

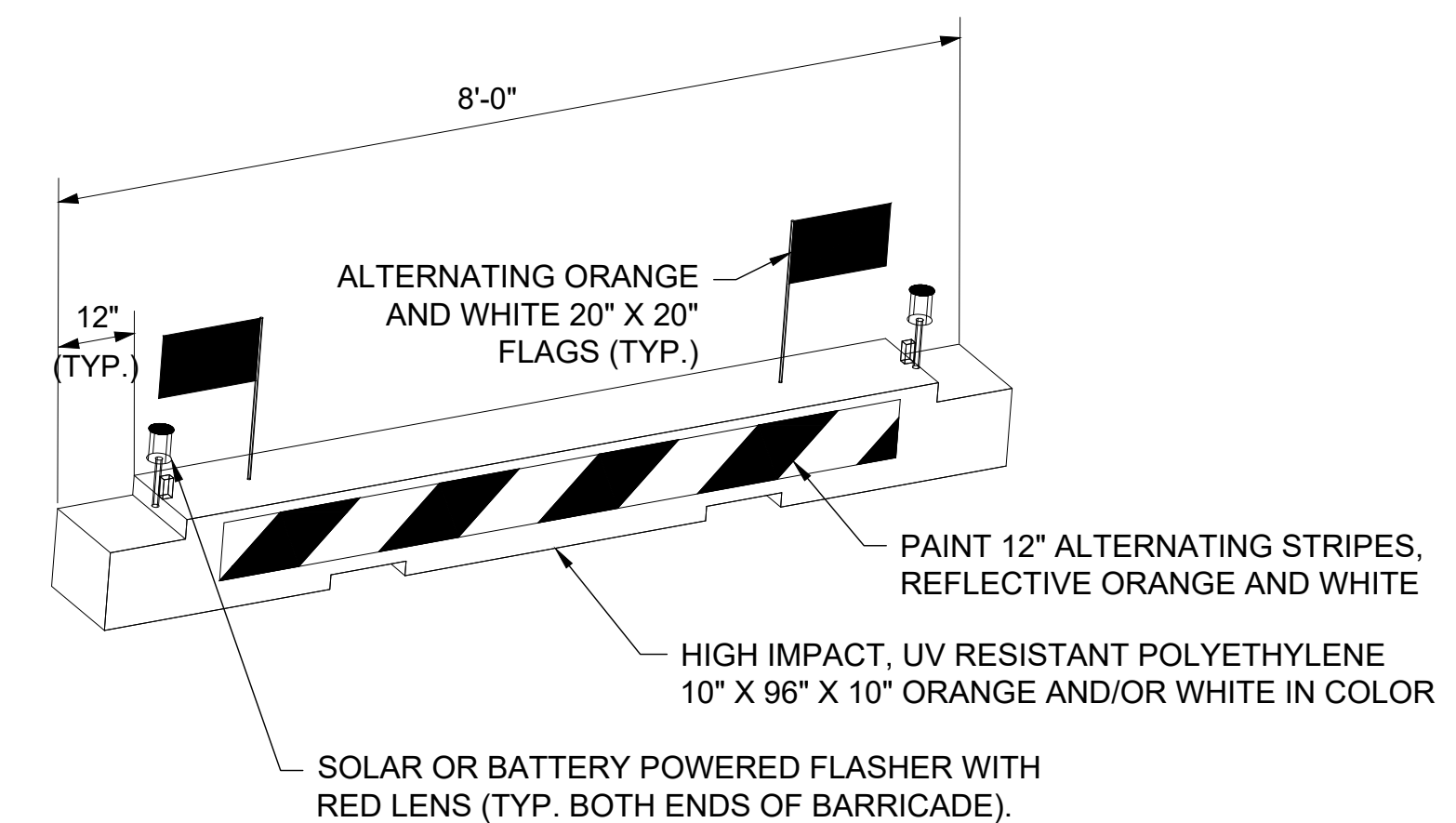
SAFETY NOTES

- THE FOLLOWING NOTES ARE THE CONSTRUCTION SAFETY PROCEDURES THAT THE CONTRACTOR SHALL FOLLOW THROUGHOUT THIS PROJECT. ADDITIONAL REQUIREMENTS ARE SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET AND THIS SHEET.
- ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2G (OR MOST CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, ANY REVISIONS MUST BE APPROVED BY THE FAA, THE AIRPORT AND THE ENGINEER.
- THE CONTRACTORS SHALL MINIMIZE DISRUPTION OF STANDARD OPERATING PROCEDURES FOR AERONAUTICAL ACTIVITY BY REMAINING WITHIN THE PRESCRIBED STAGING, CONSTRUCTION, AND PHASING AREAS PRESENTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
- NO UNAUTHORIZED PERSONNEL SHALL ENTER ANY AREA OF THE AIRPORT THAT COULD POTENTIALLY BE HAZARDOUS. THE AIRPORT MANAGER RESERVES THE RIGHT TO SUSPEND OPERATIONS IN ORDER TO MAINTAIN SAFETY AT THE AIRPORT.
- NO CONSTRUCTION VEHICLES SHALL BE DRIVEN ACROSS ANY ACTIVE (OPEN) AIRFIELD PAVEMENT AREA WITHOUT AN APPROPRIATE ESCORT. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF RWY 9/27 AND/OR 125' OF RWY 18/36 (DISTANCES MEASURED FROM ACTIVE CENTERLINES) UNLESS CLOSED OR OTHERWISE NOTED. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL ALSO NOT BE PERMITTED WITHIN 62' OF ANY ACTIVE AIRPORT TAXIWAY CENTERLINE OR APRON UNLESS OTHERWISE NOTED.
- CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED AT THE STAGING AREA SHOWN ON THE PLAN VIEW, EXCEPT AS OTHERWISE PROVIDED FOR AT THE PRE-CONSTRUCTION CONFERENCE.
- ALL CONSTRUCTION EQUIPMENT OPERATING IN THE PRESCRIBED CONSTRUCTION AREA IS REQUIRED TO DISPLAY A CHECKERBOARD FLAG PROPERLY LOCATED OR A ROTATING BEACON (STROBE) AS SPECIFIED IN AC 150/5210-5, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" (CURRENT EDITION).
- NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 250' OF ANY ACTIVE RUNWAY, WITHIN 62' OF ANY OTHER ACTIVE AIRPORT OPERATIONS AREA, OR PENETRATE A PART 77 IMAGINARY SURFACE (PROVIDED BY THE RESIDENT ENGINEER/TECHNICIAN) EXTENDING OUT AND UPWARDS FROM ALL SIDES OF AN ACTIVE RUNWAY.
- CLOSED AIRFIELD PHASING AREAS, OPEN TRENCHES, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH LIGHTED BARRICADES WITH STEADY BURNING OR FLASHING RED LIGHTS AS SPECIFIED IN 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" (OR MOST CURRENT EDITION). LIGHTED BARRICADES MUST BE NO TALLER THAN 18" (EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS) ON THE TAXIWAYS AND COMPLY WITH ADVISORY CIRCULAR 150/5370-2G (OR MOST CURRENT EDITION). CONTRACTOR SHALL NIGHT CHECK BARRICADES DAILY FOR PROPER OPERATION.
- NO OPEN TRENCHES WITHIN 250' OF AN ACTIVE RUNWAY CENTERLINE OR WITHIN 129.5' OF ANY TAXIWAY CENTERLINE WILL BE PERMITTED. OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHOULD BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH FLASHING RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.
- NO CONSTRUCTION EQUIPMENT GREATER THAN 25' TALL WILL BE PERMITTED ON THE AIRPORT WITHOUT THE APPROVAL OF THE AIRPORT MANAGER AND ADDITIONAL AIRSPACE APPROVAL BY THE FAA. AIRSPACE APPROVALS REQUIRE CONSIDERABLE LEAD TIME AND SHOULD BE REQUESTED WELL IN ADVANCE.
- NO OPEN FLAME WELDING OR TORCH CUTTING OPERATION IS PERMITTED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED BY THE AIRPORT MANAGER NO FLARE POTS ARE ALLOWED ON THE PROJECT.
- SOIL, DEBRIS, AND LOOSE MATERIAL DROPPED OR TRUCKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEEPED, PICKED UP AND REMOVED, OR PLACED INTO CLOSED CONTAINERS. ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.
- CONTRACTOR SHALL TAKE MEASURES TO AVOID TRACKING BITUMINOUS TACK COAT ASSOCIATED WITH PAVING PROJECTS ONTO ADJACENT PAVEMENT AREAS, ESPECIALLY GROOVED RUNWAY PAVEMENTS, UNLESS SUFFICIENT PROTECTION HAS BEEN APPLIED. HEAVY TRACKING OR DAMAGE TO ADJACENT PAVEMENTS AND GROOVED SURFACES MAY BE CAUSE FOR STOPPING THE WORK UNTIL ACCEPTABLE PROTECTION OR CHANGE IN WORK METHODS HAS BEEN PROVIDED.
- EACH CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING AIRPORT LIGHTING AND NAVIGATIONAL ELECTRICAL SYSTEMS DURING CONSTRUCTION. A CONTACT PERSON AND TELEPHONE NUMBER FOR 24 HOUR EMERGENCY IMMEDIATE REPAIR SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER/TECHNICIAN. HAUL ROUTES CROSSING PAVEMENT, DRAINAGE, MISCELLANEOUS. STRUCTURES AND/OR AIRFIELD CABLES SHALL BE PROTECTED FROM DAMAGE.
- ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- CONTRACTOR SHALL PLACE, SECURE, AND MAINTAIN LIGHTED BARRICADES AND CLOSURE CROSSES WHEN A RUNWAY/TAXIWAY/APRON IS CLOSED OR AS REQUIRED BY THE PLANS AND DESIGNATED BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED.
- THE CONTRACTOR SHALL PERIODICALLY PERFORM ONSITE INSPECTIONS THROUGHOUT THE DURATION OF THE PROJECT WITH THE IMMEDIATE REMEDY OF ANY DIFFERENCES, WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE.

- CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST.
- CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MAINTAIN FLASHERS, SIGNS AND/OR BARRICADES AS REQUIRED BY THE PLANS, CITY OR COUNTY REGULATIONS OR CONTRACTOR ACTIVITIES. CONTRACTOR SHALL OBTAIN ANY AND ALL REQUIRED LOCAL PERMITS UNLESS SPECIFIED OTHERWISE.
- THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING MEASURES TO CONTROL OR AVOID CREATING ATTRACTANTS TO WILDLIFE. MEASURES MAY INCLUDE CONTINUOUSLY REMOVING ANY WASTE OR LOOSE MATERIALS, PLACEMENT OF MATERIALS IN APPROPRIATE STORAGE CONTAINERS, PROPERLY MAINTAINING FENCES AND GATES TO PREVENT ACCESS, AND PREVENTING PONDING OF WATER THROUGHOUT THE SITE.
- UNLESS SPECIFIED OTHERWISE, COST FOR SAFETY, STAGING, AND TRAFFIC MAINTENANCE ITEMS IS TO BE PAID UNDER ITEM AR150530 TRAFFIC MAINTENANCE.
- THE CONTRACTOR SHALL HAVE THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD), AS DETAILED IN THE SPECIAL PROVISIONS, SUBMITTED AND APPROVED PRIOR TO BEING ISSUED "NOTICE TO PROCEED".
- ALL PAVEMENT CLOSURES SHALL BE COORDINATED WITH AIRPORT MANAGEMENT A MINIMUM OF 7 DAYS BEFORE THE DESIRED CLOSING TIME TO ALLOW FOR THE PROPER COORDINATION. AIRPORT MANAGEMENT HAS COMPLETE AUTHORITY IN DETERMINING WHEN PAVEMENTS MAY BE CLOSED.
- RUNWAY/TAXIWAY CLOSURE PROCEDURES:
 - CONTACT THE AIRPORT MANAGEMENT OR ASSIGNED REPRESENTATIVE A MINIMUM OF 7 DAYS BEFORE THE DESIRED CLOSING TIME.
 - ISSUANCE OF NOTAM AND DEACTIVATION OF THE APPLICABLE AIRFIELD LIGHTING AND NAVAIDS BY THE AIRPORT MANAGEMENT AND/OR FAA.
 - PLACEMENT OF CROSSES AND BARRICADES.
 - ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS BEGIN WITHIN THE RUNWAY/TAXIWAY AIR OPERATIONS AREA.

RUNWAY/TAXIWAY RE-OPENING PROCEDURES:

- ENSURE ALL PERSONNEL, EQUIPMENT AND MATERIALS ARE CLEAR OF THE AIR OPERATIONS AREA.
- INSPECT THE AREA FOR LOOSE OR TRACKED DEBRIS, PAVEMENT DROP-OFFS, AND OPEN TRENCHES.
- CONTACT AIRPORT MANAGEMENT OR REPRESENTATIVE FOR FINAL INSPECTION OF THE AREA.
- REMOVE BARRICADES AND CROSSES.
- ACTIVATION OF THE AIRFIELD LIGHTING AND NAVAIDS AND CANCELLATION OF THE NOTAM BY THE AIRPORT MANAGEMENT AND/OR FAA.



