRICADES SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE BARRICADES SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES.
2. BARRICADES SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY JET OR PROP BLAST.
2. THE BARRICADE LINE SHALL EXTEND ONE BARRICADE PAST THE EDGE OF PAVEMENT INTO THE TURF.
4. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT'S COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.
6. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



CONSTRUCTION EQUIPMENT
AND TRUCK SIGNAL FLAG
NOT TO SCALE



TYPICAL TAXIWAY CLOSURE MARKER DETAIL
NOT TO SCALE

TAXIWAY CLOSURE MARKER NOTES

1. THE TAXIWAY CLOSURE MARKER CAN BE PAINTED WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING, OR CAN BE ANOTHER MATERIAL THAT DOES NOT VIOLATE THE OFA CRITERIA AND IS APPROVED BY THE ENGINEER AND THE AIRPORT.
2. THE TAXIWAY CLOSURE MARKER SHALL BE YELLOW AND ADEQUATELY SECURED TO WITHSTAND JET BLAST OF 100 MPH.
3. THE MARKER SHALL BE PLACED OVER THE TAXIWAY CENTERLINE.
4. THE INSTALLATION AND REMOVAL OF THE TAXIWAY CLOSURE MARKERS SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

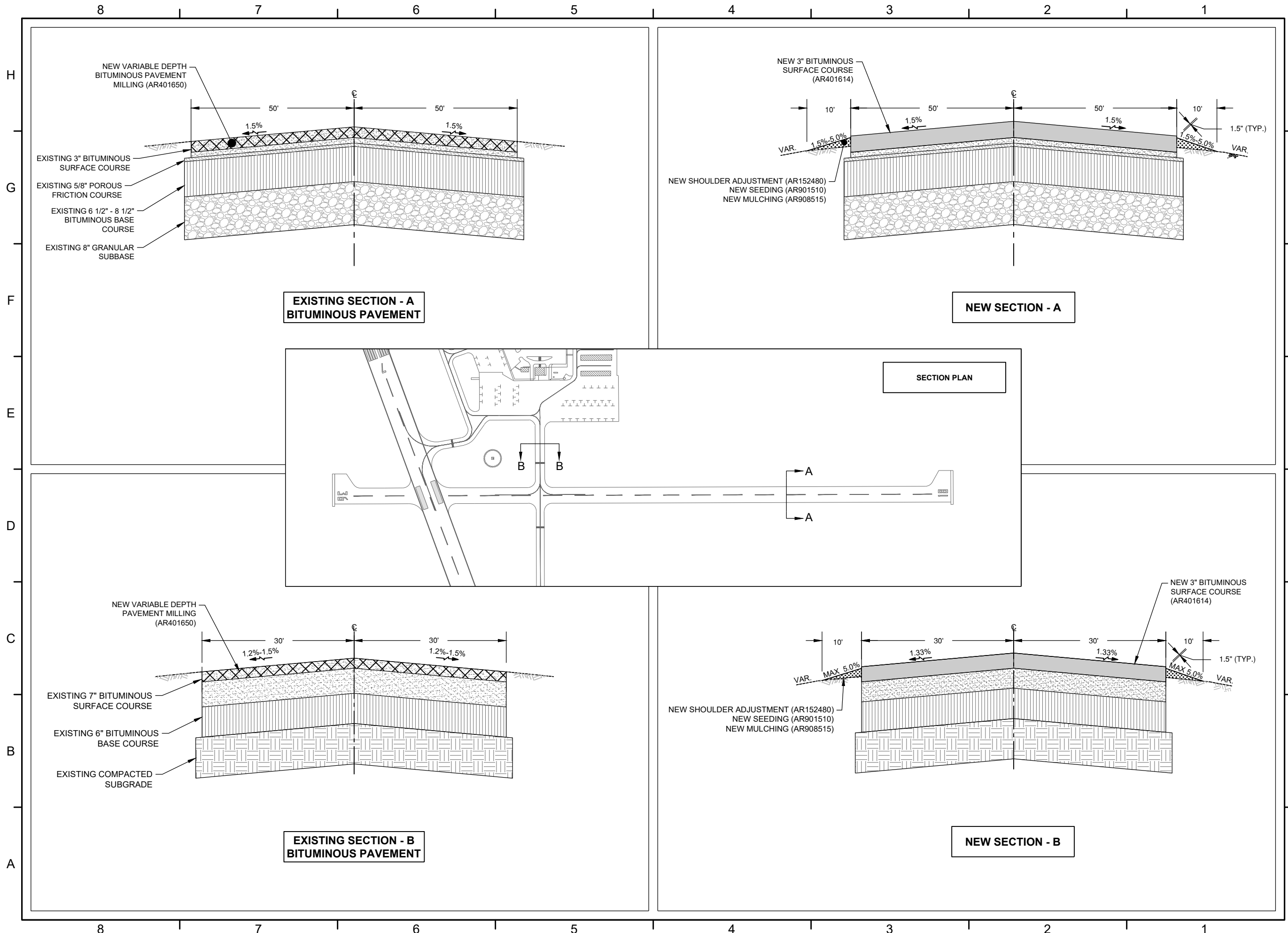
TYPICAL SECTIONS

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. 9 REVISION

SHEET 09 OF 25 SHEETS



WH015

WHITESIDE
COUNTY AIRPORT
STERLING/ROCKFALLS, IL

WHITESIDE COUNTY
AIRPORT BOARD

SBG Proj: 3-17-0098-XXX
IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

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

SHEET TITLE:
**EXISTING CONDITION
AND REMOVALS 1**

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

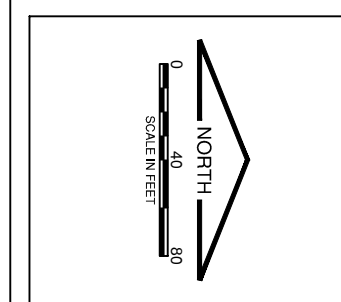
SHEET NO. **10** REVISION

SHEET 10 OF 25 SHEETS

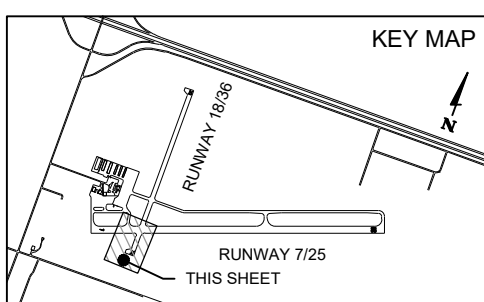
GENERAL NOTES

1. LINEWORK FOR EXISTING ITEMS THAT ARE TO BE REMOVED ARE BOLD FOR CLARITY.
2. ALL BITUMINOUS PAVEMENT REMOVAL TO BE BY MILLING. MILLINGS TO BE DISTRIBUTED AT LOCATION(S) DETERMINED BY THE AIRPORT, WITHIN 2 HAUL MILES OF THE WORK SITE.
3. EXISTING EDGE LIGHTS, TAXI GUIDANCE SIGNS, AND FAA EQUIPMENT TO BE PROTECTED FROM DAMAGE. ANY DAMAGE SUSTAINED WILL BE FIXED IMMEDIATELY BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
4. THE EXACT PAVEMENT MILLING LIMIT AND DEPTH REQUIRED SHALL BE DETERMINED FROM THE PLAN AND PROFILE SHEETS. THE PAVEMENT SHALL BE MILLED IN SUCH A MANNER TO FACILITATE A 3" BITUMINOUS OVERLAY.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN EXISTING INPAVEMENT BASE CANS AND CONDUIT. ANY BASE CAN OR CONDUIT DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. ALL WORK REQUIRED TO PREPARE EXISTING INPAVEMENT

BASE CAN AND CONDUIT FOR PAVING OPERATIONS SHALL BE INCIDENTAL TO THE ASSOCIATED PAVING PAY ITEM.

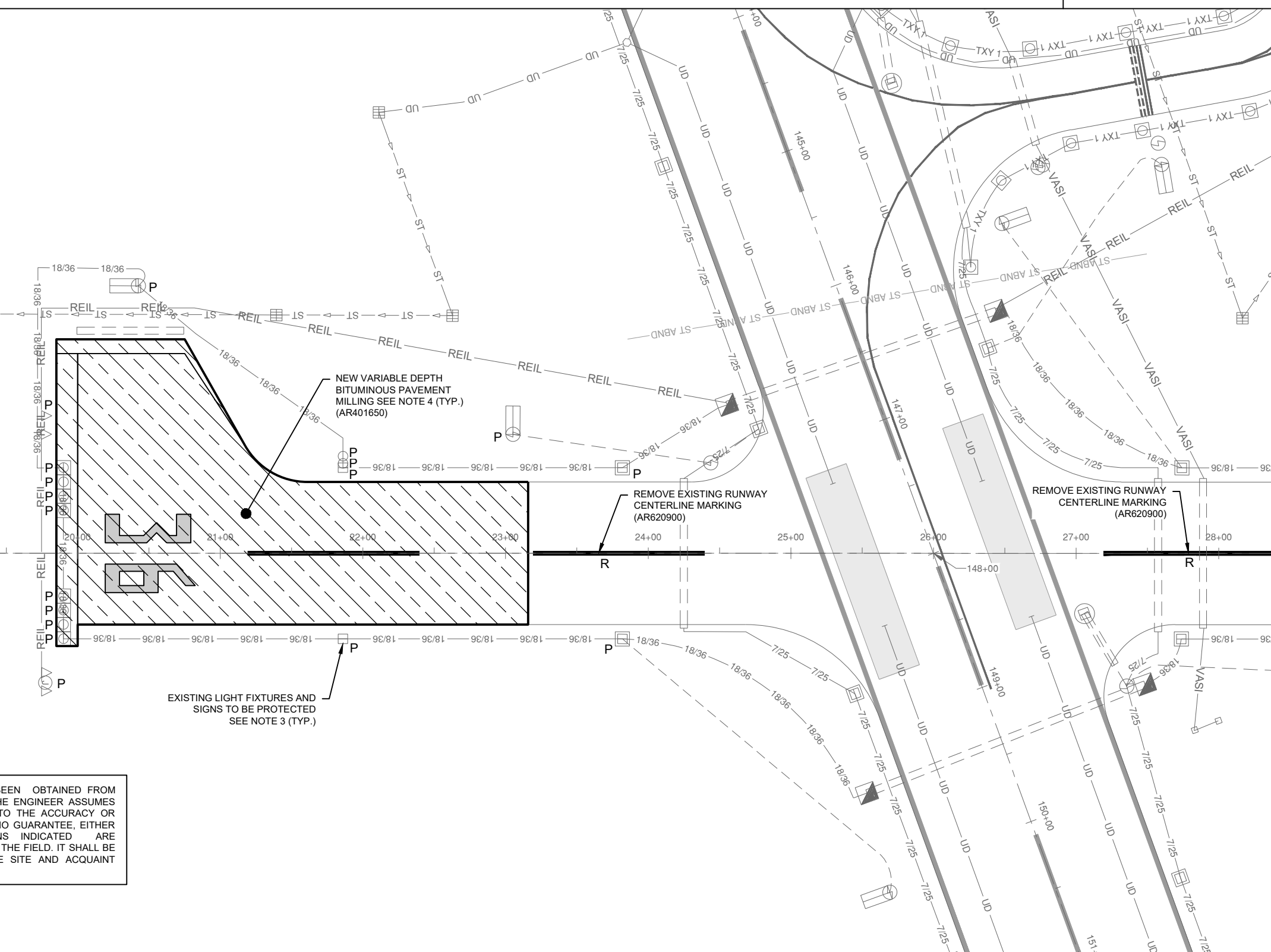


KEY MAP



LEGEND

- NEW VARIABLE DEPTH BITUMINOUS PAVEMENT MILLING (AR401650)
- R** ITEM TO BE REMOVED
- P** ITEM TO BE PROTECTED
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED RUNWAY LIGHT
- EXISTING INPAVEMENT RUNWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING RETROREFLECTIVE MARKER
- EXISTING TAXI GUIDANCE SIGN
- EXISTING SPLICE CAN
- EXISTING HANDHOLE
- EXISTING STORM/ELECTRICAL MANHOLE
- EXISTING WINDCONE
- EXISTING STORM INLET
- E** EXISTING UNDERGROUND ELECTRIC
- G** EXISTING NATURAL GAS LINE
- ST** EXISTING STORM SEWER
- w** EXISTING WATER LINE
- UD** EXISTING UNDERDRAIN
- EXISTING ELECTRICAL DUCT
- REIL** EXISTING RUNWAY REIL
- VASI** EXISTING RUNWAY VASI
- T** EXISTING UNDERGROUND TELEPHONE LINE
- 7/25** EXISTING RUNWAY 07/25 CIRCUIT
- 18/36** EXISTING RUNWAY 18/36 CIRCUIT
- TXY 1** EXISTING TAXIWAY CIRCUIT 1
- TXY 2** EXISTING TAXIWAY CIRCUIT 2