LOW PROFILE AIRCRAFT BARRICADE DETAIL

BARRICADE NOTES

- ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- BARRICADES SHALL BE SPACED END TO END THE WIDTH OF THE PAVEMENT WITH A MAXIMUM SPACING OF 4' BETWEEN ENDS. BARRICADES ARE TO BE SET BACK 250' FROM THE ACTIVE RUNWAY CENTERLINE, 129.5' FROM THE ACTIVE TAXIWAY CENTERLINE OR AS SHOWN ON THE PLANS.
- CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY MAY BE USED IN EITHER A STEADY BURN (TYPE C) OR LOW INTENSITY FLASHING MODE (TYPE A) UNLESS NOTED OTHERWISE.
- THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR AFTER SUNSET AND 1/2 HOUR BEFORE SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS.
- THE ONLY COLOR COMBINATION ON BARRICADES IS ORANGE AND WHITE. THE ORANGE STRIPES SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING. THE WHITE STRIPES SHALL BE EITHER ENCAPSULATED OR ENCLOSED LENS REFLECTIVE SHEETING AND MUST BE IN ACCEPTABLE CONDITION.
- COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING BARRICADES SHALL BE INCLUDED IN PAY ITEM AR150530 TRAFFIC MAINTENANCE.



MACOMB MUNICIPAL AIRPORT
16190 East 1300th Street
Macomb, Illinois 61455
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Fax: 309.836.7721

DATE SIGNED:	LICENSE EXPIRES:
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IDA No.: MQB-5253

SBG No.: 3-17-SBGP-TBD

IL Contract No.: MB037

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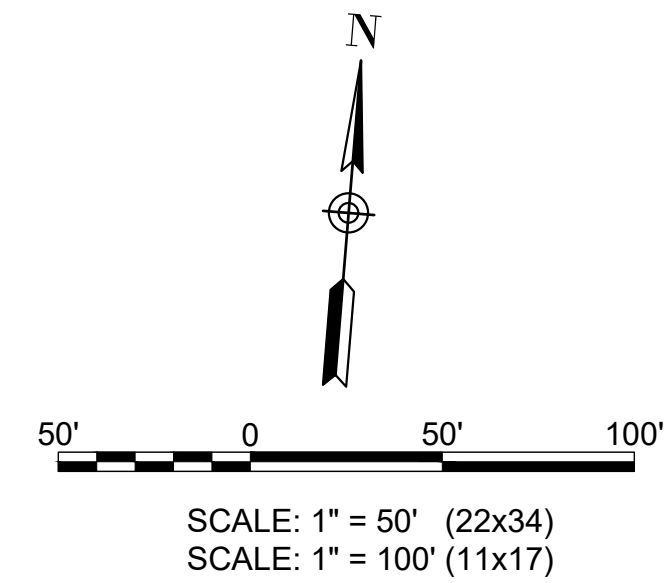
SHEET TITLE

CONSTRUCTION SAFETY AND PHASING PLAN NOTES AND DETAILS

FOR BID

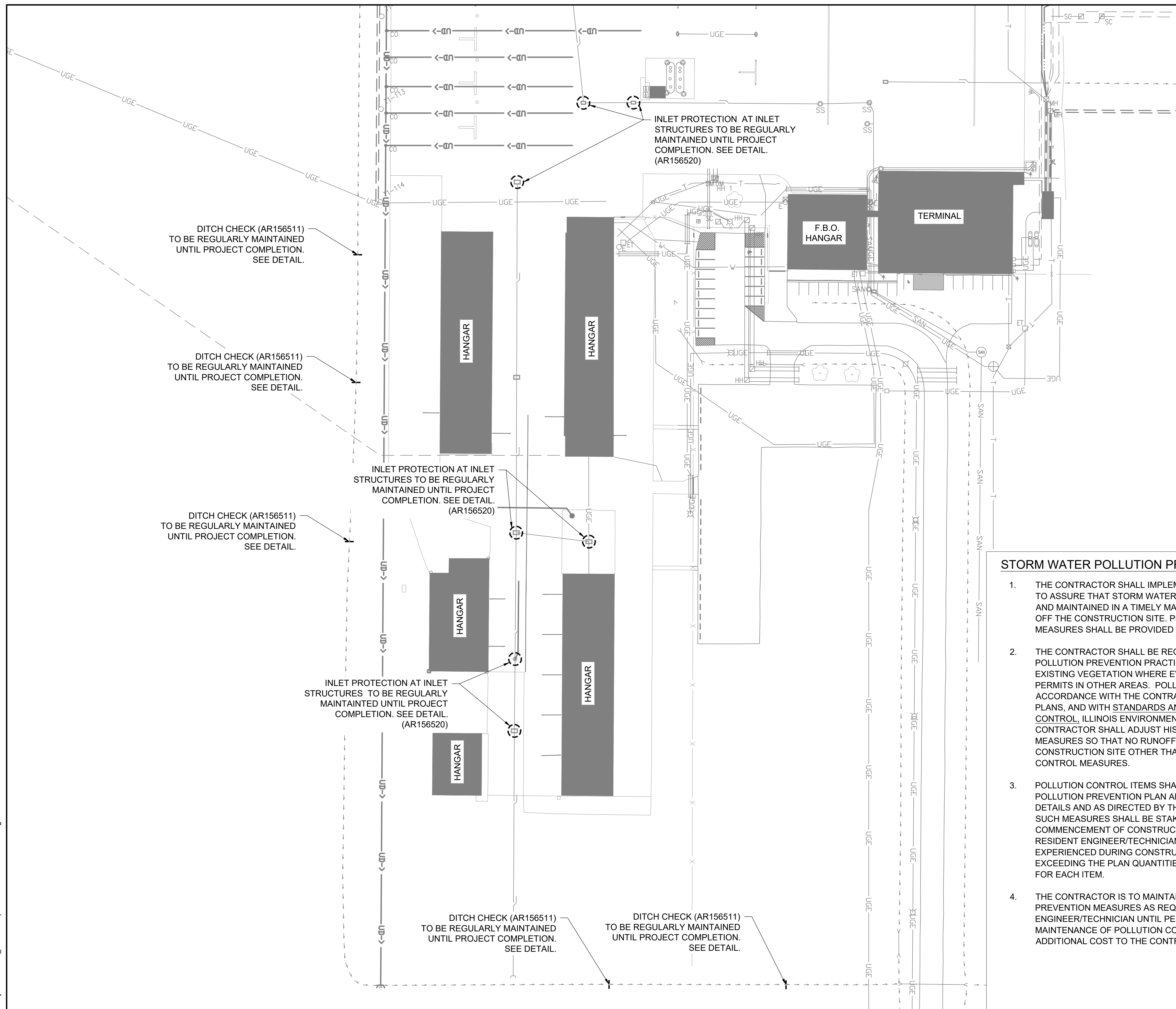


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LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- EXISTING FENCE
- EXISTING STORM SEWER
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERDRAIN
- EXISTING DITCH
- EXISTING NAVAIDS/CABLES
- EXISTING WATER
- EXISTING TELEPHONE
- DITCH CHECK



STORM WATER POLLUTION PREVENTION NOTES

1. THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE CONTRACT DOCUMENTS TO ASSURE THAT STORM WATER POLLUTION PREVENTION ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.
2. THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHERE EVER POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE CONSTRUCTION PLANS, AND WITH STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR OTHER SUITABLE CONTROL MEASURES.
3. POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE RESIDENT ENGINEER/TECHNICIAN TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EACH ITEM.
4. THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION MEASURES AS REQUIRED OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.

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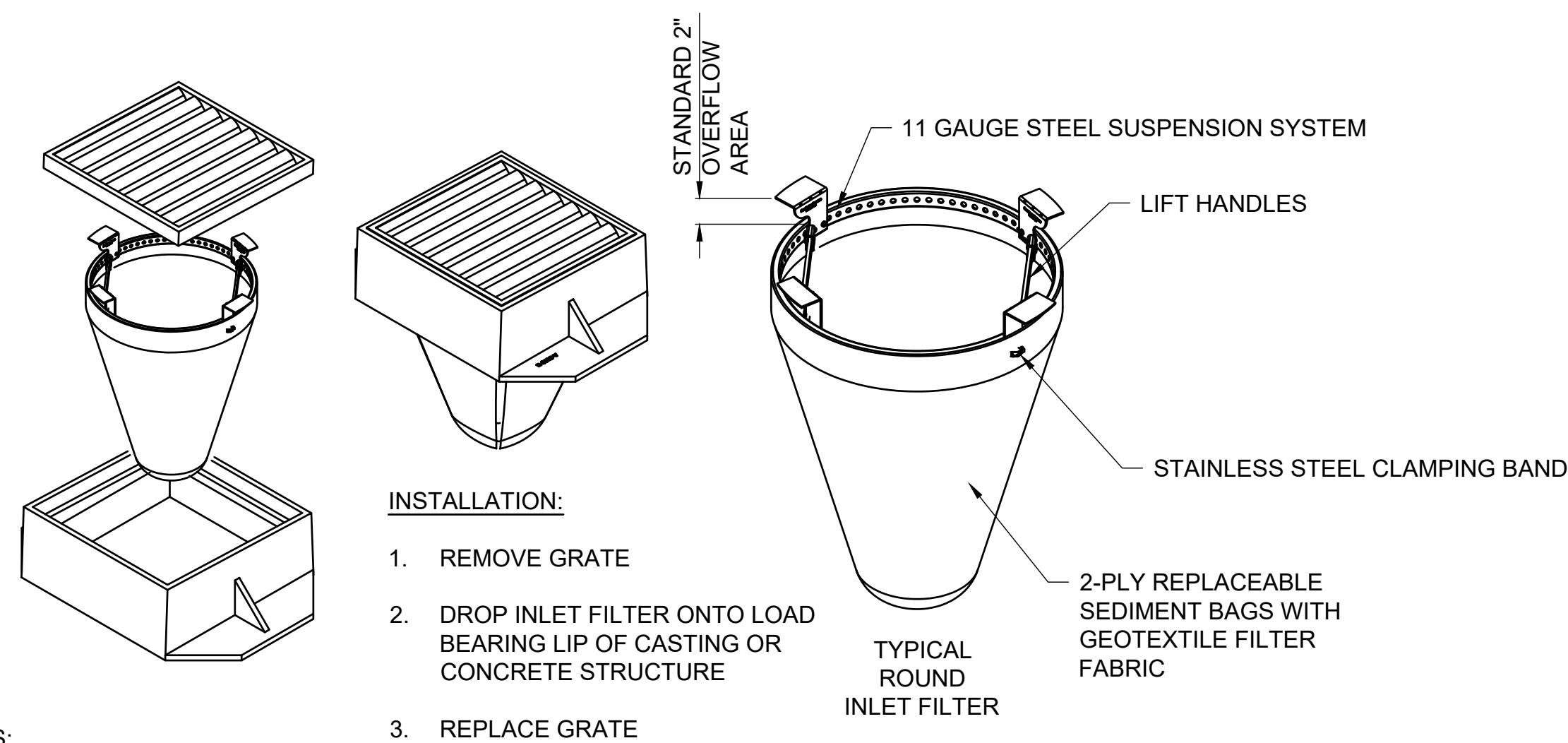
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SHEET TITLE

**STORMWATER
POLLUTION
PREVENTION PLAN
(SWPPP)**

FOR BID



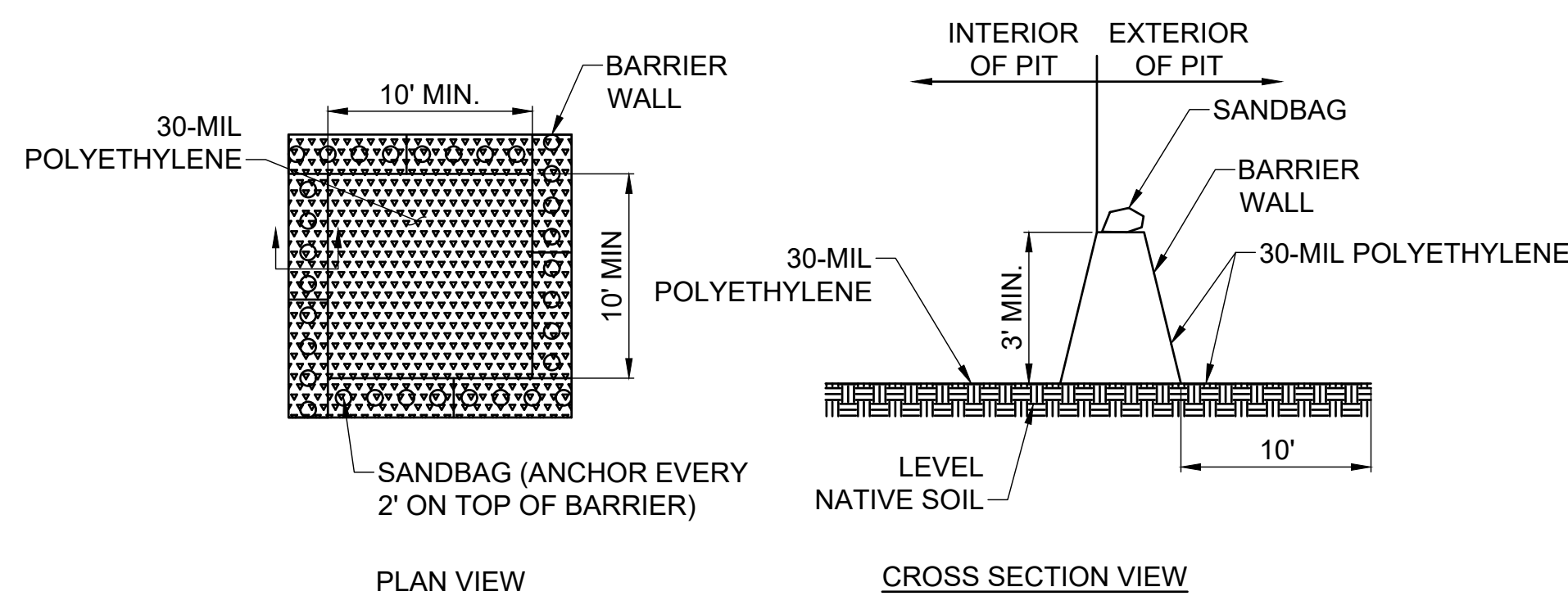
INSTALLATION:

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

NOTES:

1. FILTER FABRIC INLET PROTECTION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, FLEXSTORM CATCH-IT BY ADVANCED DRAINAGE SYSTEMS, FLOGARD TEMPORARY INLET FILTER BY OLDCASTLE, OR APPROVED EQUAL.
2. DEVICE SHALL BE EQUIPPED WITH AN OVERFLOW FEATURE SO DRAINAGE TO INLET IS NOT COMPLETELY BLOCKED IF DEVICE IS FULL OF SILT.
3. INLET BASKET IS AVAILABLE TO FIT ROUND, RECTANGULAR, BEEHIVE OR CURB INLET CASTINGS.
4. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE (AOS) OF AT LEAST 70 SIEVE FOR NONWOVEN.
5. FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF A LEAST 100 LBS FOR NON WOVEN.
6. POLYESTER OUTER REINFORCEMENT BAG SHALL HAVE FABRIC WITH A WEIGHT OF 4.55 OZ/SQYD +/- 15 PERCENT.
7. FRAME CONSTRUCTION SHALL HAVE A TENSILE STRENGTH OF AT LEAST 58,000 PSI AND A YIELD STRENGTH OF AT LEAST 36,000 PSI.
8. MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.
9. PAYMENT FOR INLET PROTECTION MAINTENANCE SHALL BE INCIDENTAL TO INLET PROTECTION.