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

WH015

WHITESIDE
COUNTY AIRPORT
STERLING/ROCKFALLS, IL

WHITESIDE COUNTY
AIRPORT BOARD

SBG Proj: 3-17-0098-XXX
IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE RUNWAY 18/36

SHEET TITLE:

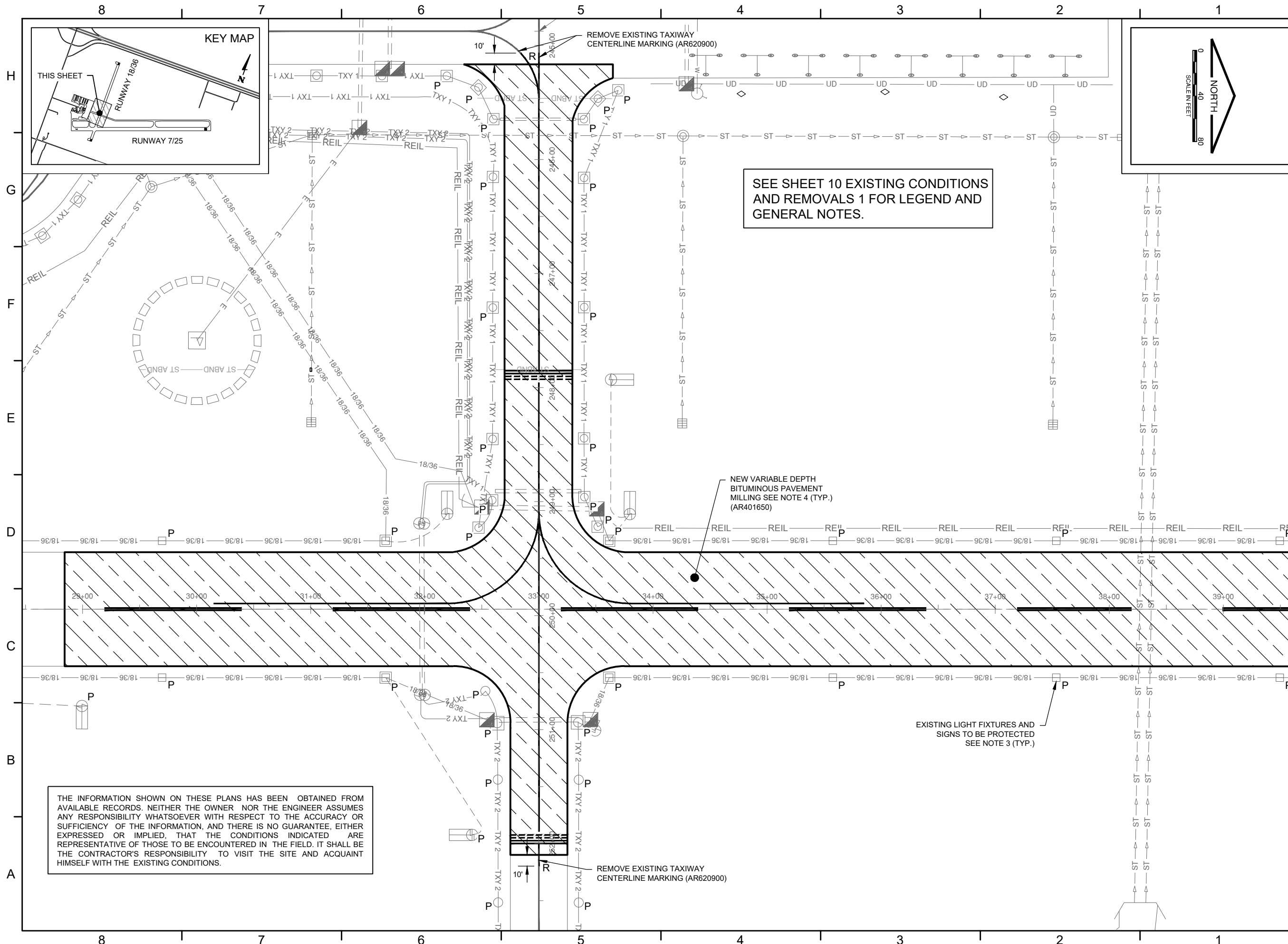
EXISTING CONDITION AND REMOVALS 2

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: June 5, 2020

SHEET NO. **11** REVISION

SHEET 11 OF 25 SHEETS



SEE SHEET 10 EXISTING CONDITIONS
AND REMOVALS 1 FOR LEGEND AND
GENERAL NOTES.

NEW VARIABLE DEPTH
BITUMINOUS PAVEMENT
MILLING SEE NOTE 4 (TYP.)
(AR401650)

EXISTING LIGHT FIXTURES AND
SIGNS TO BE PROTECTED
SEE NOTE 3 (TYP.)

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REMOVE EXISTING TAXIWAY
CENTERLINE MARKING (AR620900)

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APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

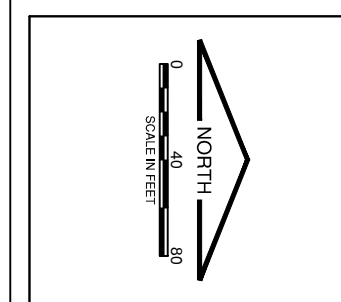
EXISTING CONDITION
AND REMOVALS 3

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

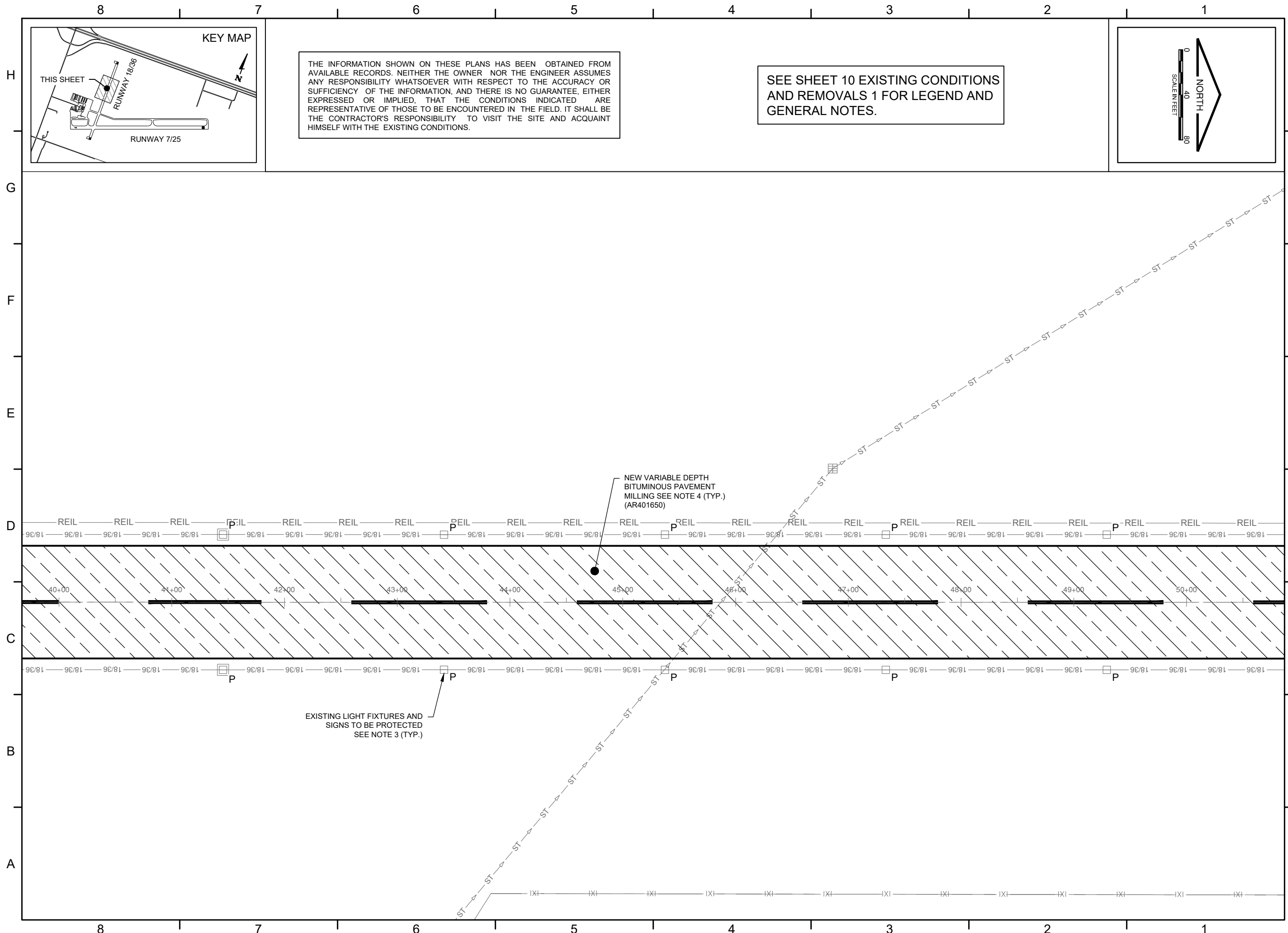
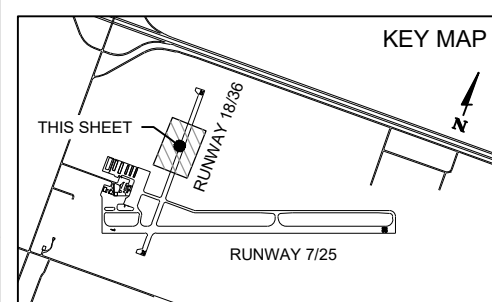
SHEET NO. **12** REVISION

SHEET 12 OF 25 SHEETS



SEE SHEET 10 EXISTING CONDITIONS
AND REMOVALS 1 FOR LEGEND AND
GENERAL NOTES.