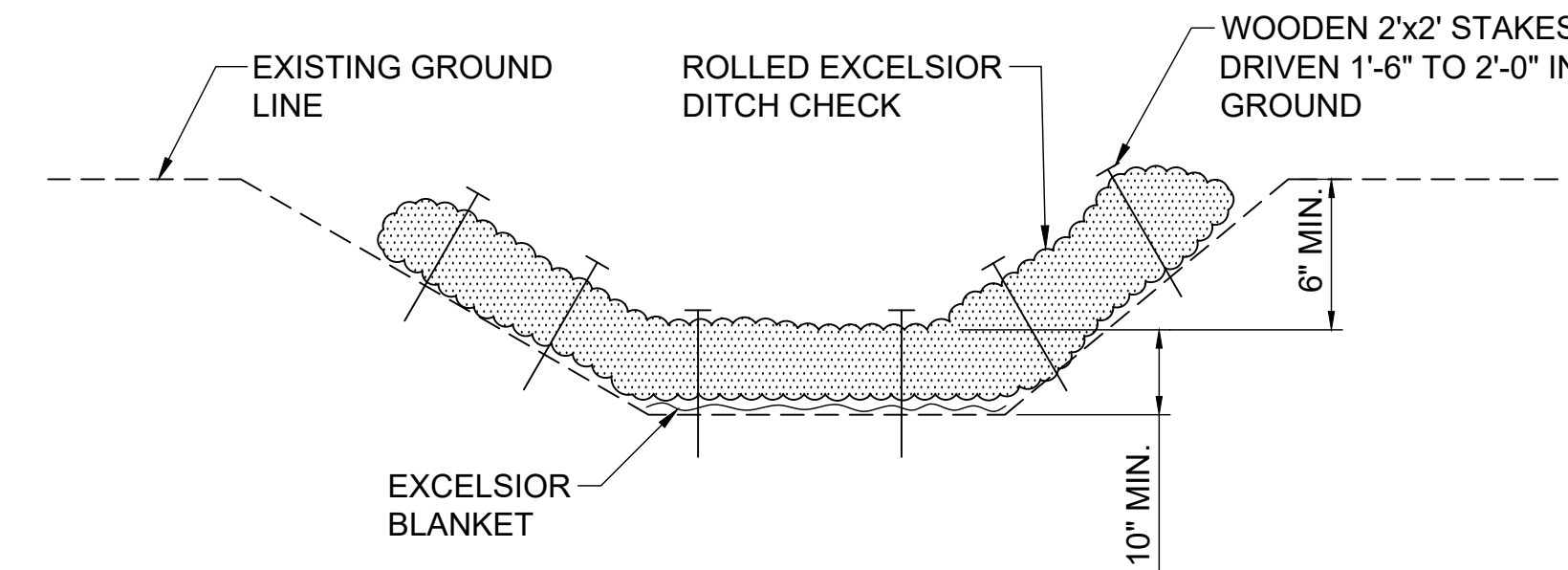
INLET PROTECTION AT MANHOLES IN IMPERVIOUS AREAS



NOTES:

1. IMPERMEABLE SHEETING MUST EXTEND OVER ENTIRE BASIN AND BERM TO PREVENT ESCAPE OF DISCHARGE.
2. PROTECT AREA AROUND UNIT FOR 10 FEET WITH PLASTIC UNDER AND AROUND UNIT TO CONTAIN SPILLS OR OVERFLOW.
3. FACILITY LINED WITH 30-MIL POLYETHYLENE LINER AND SECURED USING SAND BAGS, OR OTHER ANCHORS, AND SHALL BE FREE OF HOLES OR TEARS.
4. FACILITY IS TO BE LOCATED ON LEVEL GROUND.
5. WASHOUT NEEDS TO BE COVERED OR LIQUIDS TO BE REMOVED PRIOR TO IMPENDING STORMS TO PREVENT OVERFLOW.
6. IF EFFLUENT CANNOT BE REMOVED PRIOR TO ANTICIPATED RAINFALL EVENT, PLACE AND SECURE A NON-COLLAPSING, NON WATER COLLECTING COVER OVER THE WASHOUT FACILITY TO PREVENT ACCUMULATION AND PRECIPITATION OVERFLOW.
7. REMOVE WASHOUT WATER FROM HIGH VOLUME FACILITIES WITH A VACUUM TRUCK AND DISPOSE OF PROPERLY. DO NOT DISCHARGE WASTEWATER INTO THE ENVIRONMENT. (NOTE: ACIDITY, NOT PARTICULATES, IS ENVIRONMENTALLY HAZARDOUS)
8. DO NOT DISCHARGE WASHOUT WATER INTO THE ENVIRONMENT; FACILITATE EVAPORATION OF LOW VOLUME WASHOUT WATER.
9. INSPECT LINE FOR TEARS. AN INTACT LINER WILL ENSURE THAT CONCRETE WASTEWATER WILL NOT ESCAPE THE WASHOUT FACILITY.
10. REPLACE DAMAGED LINER IMMEDIATELY.
11. CHECK AREA SURROUNDING FACILITY FOR SIGNS OF EFFLUENT ESCAPING CONTAINMENT.
12. INSPECT WASHOUT AREA FOLLOWING POUR TO EVALUATE EFFECTIVENESS.
13. CHECK DEPTH OF SOLIDS TO ENSURE VOLUME IS SUFFICIENT FOR NEXT POUR.
14. INSPECT WASHOUTS PRIOR TO POUR TO ENSURE SUFFICIENT VOLUME IS AVAILABLE TO CONTAIN WASHOUT.
15. REMOVE TEMPORARY CONCRETE WASHOUT FACILITIES WHEN NO LONGER NEEDED AND RESTORE DISTURBED AREAS TO ORIGINAL CONDITION.
16. DISPOSE OF SOLIDIFIED CONCRETE WASTE, CONSIDERED CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) AS PER THE IEPA ACT (415 ILCS5).

CONCRETE WASHOUT PIT



ROLLED EXCELSIOR DITCH CHECK

NOT TO SCALE

NOTES:

1. DITCH CHECKS (ROLLED EXCELSIOR) SHALL BE PLACED IN THE DITCH CHANNEL OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN, AND SHALL EXTEND UP THE SIDES OF THE DITCH BANKS SO THAT THE BOTTOM OF THE ENDS ARE 6" ABOVE THE TOP OF THE DITCH CHECK IN THE MIDDLE OF THE DITCH.
2. DITCH CHECKS SHALL BE SECURELY ANCHORED IN PLACE BY WOODEN STAKES DRIVEN ON THE DOWNSTREAM SIDE THE ROLL. THE STAKES SHALL BE DRIVEN AT A 30 DEGREE ANGLE TOWARD THE UPSTREAM SIDE OF THE ROLL TO SECURE THE DITCH CHECKS. THE STAKES SHALL BE A MAXIMUM SPACING OF 2 FEET.
3. A LAYER OF EXCELSIOR BLANKET 5 FEET IN WIDTH SHALL BE PLACED UNDER THE ROLLED EXCELSIOR IN THE BED OF THE DITCH: 1 FOOT UPSTREAM OF THE DITCH CHECK, 1 FOOT UNDER DITCH CHECK, AND EXTEND 3 FEET DOWNSTREAM OF THE DITCH CHECK. EXCELSIOR BLANKET SHALL BE INCIDENTAL TO ITEM AR156511 DITCH CHECK.
4. INSPECTIONS SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED, AT NO ADDITIONAL COST TO CONTRACT.
5. DITCH CHECKS SHALL BE REMOVED ONCE SEEDING HAS BEEN ESTABLISHED.

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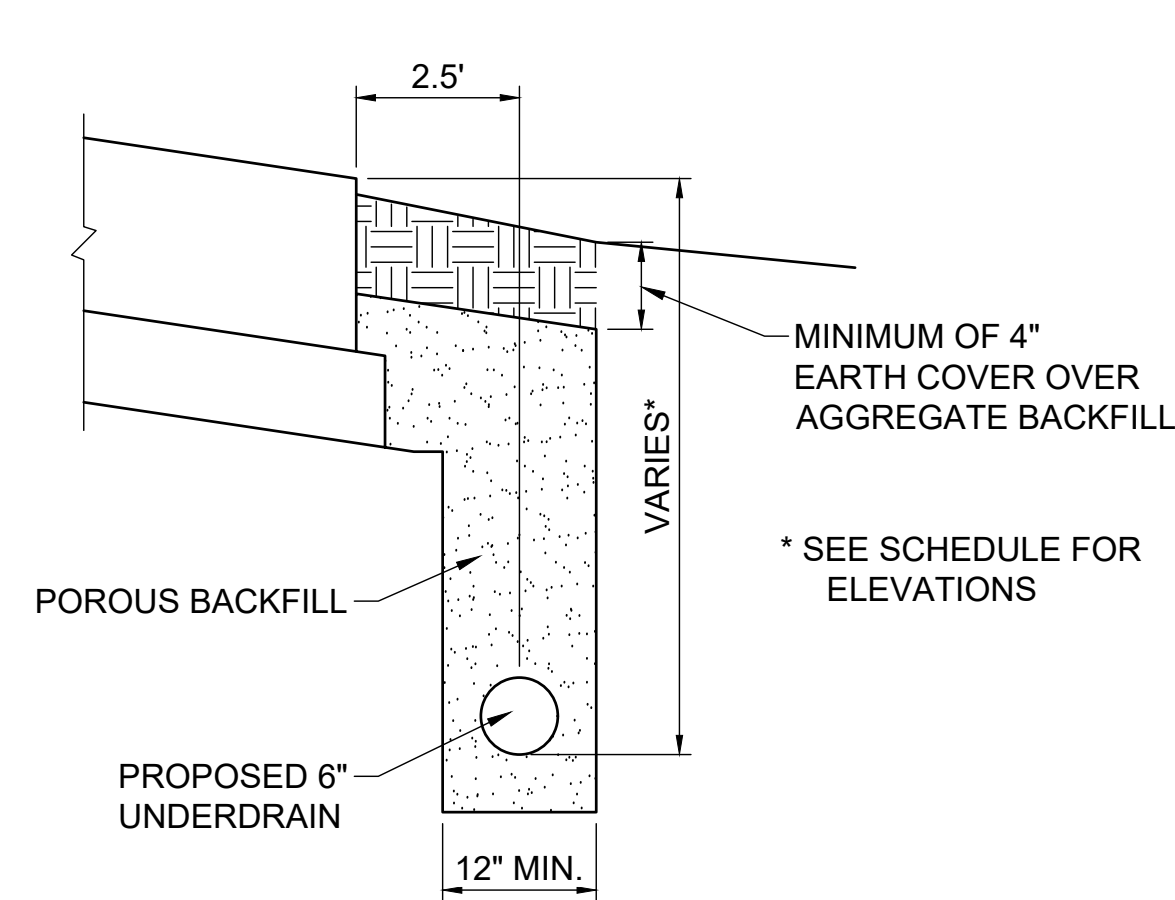
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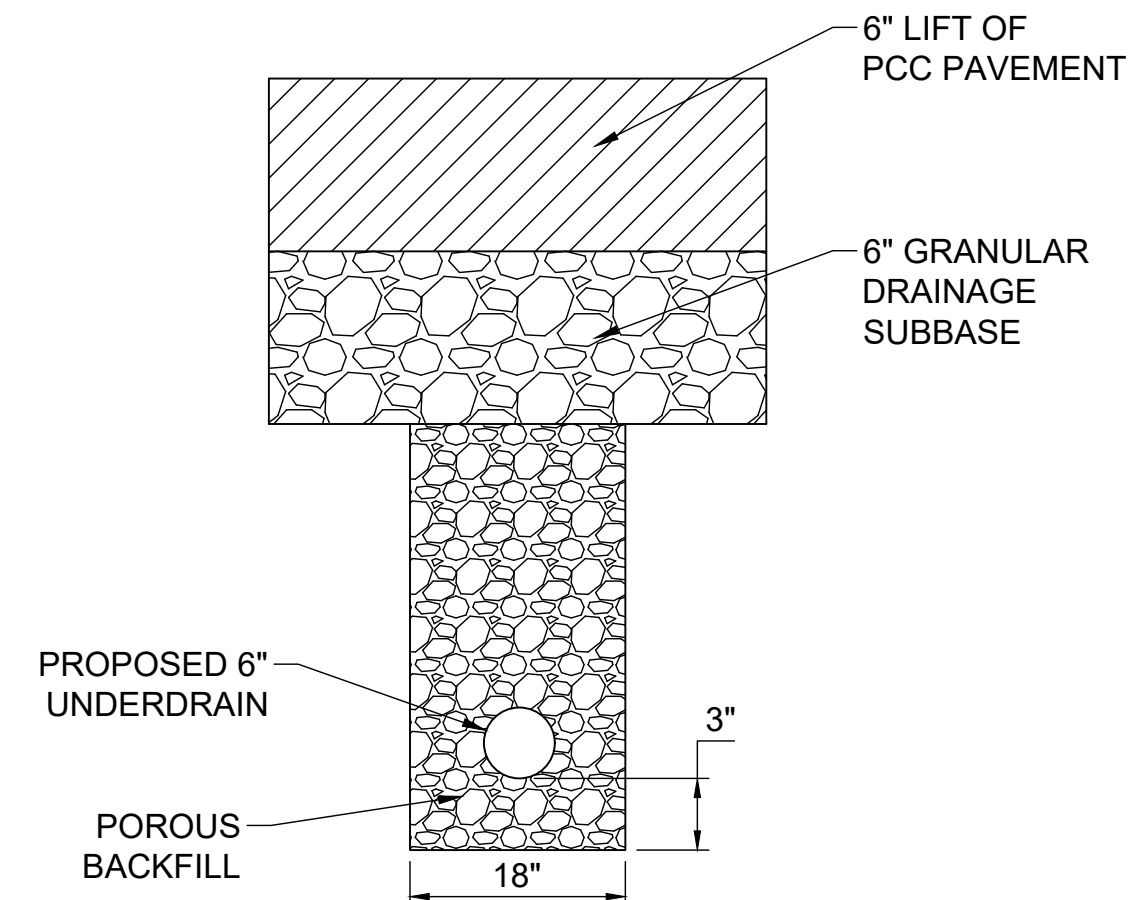
SHEET TITLE