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



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IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

**REHABILITATE
RUNWAY 18/36**

SHEET TITLE:

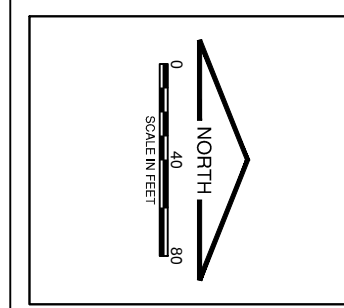
**EXISTING CONDITION
AND REMOVALS 4**

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

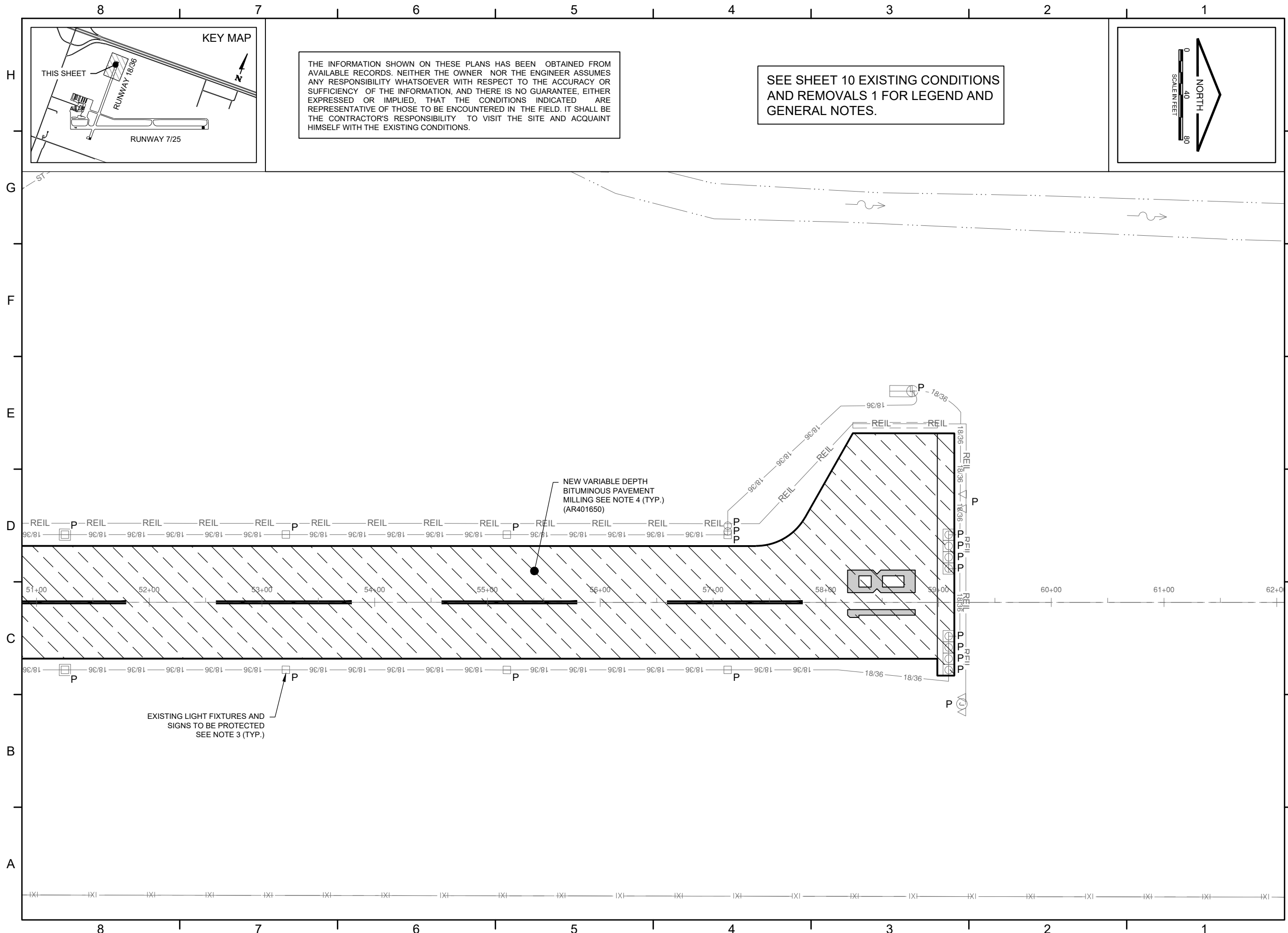
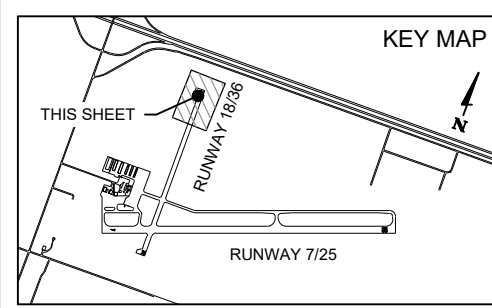
SHEET NO. **13** REVISION

SHEET 13 OF 25 SHEETS



SEE SHEET 10 EXISTING CONDITIONS
AND REMOVALS 1 FOR LEGEND AND
GENERAL NOTES.

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



EXISTING LIGHT FIXTURES AND
SIGNS TO BE PROTECTED
SEE NOTE 3 (TYP.)

NEW VARIABLE DEPTH
BITUMINOUS PAVEMENT
MILLING SEE NOTE 4 (TYP.)
(AR401650)

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BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

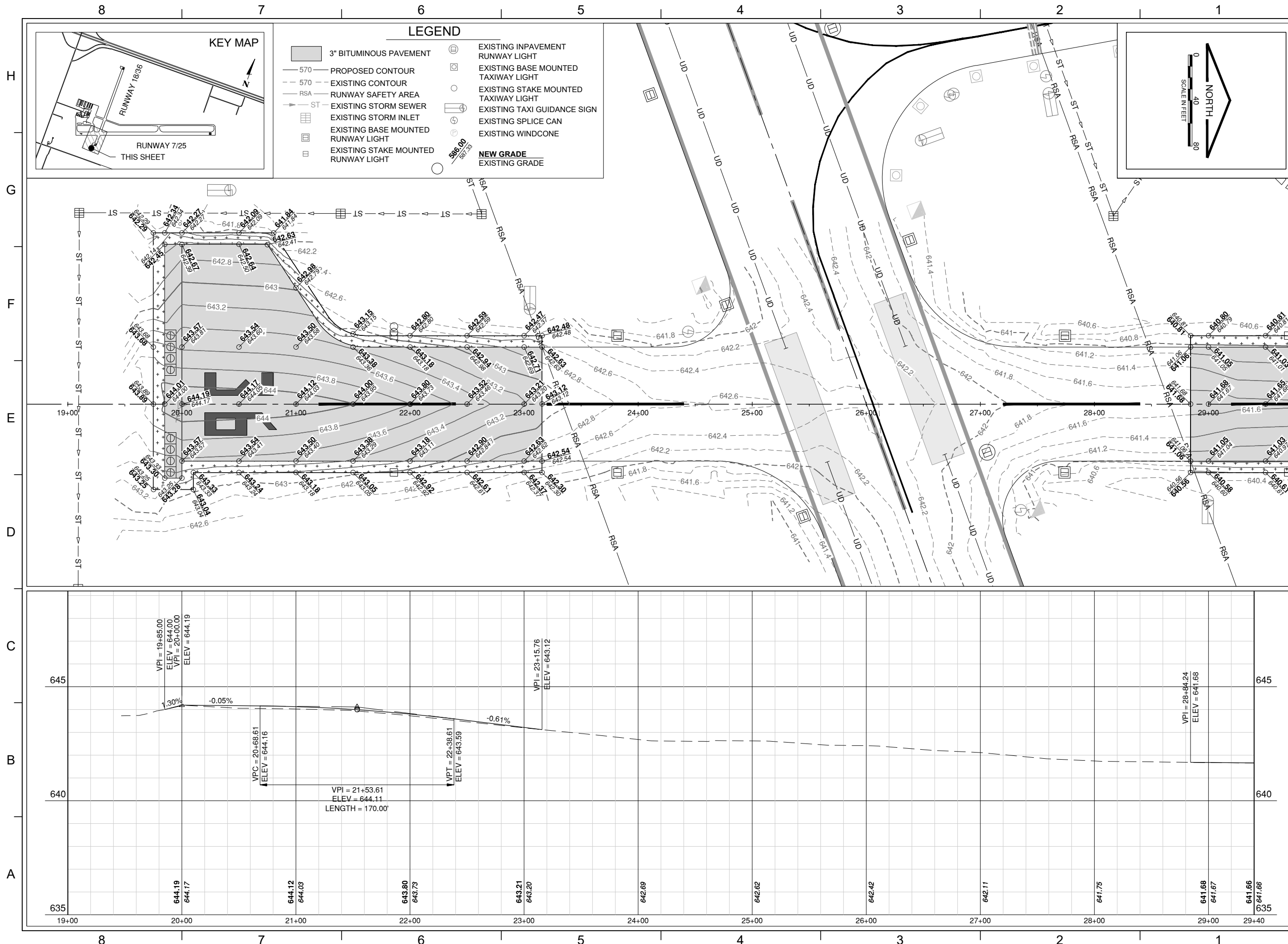
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RUNWAY 18/36 PLAN
AND PROFILE 1

DESIGNED:	DRAWN:	CHECKED:
CMT-MLI	CMT-MLI	CMT-MLI

PROJECT NO.:	20029202.00
DATE:	JUNE 5, 2020

SHEET NO.	REVISION
14	

SHEET 14 OF 25 SHEETS



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BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

RUNWAY 18/36 PLAN
AND PROFILE 2

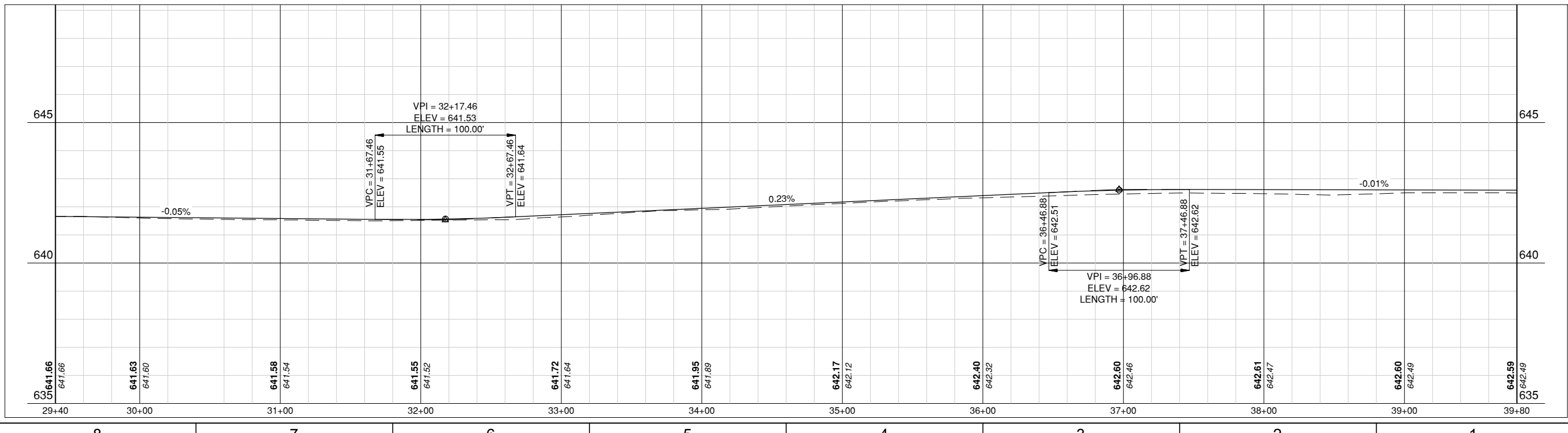
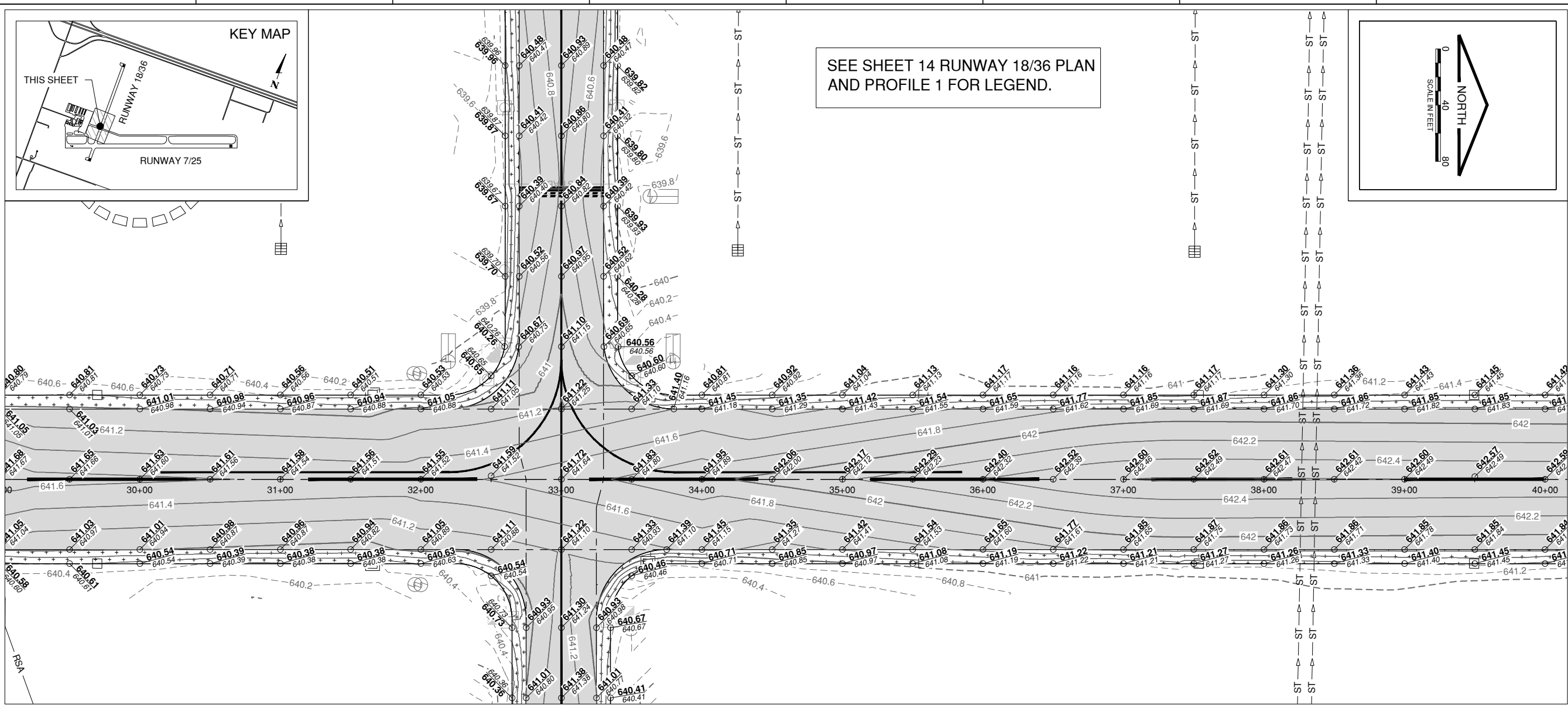
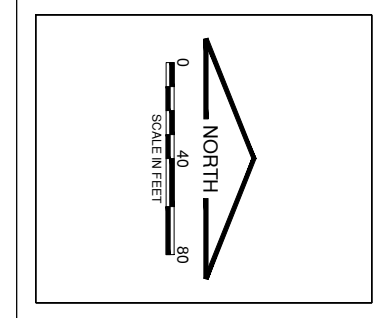
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CMT-MLI	CMT-MLI	CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO.	REVISION
15	

SHEET 15 OF 25 SHEETS

SEE SHEET 14 RUNWAY 18/36 PLAN
AND PROFILE 1 FOR LEGEND.



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BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:
RUNWAY 18/36 PLAN
AND PROFILE 4

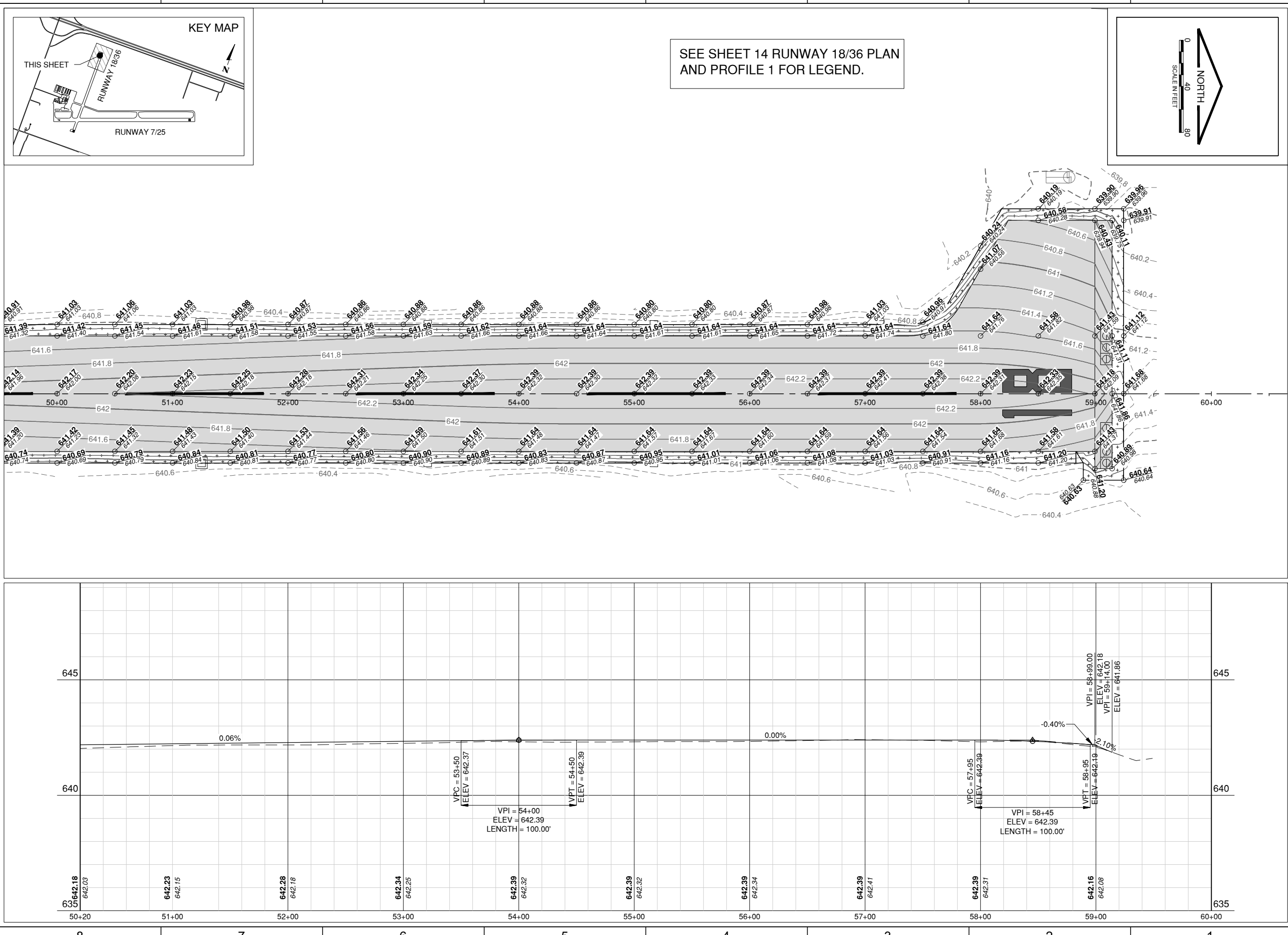
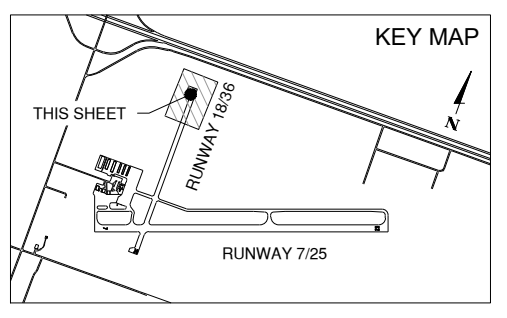
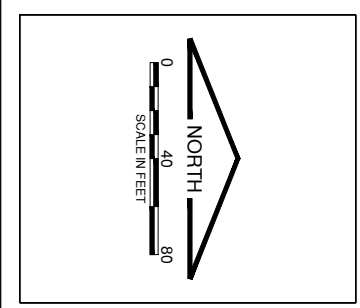
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PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **17** REVISION

SHEET 17 OF 25 SHEETS

SEE SHEET 14 RUNWAY 18/36 PLAN
AND PROFILE 1 FOR LEGEND.