SWPPP NOTES & DETAILS

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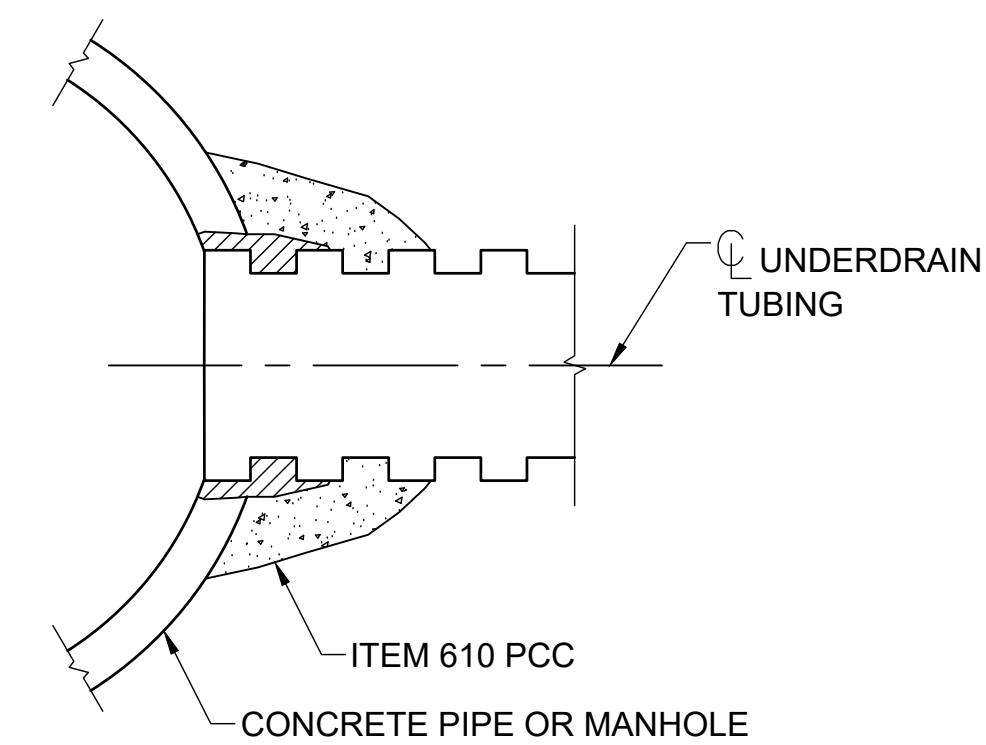
UNDERDRAIN DETAIL ALONG PAVEMENT EDGE
NOT TO SCALE



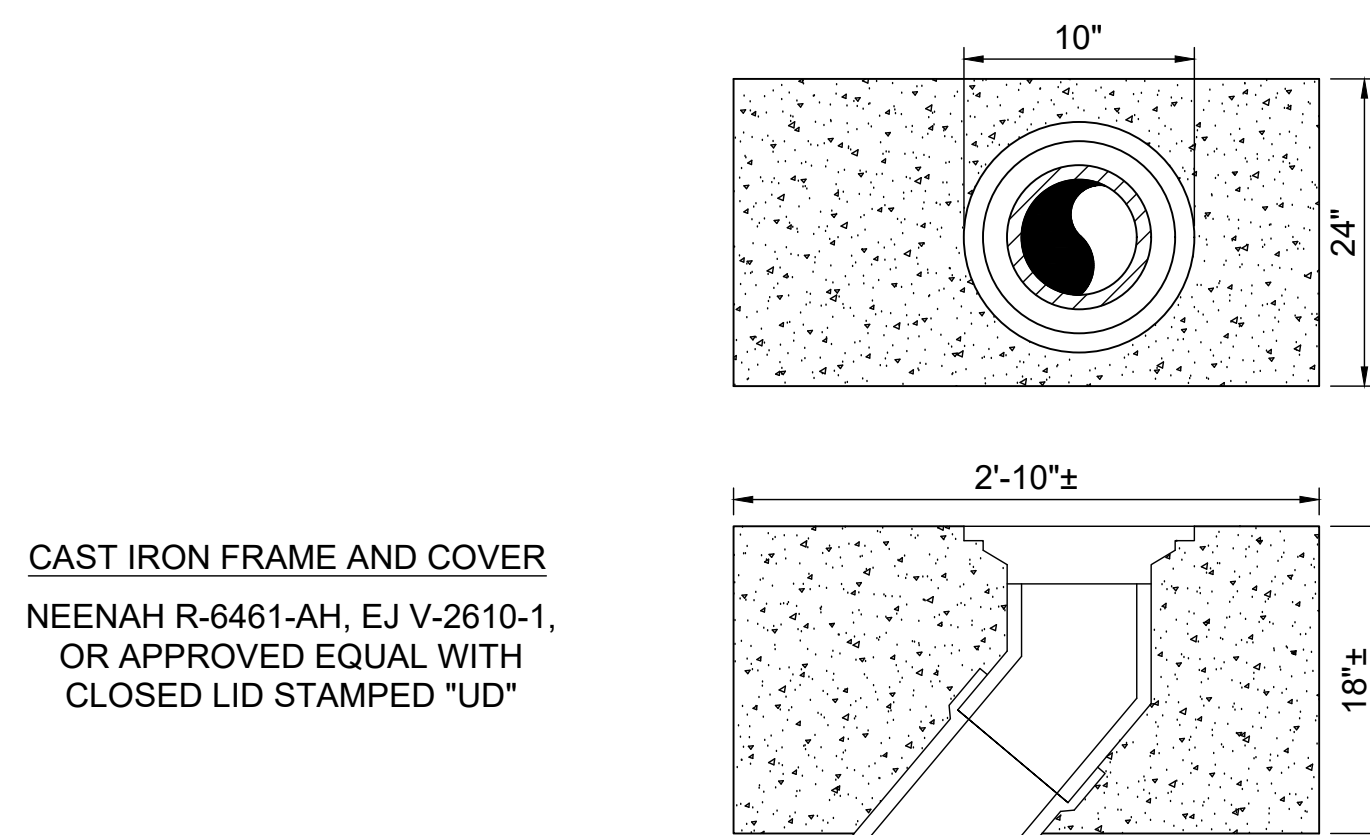
UNDERDRAIN DETAIL UNDER PAVEMENT
NOT TO SCALE

UNDERDRAIN NOTES

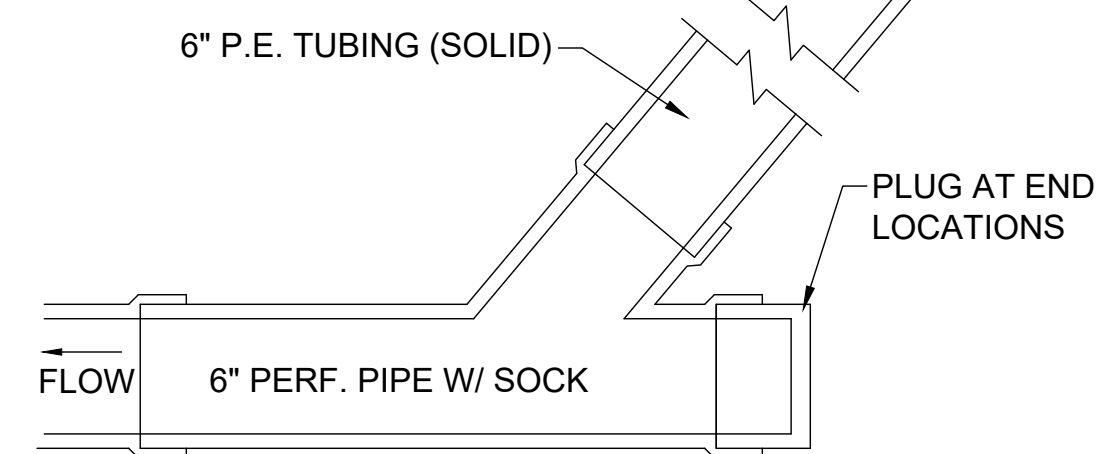
1. THE CONTRACTOR SHALL INSTALL THE PROPOSED UNDERDRAINS TO THE DEPTH AND GRADES SHOWN ON THE PLANS.
2. THE UNDERDRAIN SHALL BE CAPPED AT THE ENDS WHICH DO NOT CONNECT INTO EXISTING STRUCTURES.
3. CONNECTING UNDERDRAINS TO EXISTING STRUCTURES SHALL BE INCLUDED IN THE COST OF THE UNDERDRAINS, AND MAY INCLUDE CORING INTO THE EXISTING STRUCTURE WALL AND GROUTING THE UNDERDRAIN IN PLACE.



STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION
NOT TO SCALE



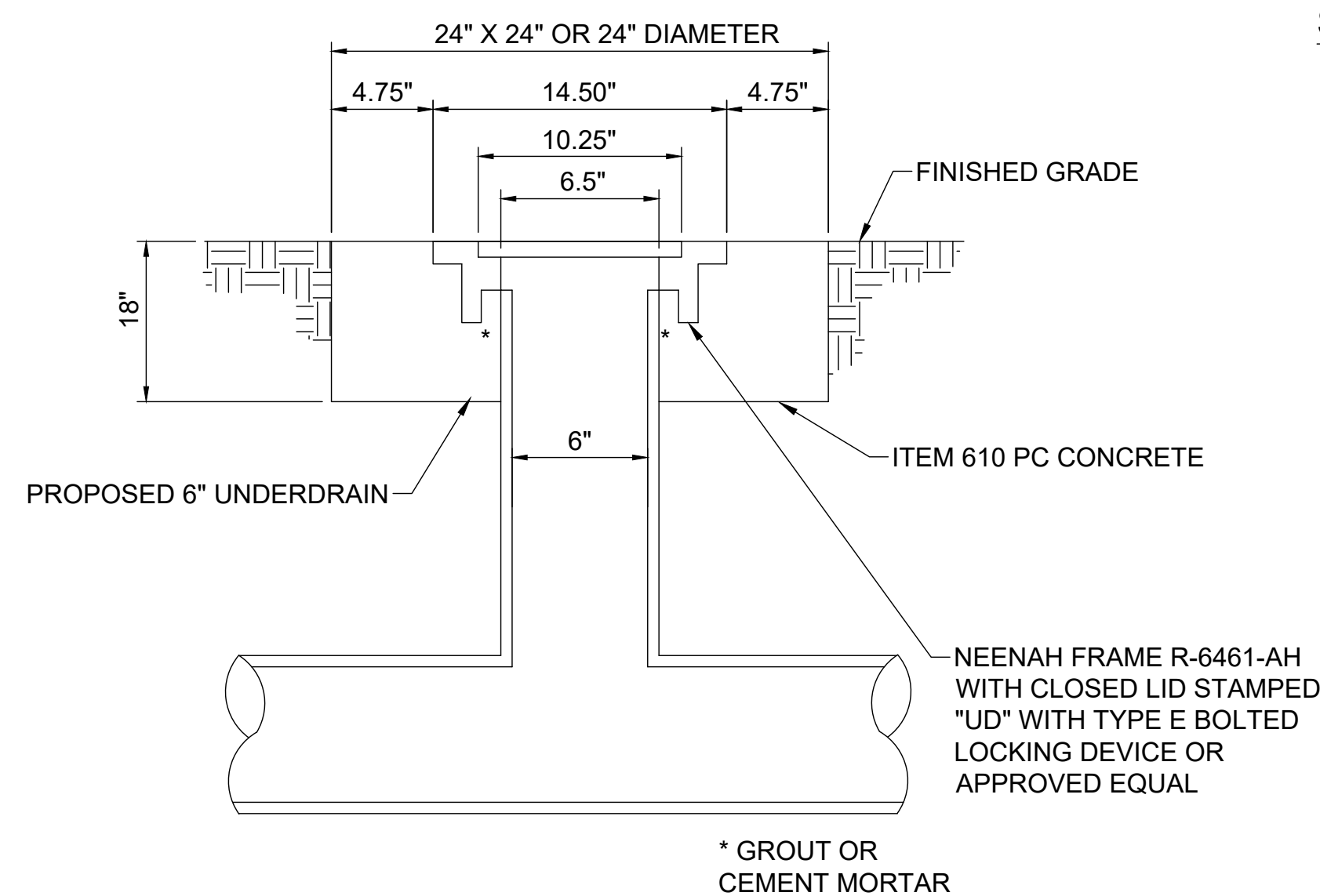
CAST IRON FRAME AND COVER
NEENAH R-6461-AH, EJ V-2610-1,
OR APPROVED EQUAL WITH
CLOSED LID STAMPED "UD"