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IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

TAXIWAY A PLAN
AND PROFILE

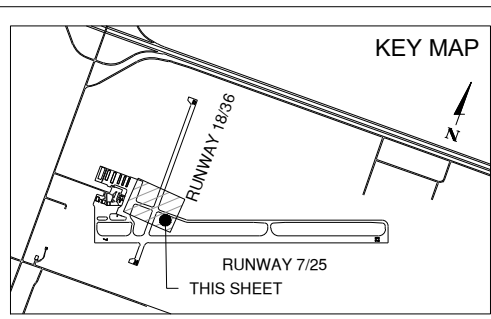
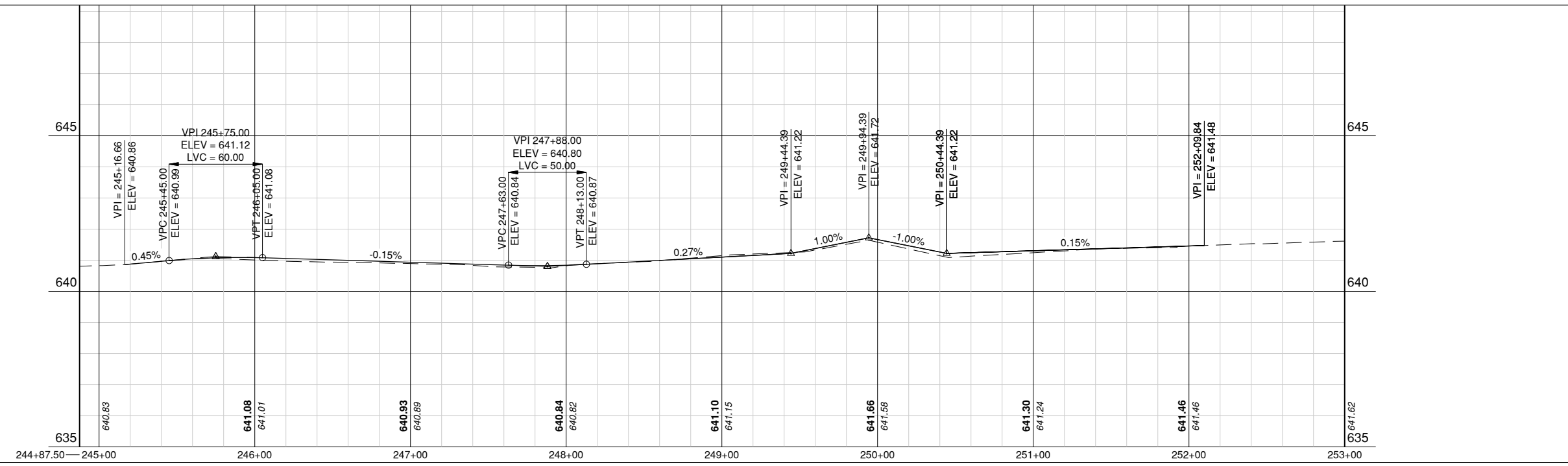
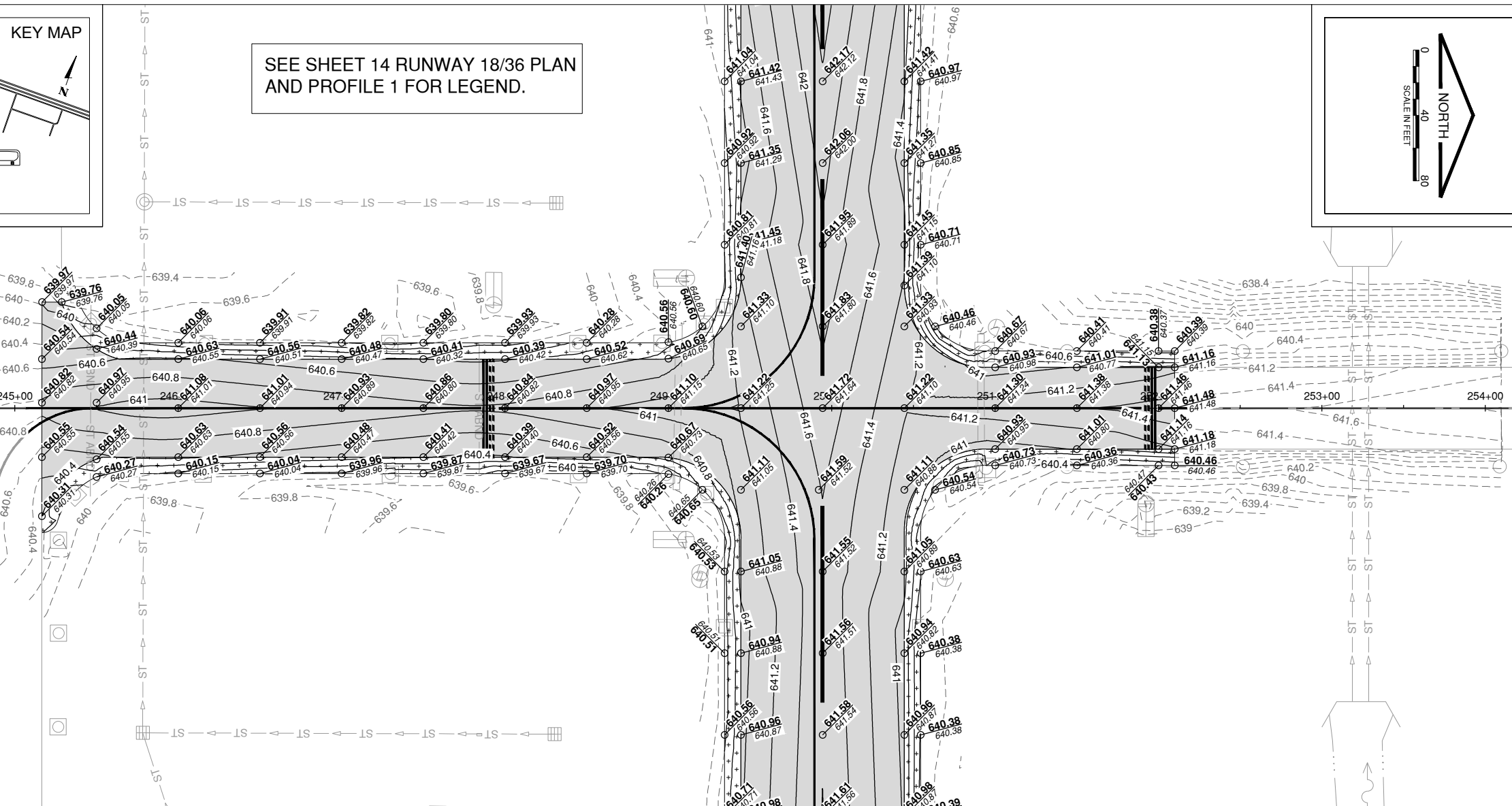
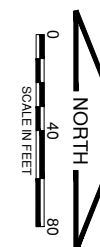
DESIGNED: CMT-MLI	DRAWN: CMT-MLI	CHECKED: CMT-MLI
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PROJECT NO.:	20029202.00
DATE:	JUNE 5, 2020

SHEET NO.	18	REVISION
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SHEET 18 OF 25 SHEETS

SEE SHEET 14 RUNWAY 18/36 PLAN
AND PROFILE 1 FOR LEGEND.



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IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

**REHABILITATE
RUNWAY 18/36**

SHEET TITLE:

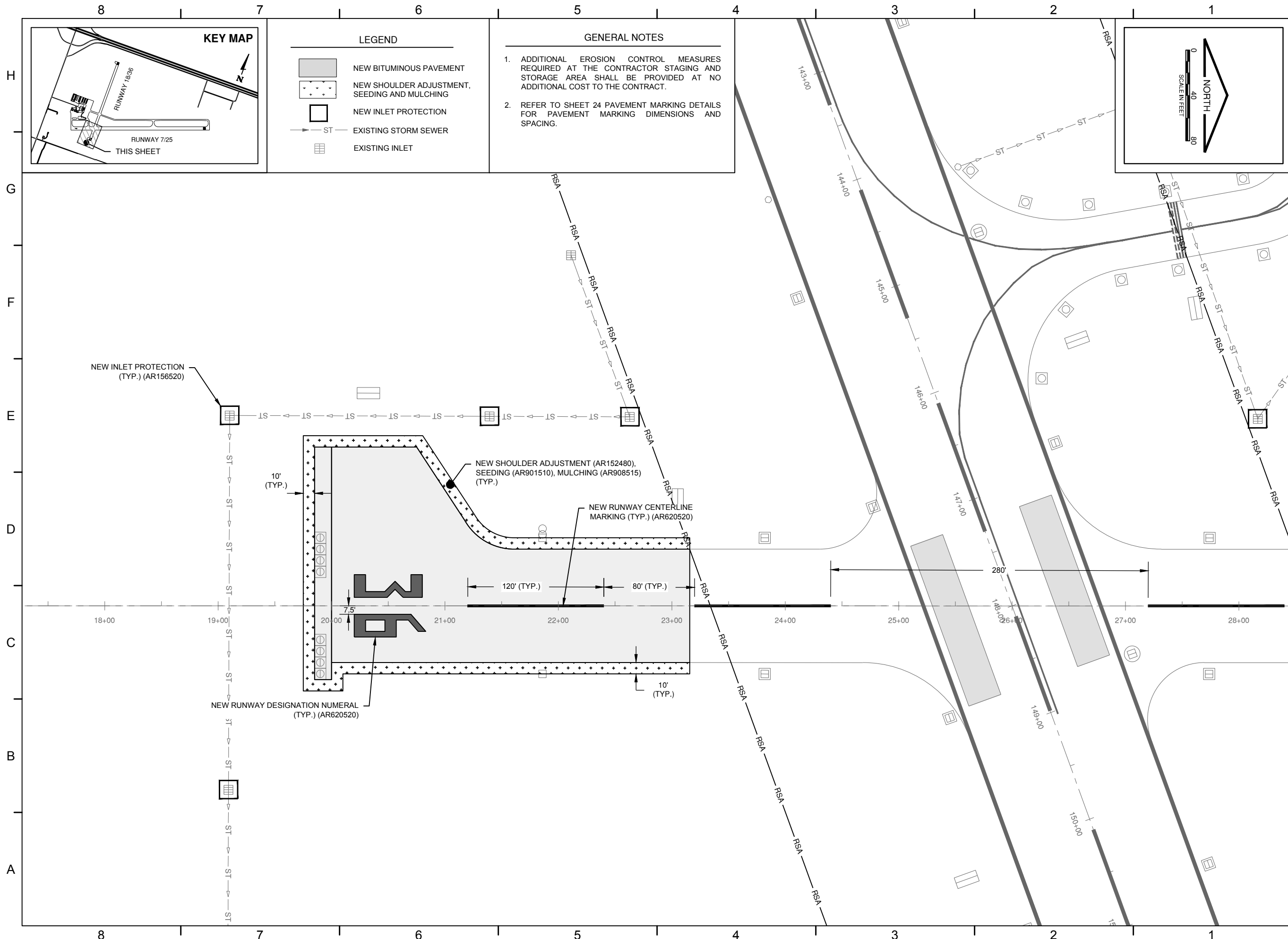
**SWPPP / MARKING /
LANDSCAPING 1**

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: June 5, 2020

SHEET NO. **19** REVISION

SHEET 19 OF 25 SHEETS

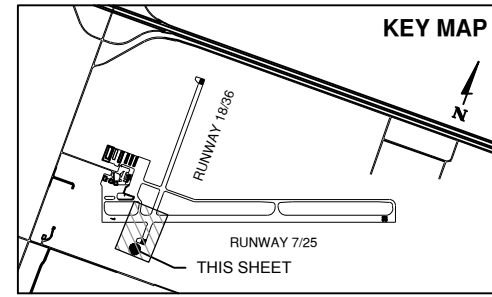


LEGEND

- NEW BITUMINOUS PAVEMENT
- NEW SHOULDER ADJUSTMENT, SEEDING AND MULCHING
- NEW INLET PROTECTION
- EXISTING STORM SEWER
- EXISTING INLET

GENERAL NOTES

- ADDITIONAL EROSION CONTROL MEASURES REQUIRED AT THE CONTRACTOR STAGING AND STORAGE AREA SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.
- REFER TO SHEET 24 PAVEMENT MARKING DETAILS FOR PAVEMENT MARKING DIMENSIONS AND SPACING.



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IL Proj: SQI-4849

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

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

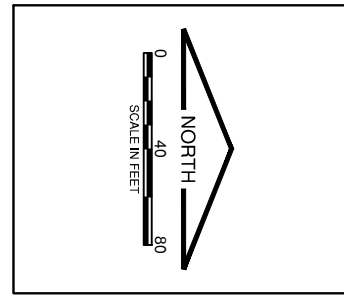
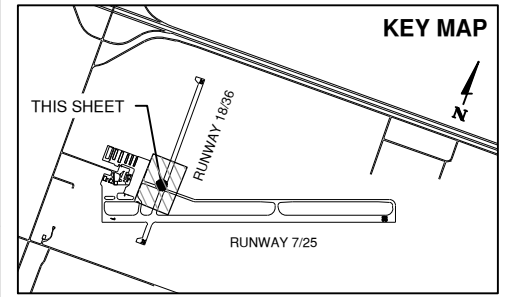
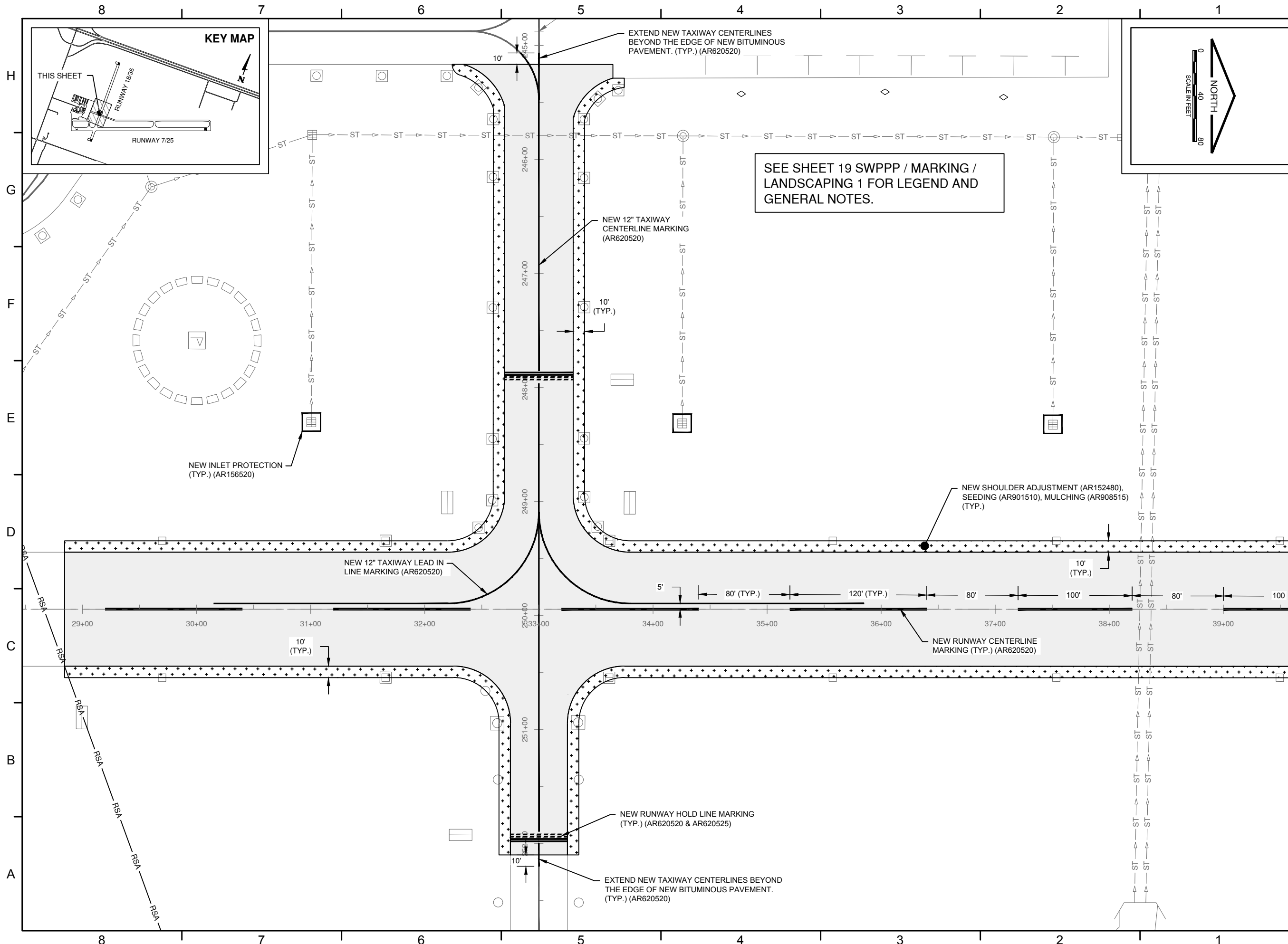
SHEET TITLE:
**SWPPP / MARKING /
LANDSCAPING 2**

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **20** REVISION

SHEET 20 OF 25 SHEETS



SEE SHEET 19 SWPPP / MARKING /
LANDSCAPING 1 FOR LEGEND AND
GENERAL NOTES.

EXTEND NEW TAXIWAY CENTERLINES
BEYOND THE EDGE OF NEW BITUMINOUS
PAVEMENT. (TYP.) (AR620520)

NEW 12" TAXIWAY
CENTERLINE MARKING
(AR620520)

NEW SHOULDER ADJUSTMENT (AR152480),
SEEDING (AR901510), MULCHING (AR908515)
(TYP.)

NEW 12" TAXIWAY LEAD IN
LINE MARKING (AR620520)

NEW RUNWAY CENTERLINE
MARKING (TYP.) (AR620520)

NEW RUNWAY HOLD LINE MARKING
(TYP.) (AR620520 & AR620525)

EXTEND NEW TAXIWAY CENTERLINES
BEYOND THE EDGE OF NEW BITUMINOUS
PAVEMENT. (TYP.) (AR620520)

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APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE
RUNWAY 18/36

SHEET TITLE:

SWPPP / MARKING /
LANDSCAPING 3

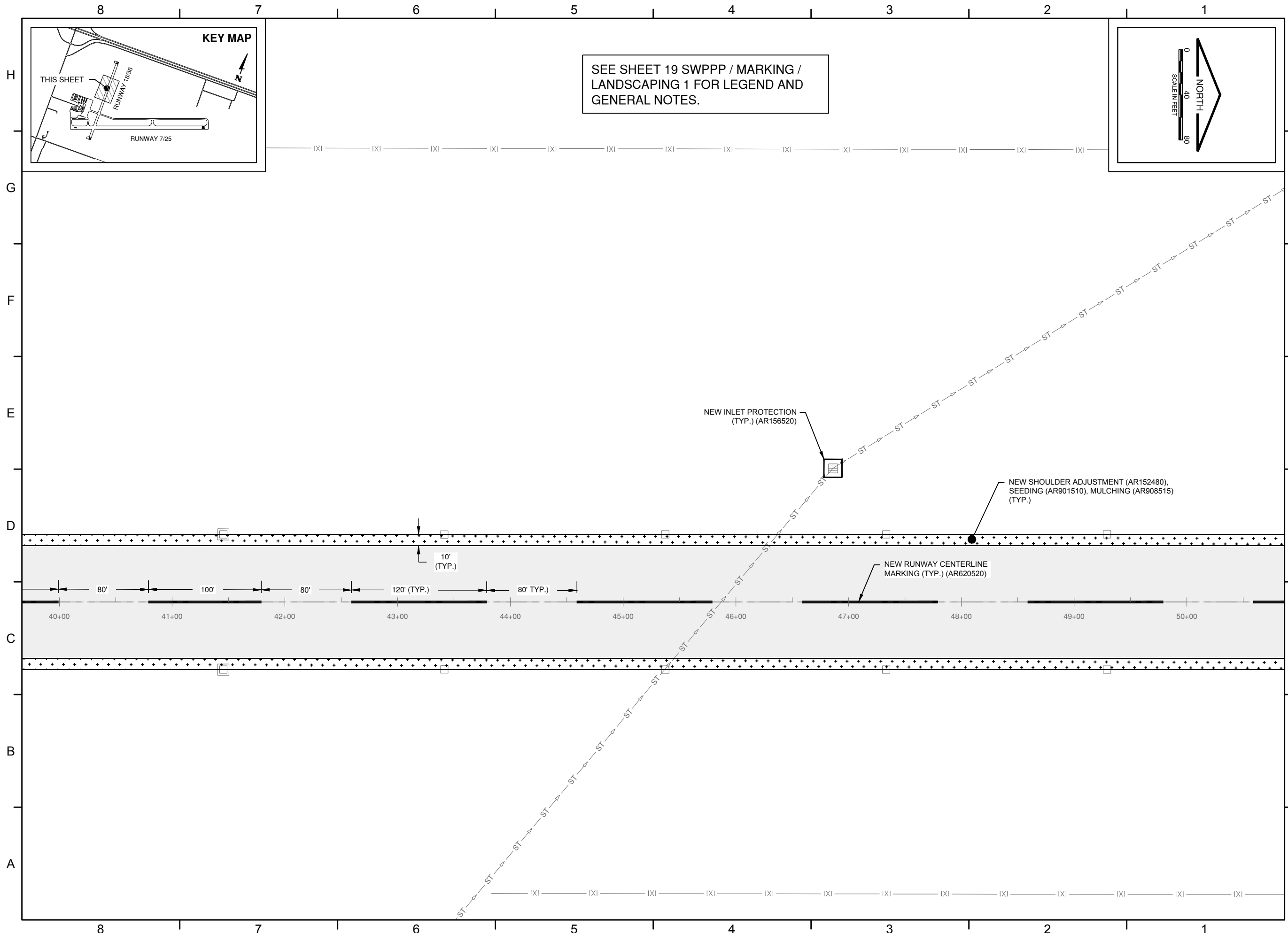
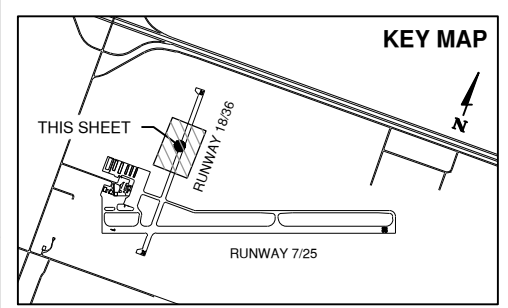
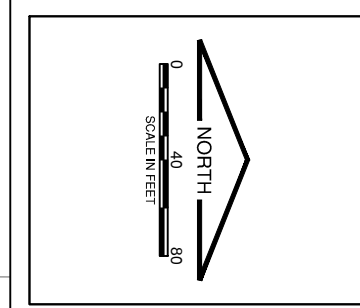
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PROJECT NO.: 20029202.00
DATE: June 5, 2020

SHEET NO. **21** REVISION

SHEET 21 OF 25 SHEETS

SEE SHEET 19 SWPPP / MARKING /
LANDSCAPING 1 FOR LEGEND AND
GENERAL NOTES.