UNDERDRAIN CLEANOUT DETAIL
NOT TO SCALE

CLEANOUT NOTES:

1. TOP OF CLEANOUTS SHALL BE 2" ABOVE FINISH GROUND LINE AT LOCATION SHOWN ON PLANS.
2. 1/2" CHAMFER TO BE USED ON ALL EXPOSED EDGES OF CLEANOUTS.
3. THE CONCRETE SHALL BE STRUCTURAL PORTLAND CEMENT CONCRETE IN ACCORDANCE WITH ITEM 610.



UNDERDRAIN INSPECTION HOLE DETAIL
NOT TO SCALE

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Telephone: 309.833.3324
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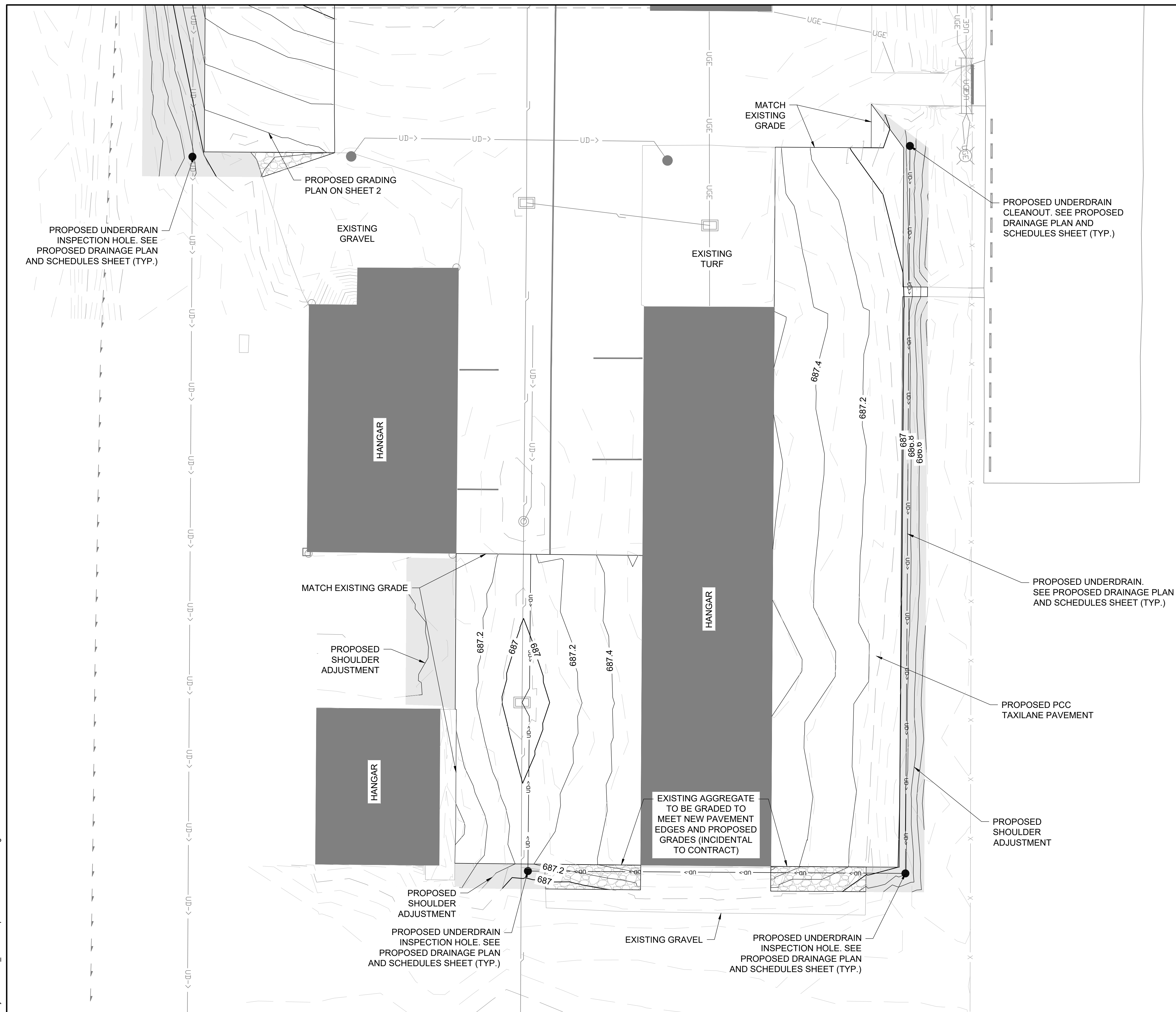
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REVIEWED BY: LDH 01/24/26

SHEET TITLE

**PROPOSED GRADING
PLAN - SHEET 1**

FOR BID



- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDINGS
 - PROPOSED PAVEMENT
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED SHOULDER ADJUSTMENT
 - EXISTING AGGREGATE SHOULDER ADJUSTMENT
 - EXISTING FENCE
 - EXISTING STORM SEWER
 - EXISTING UNDERGROUND ELECTRIC
 - EXISTING UNDERDRAIN
 - EXISTING DITCH
 - EXISTING NAVAIDS/CABLES
 - EXISTING WATER
 - EXISTING TELEPHONE
 - PROPOSED UNDERDRAIN

- NOTES:**
- TOPSOIL FOR SHOULDER ADJUSTMENT SHALL BE FROM OFFSITE PER SPECIAL REVISIONS.

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MACOMB MUNICIPAL AIRPORT
16190 East 1300th Street
Macomb, Illinois 61455
Telephone: 309.833.3324
Fax: 309.836.7721

DATE SIGNED:	LICENSE EXPIRES:
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IDA No.: MQB-5253

SBG No.: 3-17-SBGP-TBD

IL Contract No.: MB037

NO.	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE: FEBRUARY 27, 2026

PROJECT NO: 25A0109.00

CAD FILE: C-181-GRD.DWG

DESIGN BY: LDH 12/22/25

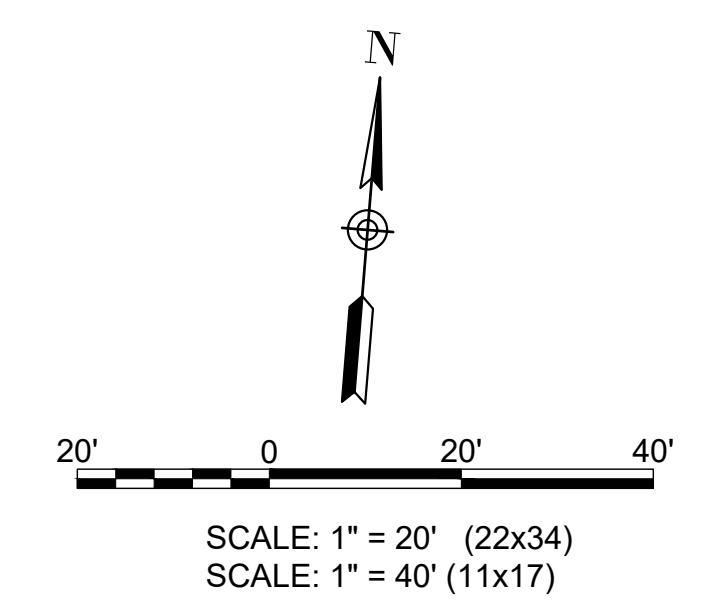
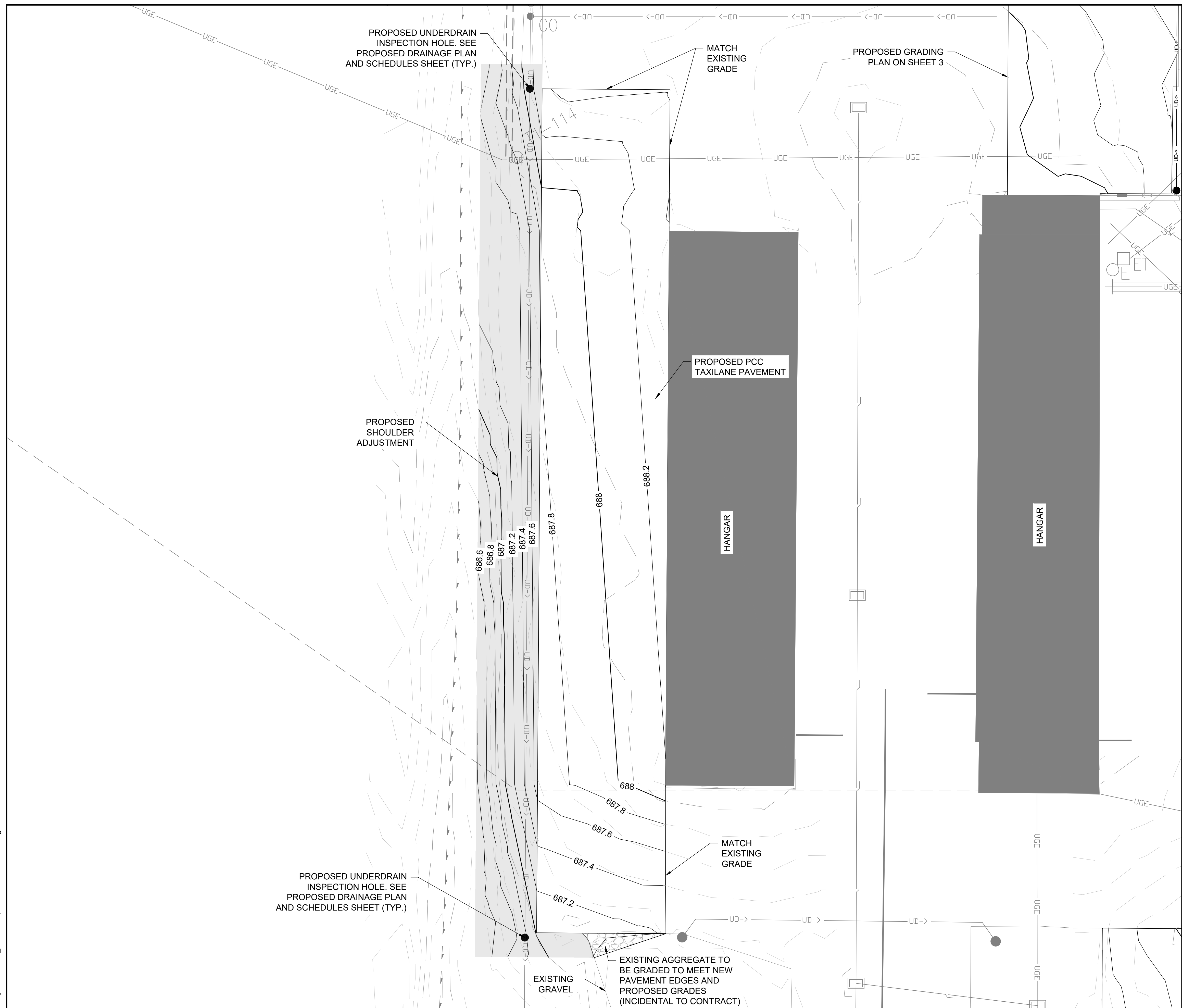
DRAWN BY: KCB 12/22/25

REVIEWED BY: LDH 01/24/26

SHEET TITLE

**PROPOSED GRADING
PLAN - SHEET 2**

FOR BID



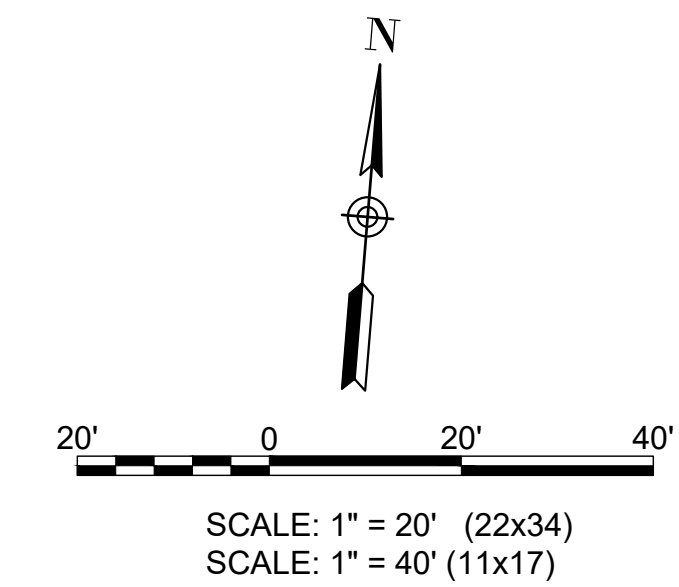
- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDINGS
 - PROPOSED PAVEMENT
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED SHOULDER ADJUSTMENT
 - EXISTING AGGREGATE SHOULDER ADJUSTMENT
 - EXISTING FENCE
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 - EXISTING WATER
 - EXISTING TELEPHONE
 - PROPOSED UNDERDRAIN

- NOTES:**
- TOPSOIL FOR SHOULDER ADJUSTMENT SHALL BE FROM OFFSITE PER SPECIAL REVISIONS.