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APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

**REHABILITATE
RUNWAY 18/36**

SHEET TITLE:

**SWPPP / MARKING /
LANDSCAPING 4**

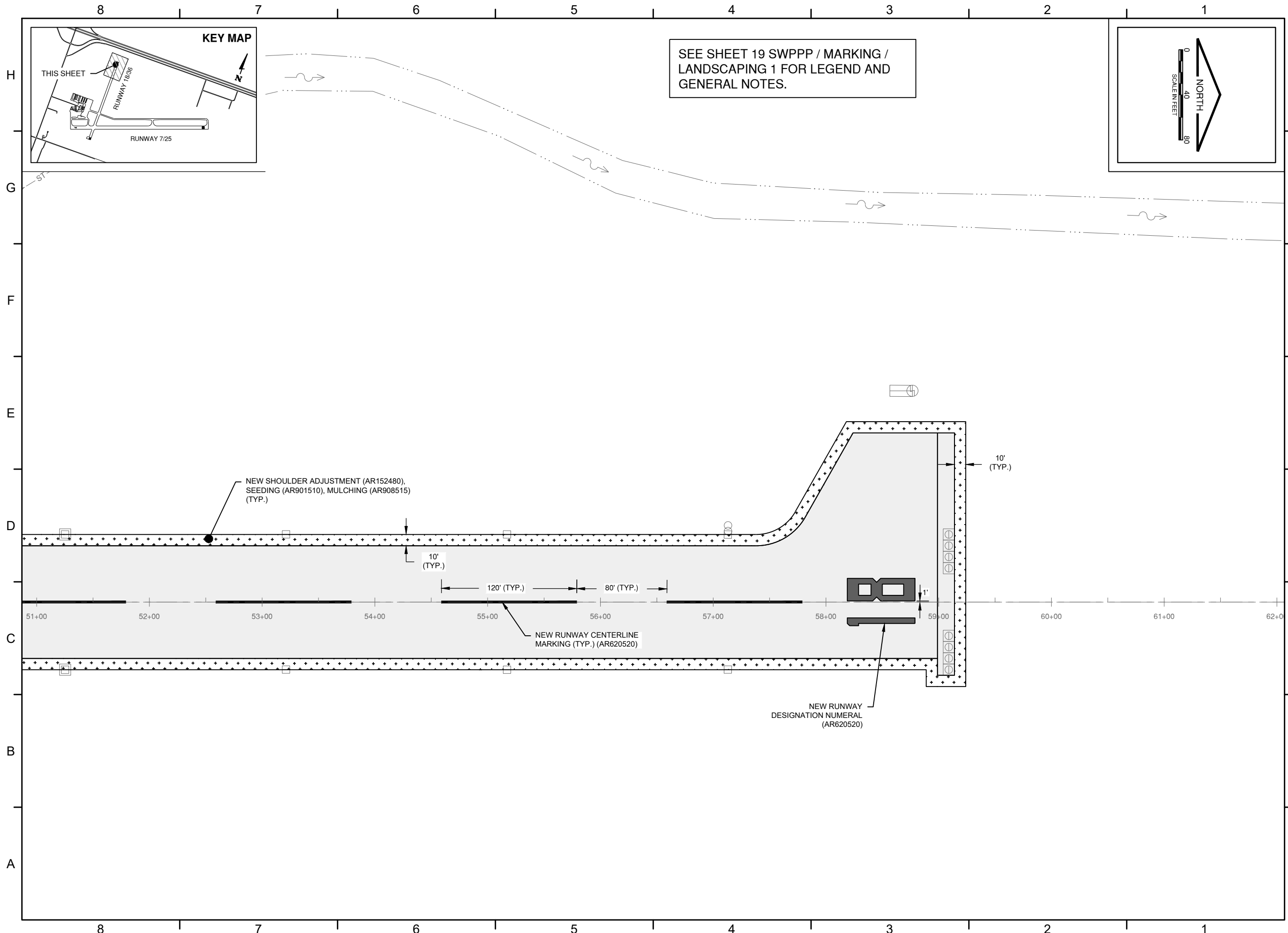
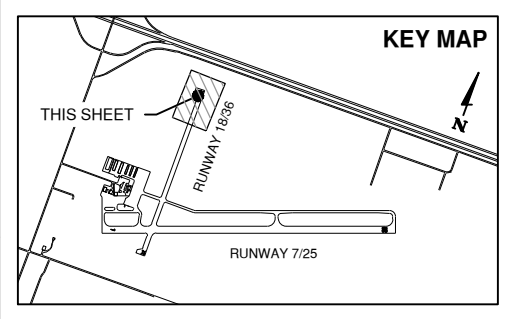
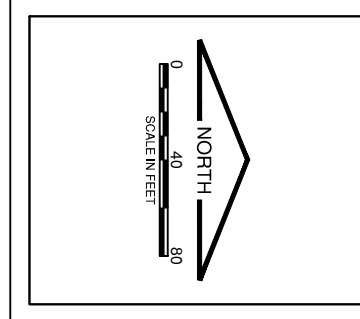
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PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **22** REVISION

SHEET 22 OF 25 SHEETS

SEE SHEET 19 SWPPP / MARKING /
LANDSCAPING 1 FOR LEGEND AND
GENERAL NOTES.



NEW SHOULDER ADJUSTMENT (AR152480),
SEEDING (AR901510), MULCHING (AR908515)
(TYP.)

10'
(TYP.)

120' (TYP.) 80' (TYP.)

NEW RUNWAY CENTERLINE
MARKING (TYP.) (AR620520)

NEW RUNWAY
DESIGNATION NUMERAL
(AR620520)

10'
(TYP.)

H
G
F
E
D
C
B
A

H
G
F
E
D
C
B
A

8 7 6 5 4 3 2 1

8 7 6 5 4 3 2 1

APPROVED AS WORKING PLAN BY:

Table with columns: REV, DATE, DESCRIPTION. Includes PROJECT NAME: REHABILITATE RUNWAY 18/36

SHEET TITLE: SWPPP DETAILS

DESIGNED: CMT-MLI, DRAWN: CMT-MLI, CHECKED: CMT-MLI

PROJECT NO.: 20029202.00, DATE: JUNE 5, 2020

SHEET NO. 23, REVISION

REPAIRED OR REPLACED IMMEDIATELY. 4. INLET PROTECTION/FILTERS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE INLET PROTECTION IS IN JEOPARDY...

INSPECTIONS: QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT YET BEEN FINALLY STABILIZED...

INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY INSPECTIONS WILL RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED...

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY DIVISION OF WATER POLLUTION CONTROL ATTN: COMPLIANCE ASSURANCE SECTION 1021 NORTH GRAND EAST...

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...

MAINTENANCE AFTER CONSTRUCTION CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

- 3.3. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE. 3.4. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING...

- ALLOWABLE NON-STORM WATER DISCHARGES: 1. DISCHARGES FROM FIRE-FIGHTING ACTIVITIES; 2. FIRE HYDRANT FLUSHINGS; 3. WATER USED TO CONTROL DUST; 4. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHINGS...

RUNOFF COEFFICIENT AFTER CONSTRUCTION = 0.90

MAINTENANCE: WHEN REQUESTED BY THE CONTRACTOR, THE RESIDENT ENGINEER WILL PROVIDE GENERAL MAINTENANCE GUIDES TO THE CONTRACTOR FOR THE PRACTICES ASSOCIATED WITH THIS PROJECT...

- 1. SEEDING - WHERE TEMPORARY CESSATION OF THE EARTH DISTURBING ACTIVITIES OCCURS, STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY IF WORK WILL NOT RESUME FOR A PERIOD EXCEEDING 14 DAYS.

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...

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE: THE CONSTRUCTION SITE DRAINS INTO THE ROCK RIVER VIA OVERLAND FLOW AND THROUGH A STORM SEWER SYSTEM.

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

- 1. 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...

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)...

- 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.

STORM WATER POLLUTION PREVENTION PLAN THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES...

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...

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...

SITE DESCRIPTION

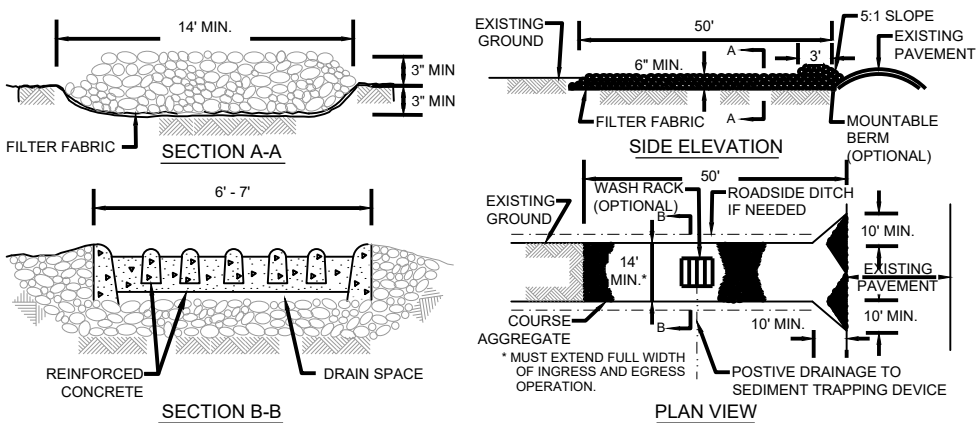
THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN: THIS PROJECT CONSISTS OF CONSTRUCTION OF THE NORTHWEST SERVICE ROAD AT THE QUAD CITY INTERNATIONAL AIRPORT...

- 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.

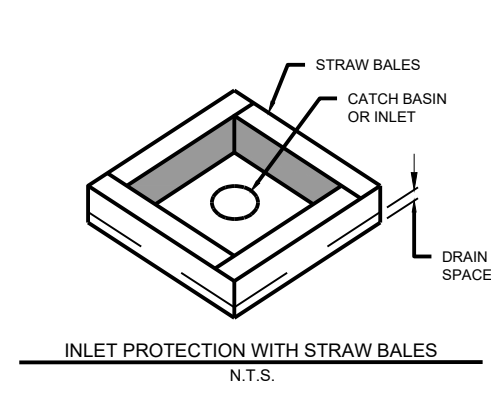
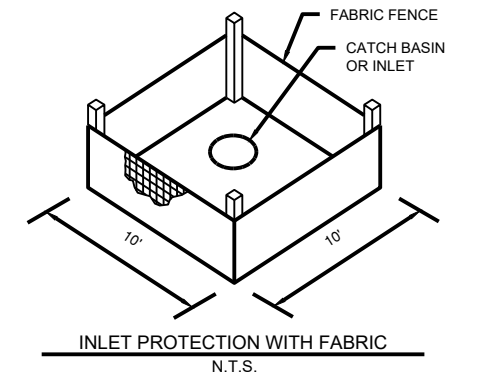
AREA OF CONSTRUCTION SITE THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 12 ACRES OF WHICH 2 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

- 1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS



- 1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED UNDER SECTION 1080.03, OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.



INSTALLATION:

- 1. REMOVE GRATE 2. DROP INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE 3. REPLACE GRATE

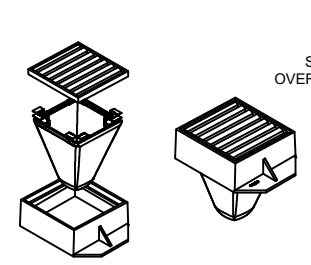
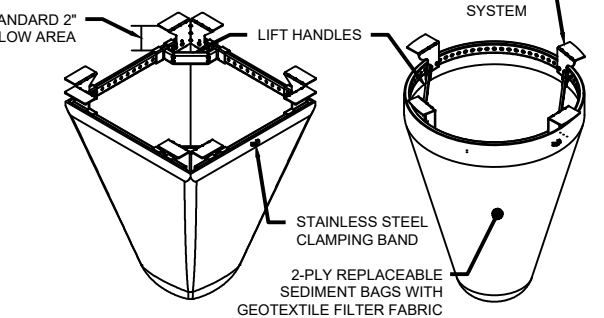


Table with columns: Material Property, Test Method, Value (min ave). Includes IPP Fle Xstorm Inlet Filter Specifications and Polyester Outer Reinforcement Bag Specifications.



TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER TYPICAL ROUND INLET FILTER INLET PROTECTION / SEDIMENT TRAP NOT TO SCALE

NOTE:

- 1. ONLY THOSE INLET PROTECTIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE PAID UNDER P-156-5.1, INLET PROTECTION. INLET PROTECTIONS REQUIRED DUE TO CONTRACTOR REQUIREMENTS AT THE STAGING AREA SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

APPROVED AS WORKING PLAN
BY:

REV	DATE	DESCRIPTION

PROJECT NAME:

REHABILITATE RUNWAY 18/36

SHEET TITLE:

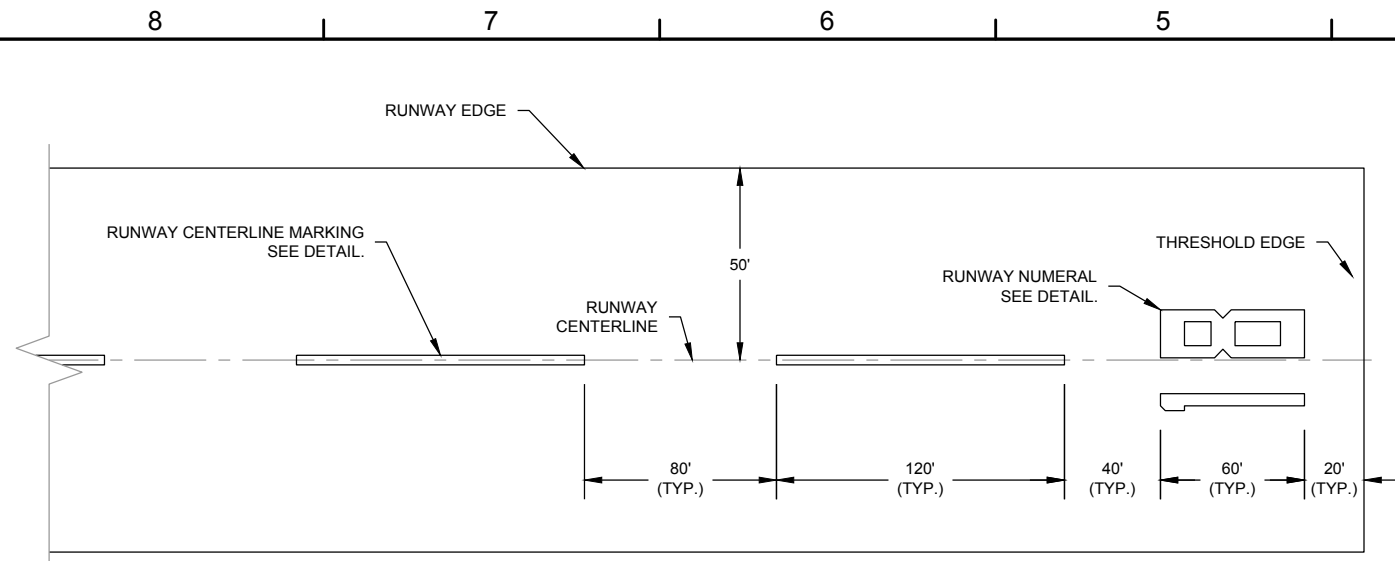
PAVEMENT MARKING DETAILS

DESIGNED: CMT-MLI DRAWN: CMT-MLI CHECKED: CMT-MLI

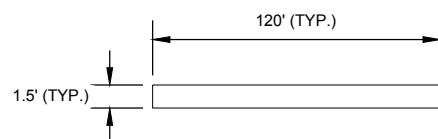
PROJECT NO.: 20029202.00
DATE: JUNE 5, 2020

SHEET NO. **24** REVISION

SHEET 24 OF 25 SHEETS



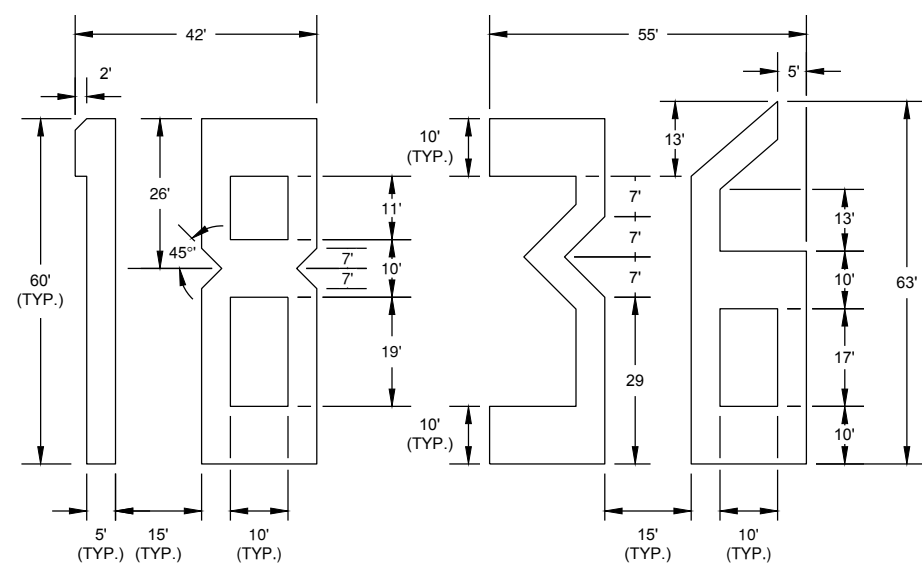
RUNWAY 18/36 MARKING SPACING
NOT TO SCALE



RUNWAY CENTERLINE MARKING DETAIL
NOT TO SCALE

NOTES:

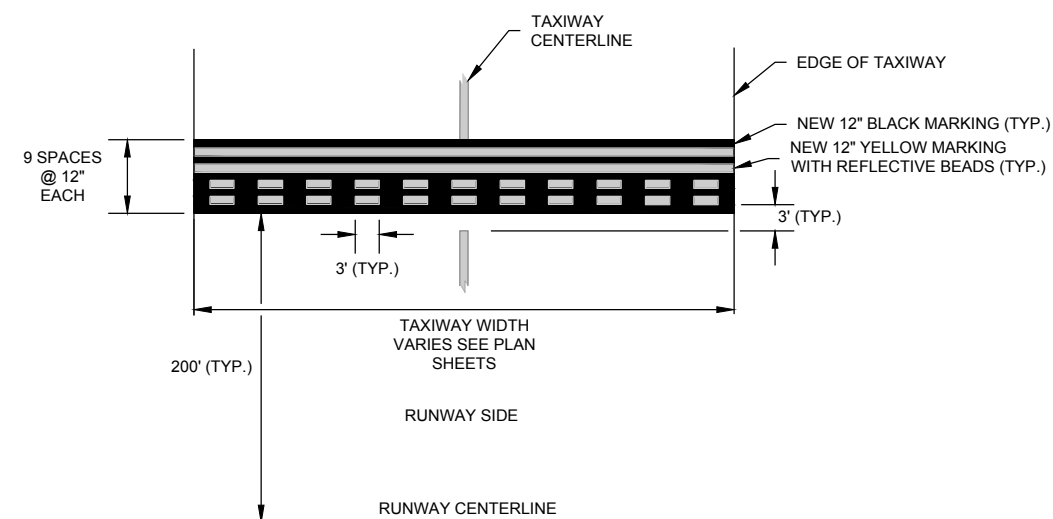
1. RUNWAY STRIPPING SHALL BE SOLID WHITE WITH REFLECTIVE BEADS.
2. CENTERLINE STRIPES ARE CENTERED ABOUT THE RUNWAY CENTERLINE.
3. CENTERLINE LENGTH SHALL BE 120 FEET WITH A GAP OF 80 FEET, UNLESS SPECIFIED OTHERWISE.



RUNWAY NUMERAL DETAIL
NOT TO SCALE

NOTES:

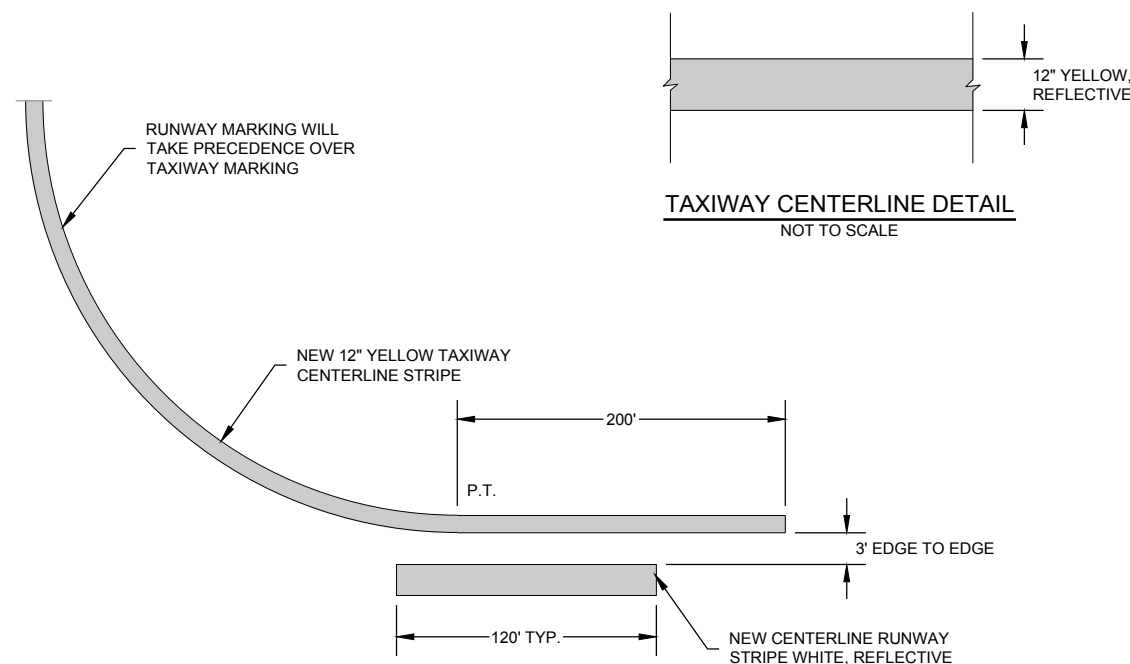
1. RUNWAY DESIGNATION NUMERALS SHALL BE SOLID WHITE WITH REFLECTIVE BEADS.
2. NUMERALS SHALL BE CENTERED BASED ON COMBINED NUMBER WIDTH AND SEPARATION SPACING.
3. THE ADDITIONAL 3' OF HEIGHT ON THE NUMBER 6 SHALL NOT BE CONSIDERED AS PART OF THE HEIGHT WHEN APPROPRIATELY SPACING PAVEMENT MARKINGS ON RUNWAY.



RUNWAY HOLDING POSITION MARKING
NOT TO SCALE

NOTES:

1. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS.
2. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.



TAXIWAY EXIT MARKING DETAIL
NOT TO SCALE

TAXIWAY CENTERLINE DETAIL
NOT TO SCALE

RUNWAY MARKING WILL TAKE PRECEDENCE OVER TAXIWAY MARKING

NEW 12" YELLOW TAXIWAY CENTERLINE STRIPE

P.T.

3' EDGE TO EDGE

120' TYP.

NEW CENTERLINE RUNWAY STRIPE WHITE, REFLECTIVE

12" YELLOW, REFLECTIVE