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LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING PCC JOINT
- PROPOSED REINFORCED PANEL
- TYPE A, THICKENED EDGE ISOLATION JOINT
- TYPE B, HINGED CONTRACTION JOINT
- TYPE C, DOWELED CONTRACTION JOINT
- TYPE D, DUMMY CONTRACTION JOINT
- TYPE E, DOWELED CONSTRUCTION JOINT
- PROPOSED ELEVATION
- EXISTING FENCE

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CAD FILE: C-161-JNT.DWG

DESIGN BY: LDH 12/22/25

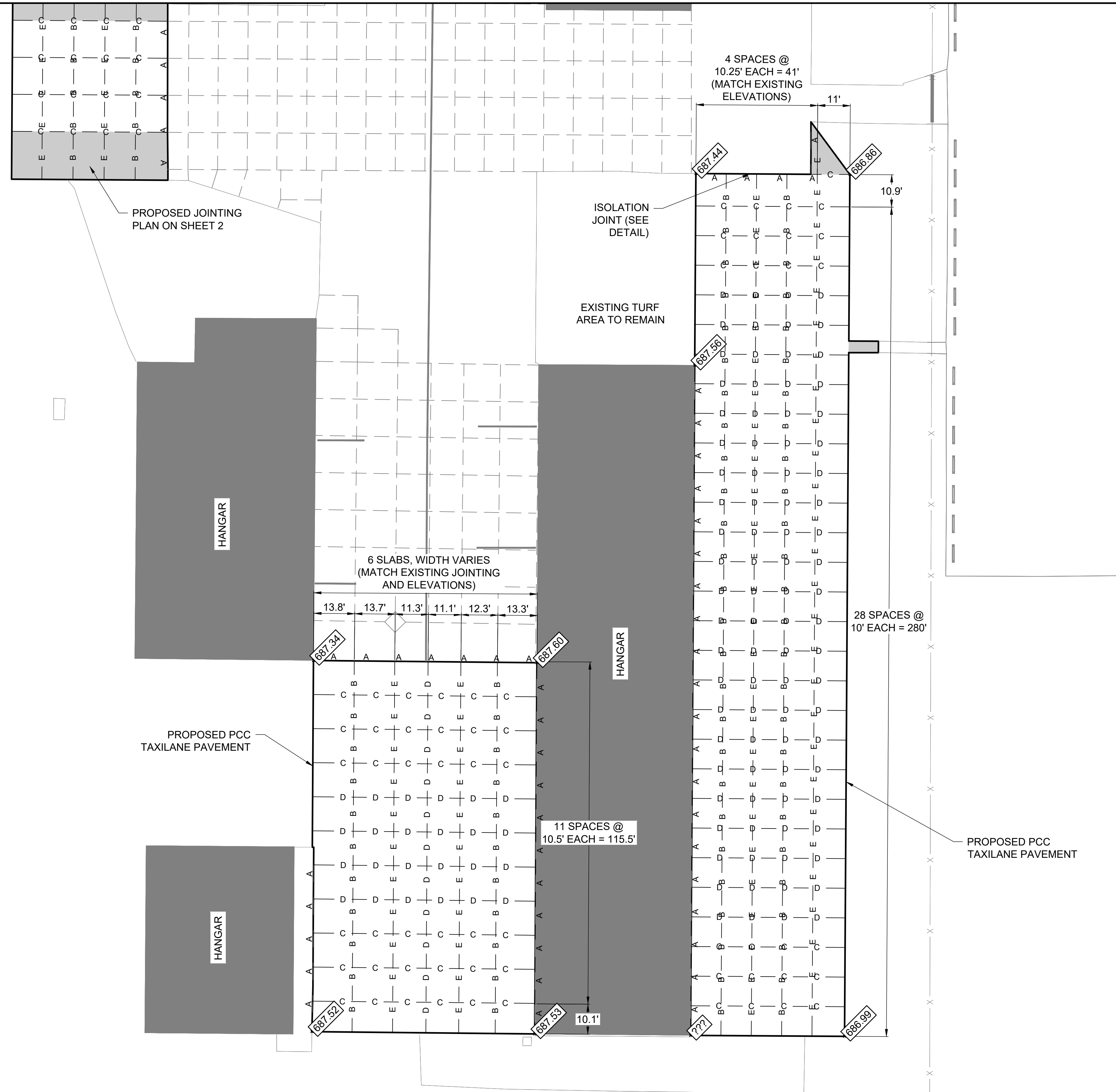
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SHEET TITLE

PROPOSED JOINTING PLAN - SHEET 1

FOR BID

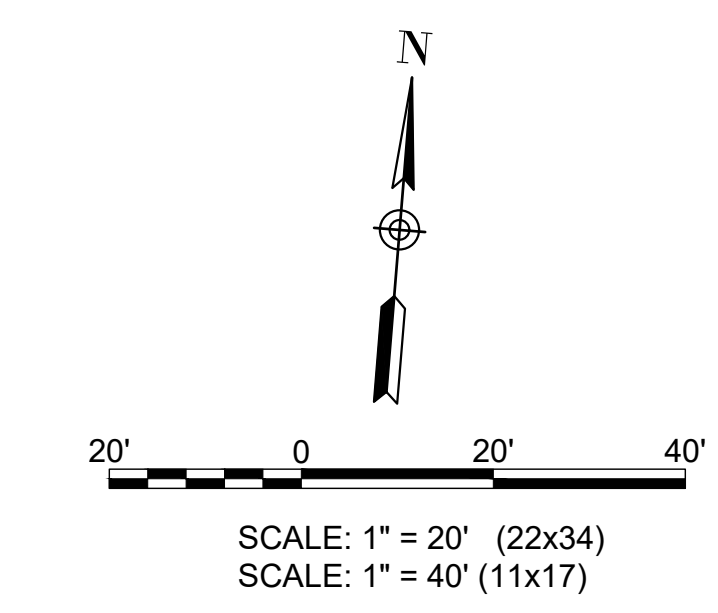


NOTES:

1. CONTRACTOR MAY PROPOSE ALTERNATIVE PAVING/JOINTING PLAN FOR REVIEW AND APPROVAL FOLLOWING AWARD.
2. CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS AT "MATCH" LOCATIONS PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER/TECHNICIAN IMMEDIATELY TO DETERMINE IF ADJUSTMENTS ARE NECESSARY TO PROPOSED GRADES.



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LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING PCC JOINT
- PROPOSED REINFORCED PANEL
- TYPE A, THICKENED EDGE ISOLATION JOINT
- TYPE B, HINGED CONTRACTION JOINT
- TYPE C, DOWELED CONTRACTION JOINT
- TYPE D, DUMMY CONTRACTION JOINT
- TYPE E, DOWELED CONSTRUCTION JOINT
- PROPOSED ELEVATION
- EXISTING FENCE

DATE SIGNED:	LICENSE EXPIRES:
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NO.	DATE	DESCRIPTION		
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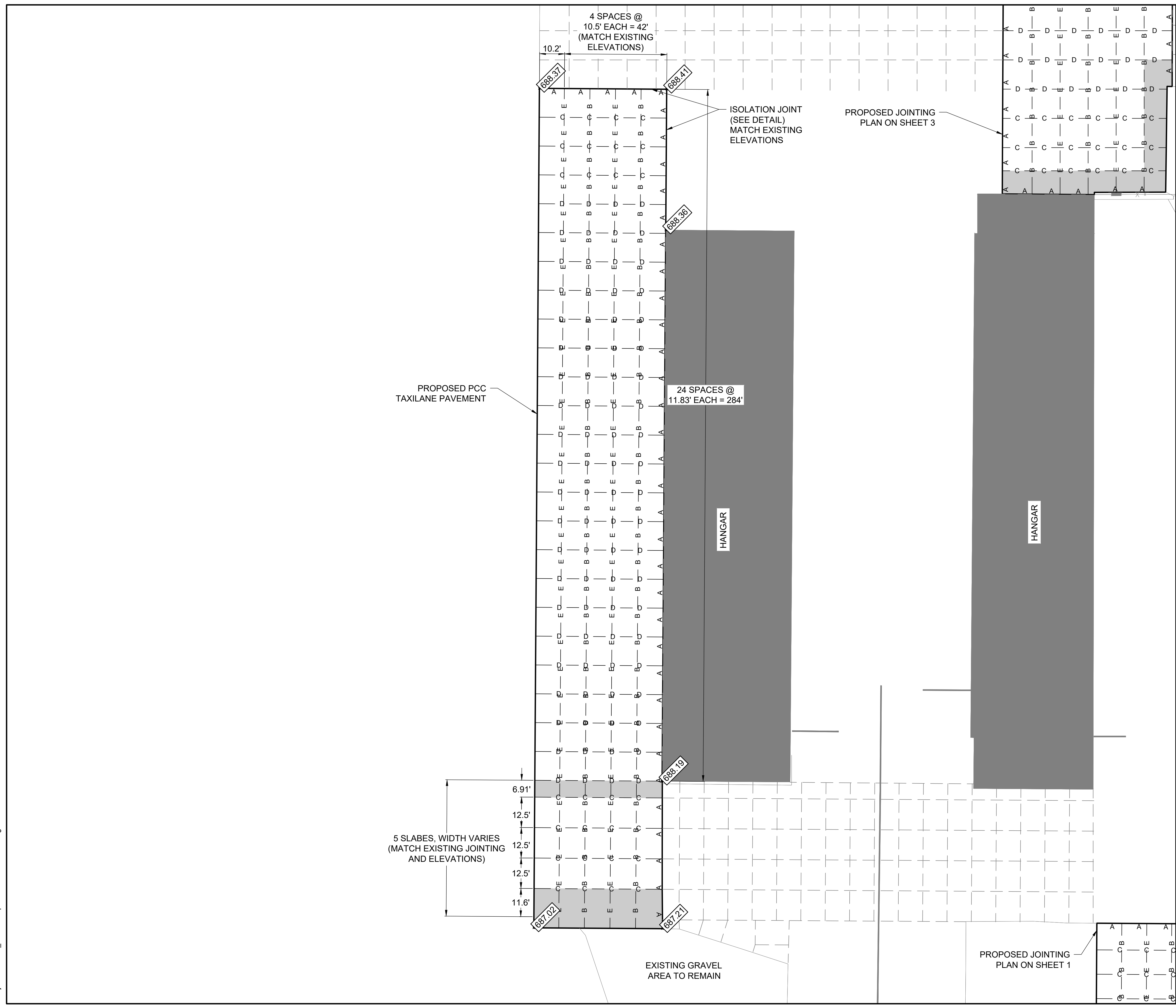
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DRAWN BY: KCB 12/22/25
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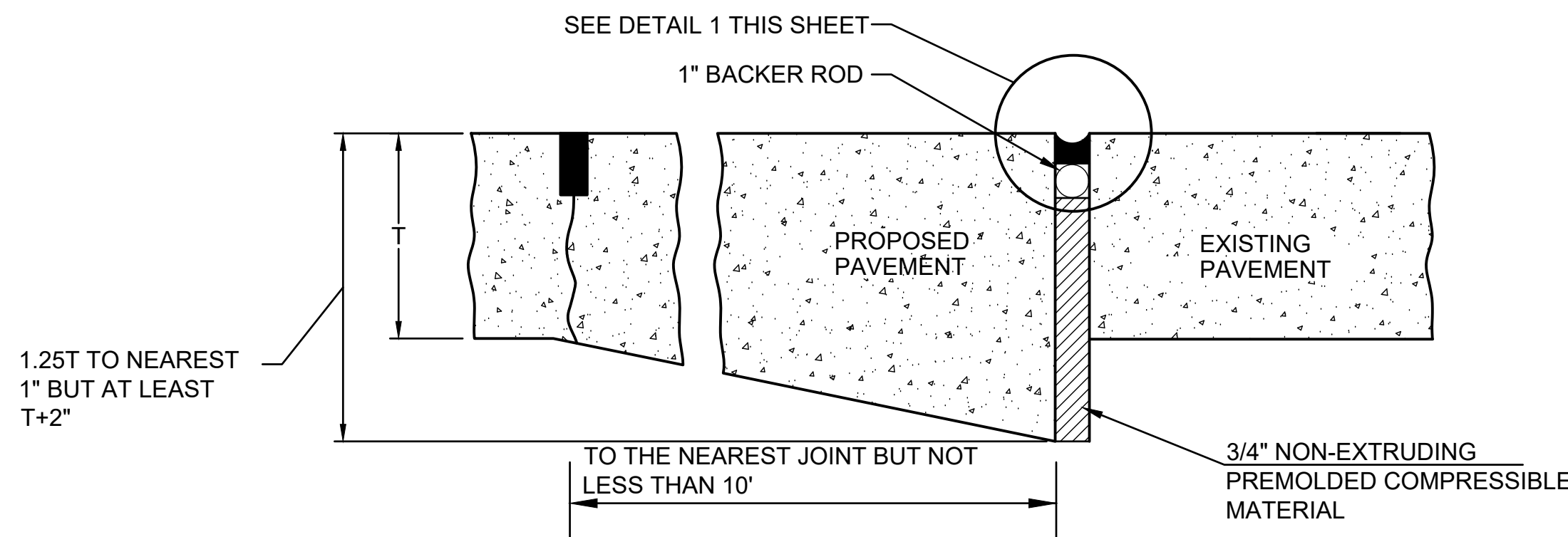
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PROPOSED JOINTING PLAN - SHEET 2

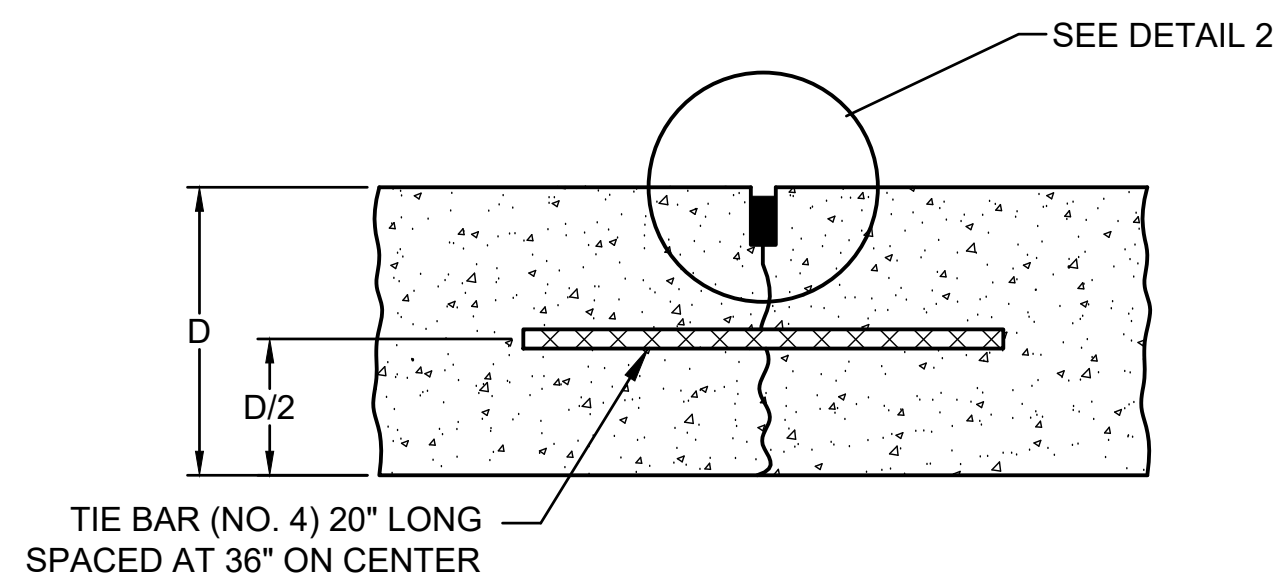
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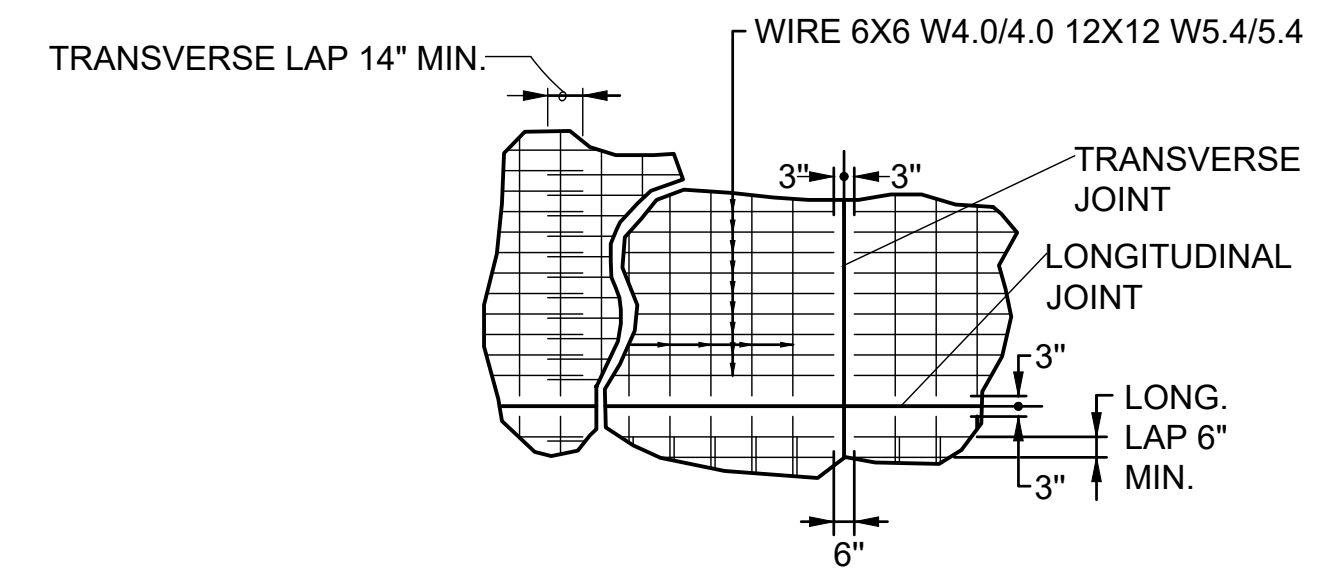




TYPE-A THICKENED EDGE ISOLATION JOINT

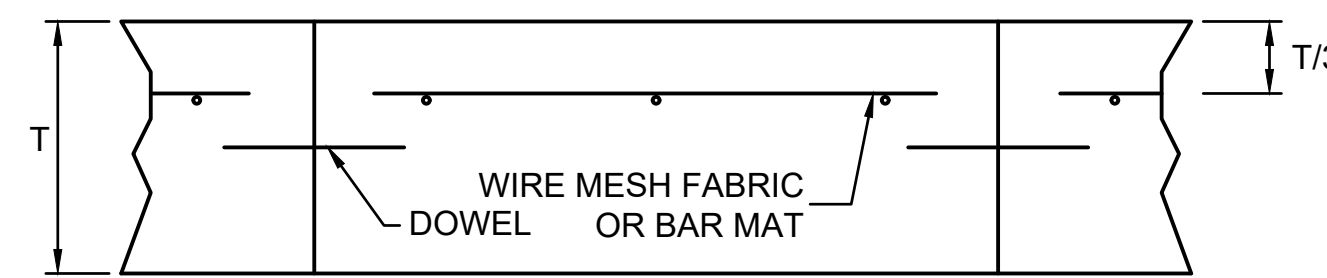


TYPE B - HINGED CONTRACTION JOINT

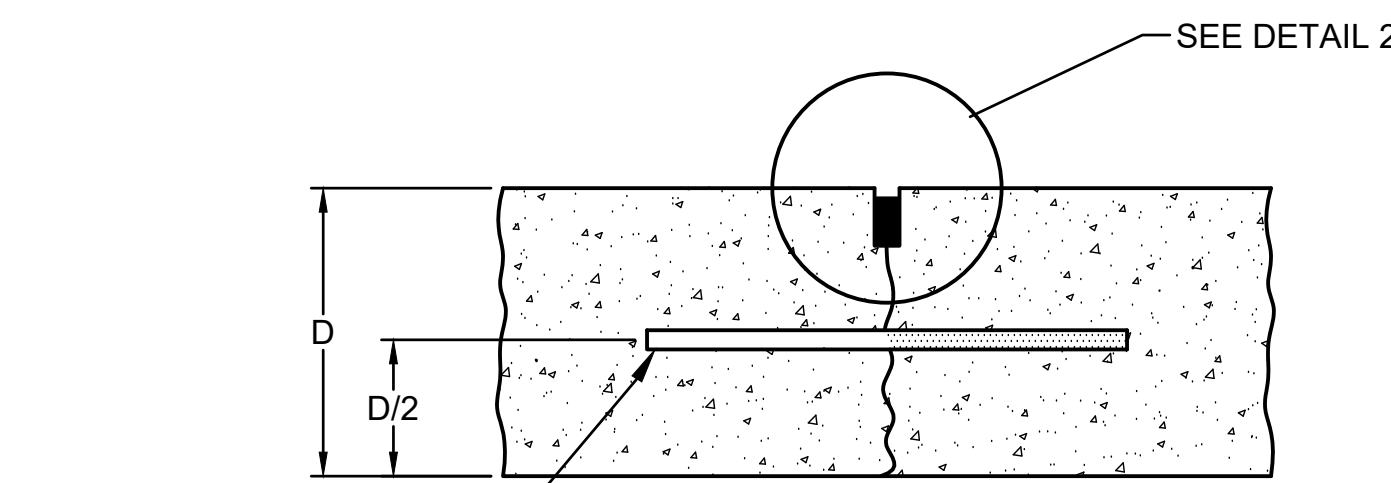


REINFORCEMENT SHEET WIRE FABRIC DETAIL
NOT TO SCALE

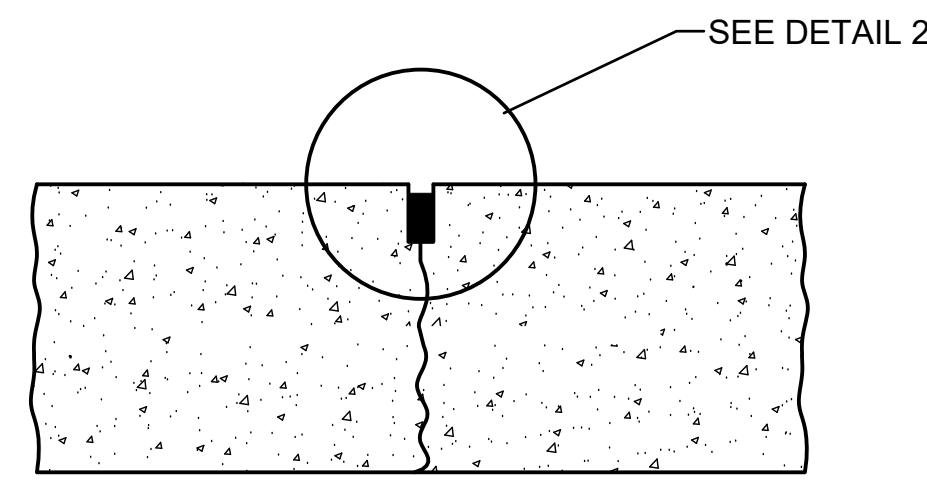
NOTE:
DIFFERENT WIRE MESH SIZES/CONFIGURATIONS ARE PERMITTED TO PROVIDE A MINIMUM OF 0.05% OF THE PANEL CROSS-SECTIONAL AREA IN BOTH DIRECTIONS.



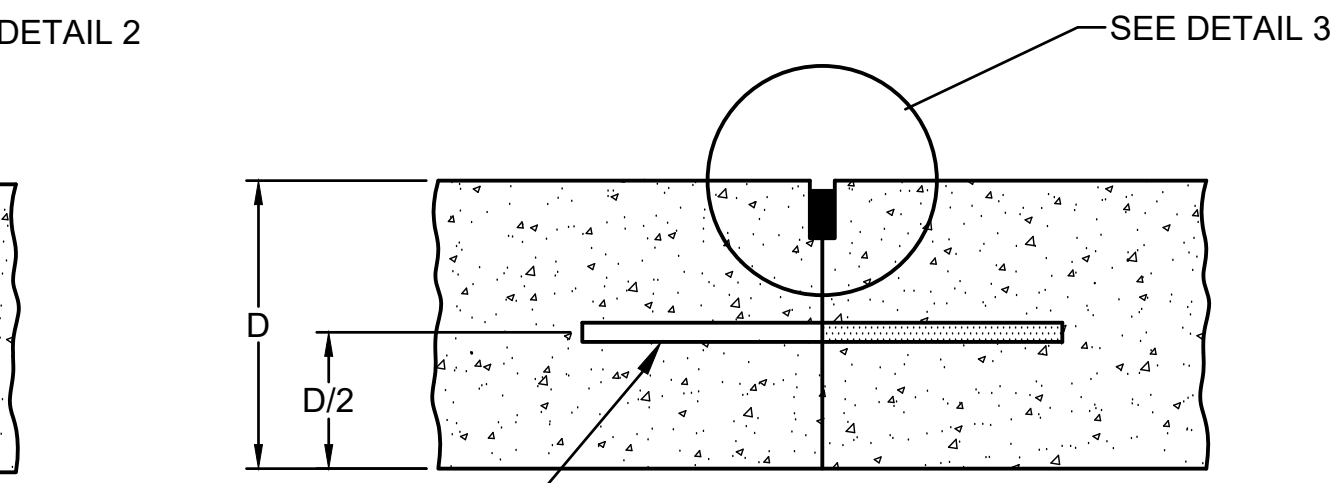
PAVEMENT REINFORCING DETAIL
NOT TO SCALE



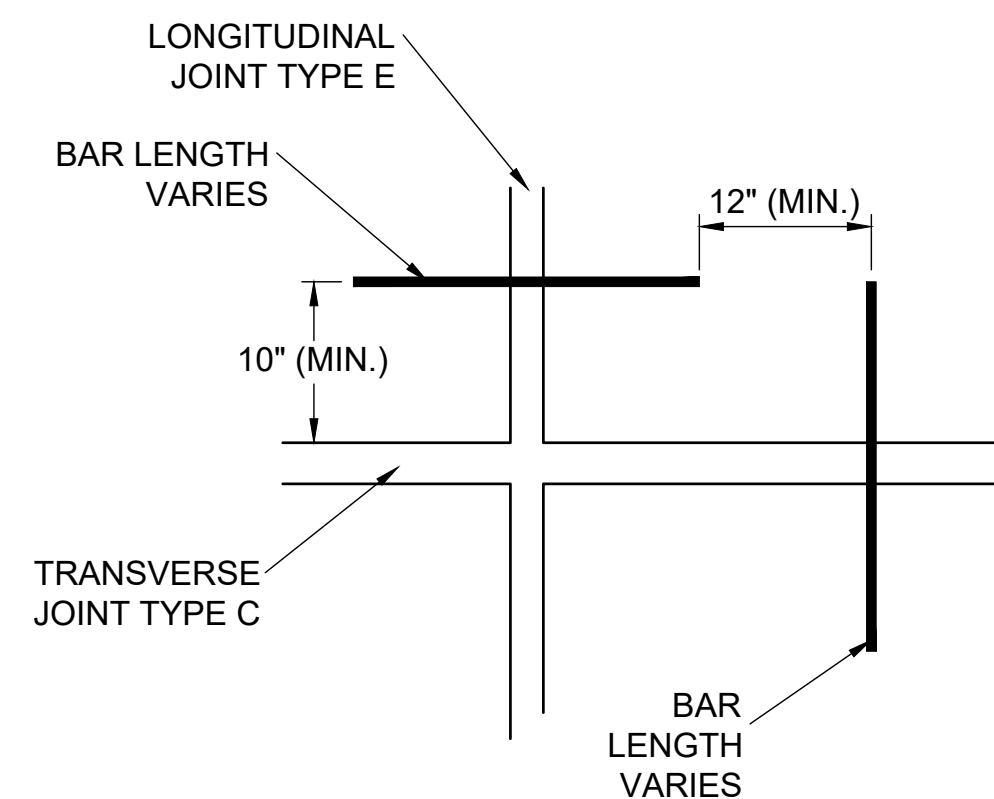
TYPE C - DOWELED CONTRACTION JOINT



TYPE D DUMMY CONTRACTION JOINT

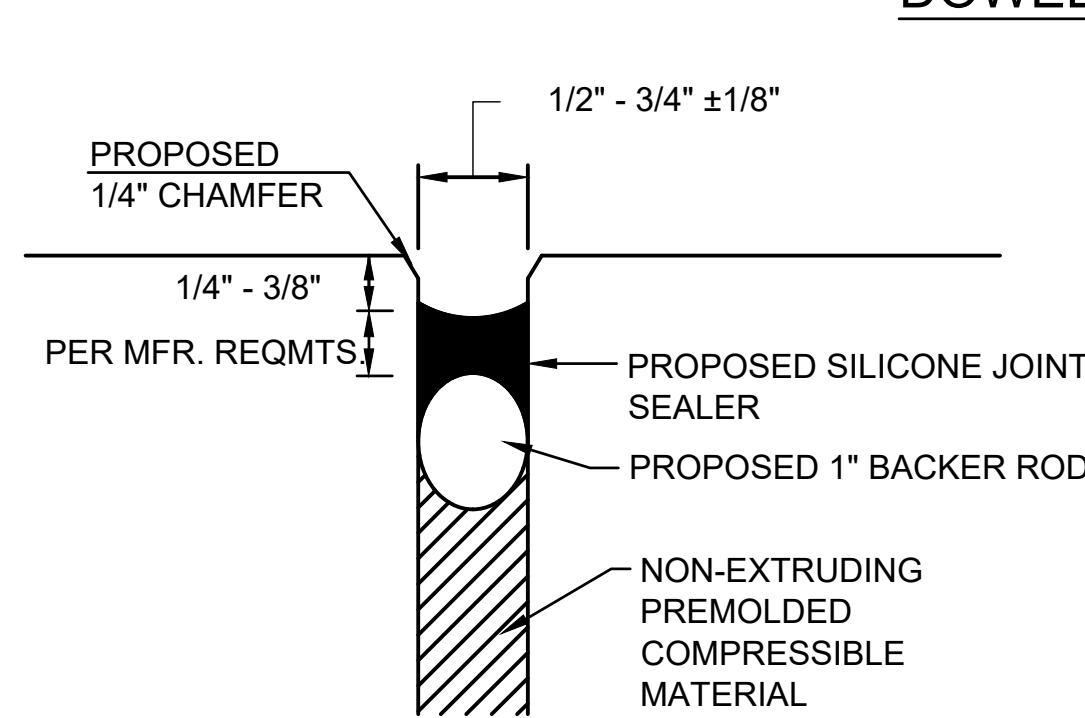


TYPE E DOWELED CONSTRUCTION JOINT

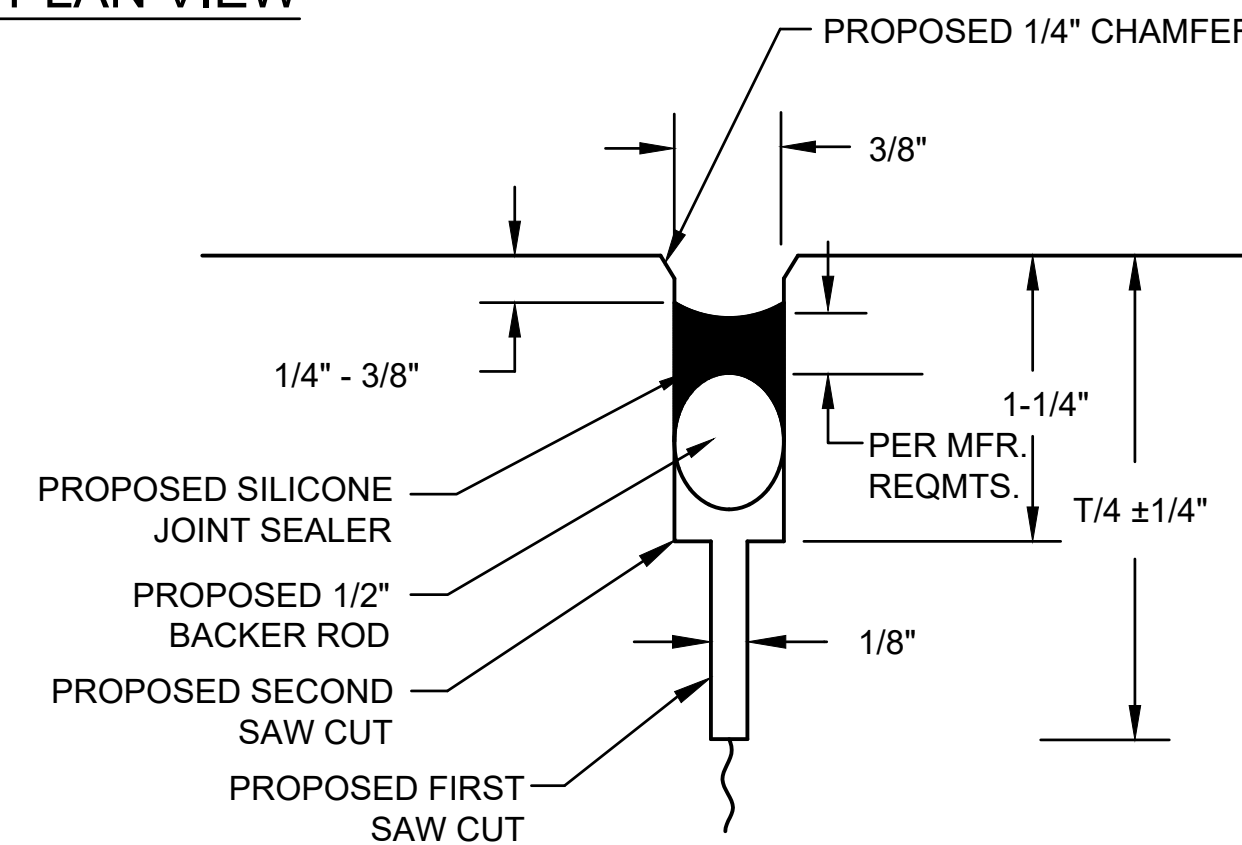


DOWEL PLAN VIEW

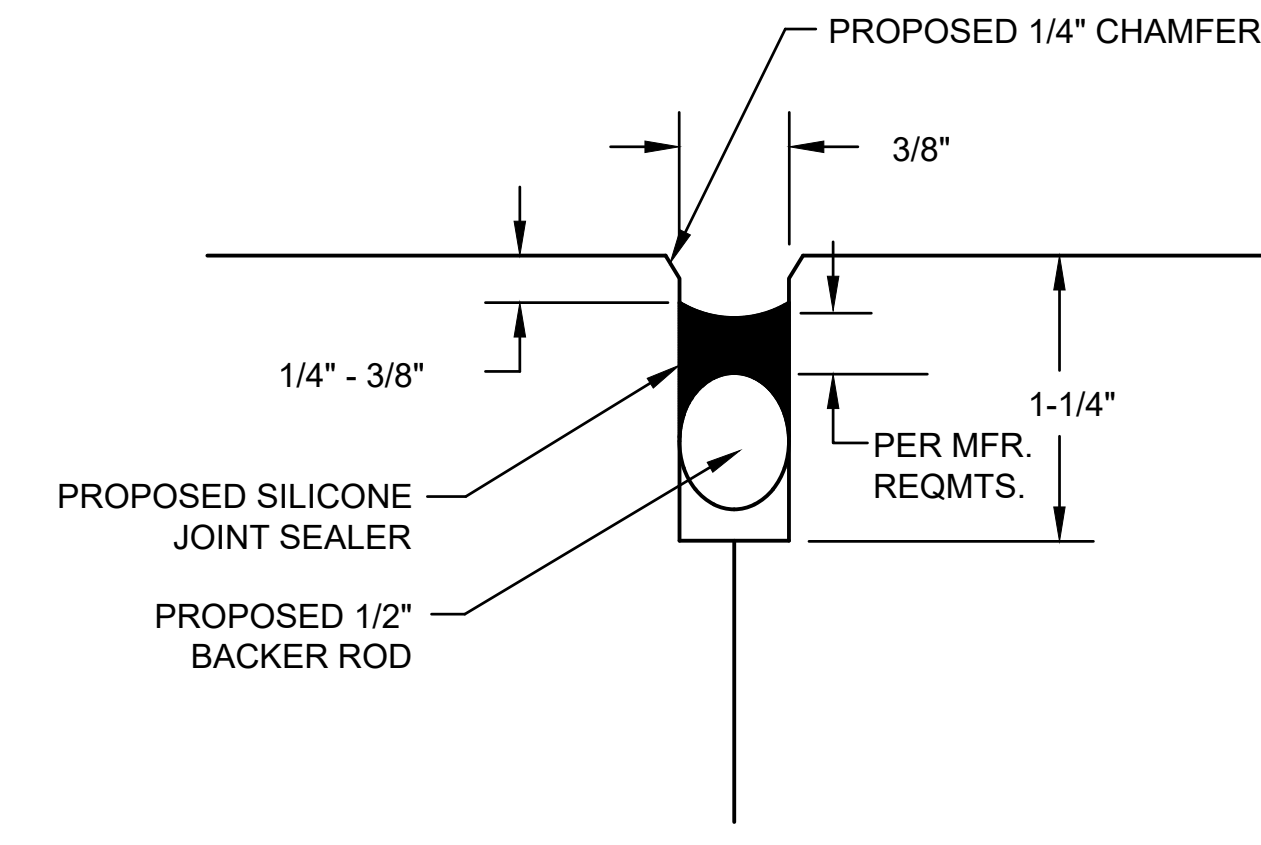
POSITION OF DOWELS AT EDGE OF JOINT TYPE C OR E



DETAIL 1
NOT TO SCALE



DETAIL 2
NOT TO SCALE



DETAIL 3
NOT TO SCALE

JOINT SEALING DETAILS
NOT TO SCALE

JOINTING NOTES

- ALL JOINT EDGES SHALL BE SAWCUT TO PRODUCE THE 1/4" CHAMFER.
- ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE SURFACE OF THE PAVEMENT AND TO THE CENTERLINES OF THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN PRIOR TO INSTALLATION.
- ALL TIE BARS SHALL BE HELD IN PLACE BY SUPPORT PINS OR OTHER METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT. SUPPORT PINS SHALL BE OF SUFFICIENT LENGTH TO PENETRATE AT LEAST 6" INTO THE SUBGRADE.
- ALL TIE BARS SHALL BE PLACED AT A POINT NOT LESS THAN 6" OR MORE THAN 15" FROM A TRANSVERSE OR EXPANSION JOINT.
- DOWELS IN TRANSVERSE CONTRACTION AND LONGITUDINAL CONSTRUCTION JOINTS SHALL BE COATED WITH A RUSTPROOFING COMPOUND AND HALF THE LENGTH GREASED WITH A HEAVY GREASE.
- ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE ±1/8" FOR CONSTRUCTION JOINTS AND ±1/4" FOR CONTRACTION JOINTS.
- THE CONTRACTOR IS REQUIRED TO DRILL AND EPOXY THE PROPOSED DOWELS IN ACCORDANCE WITH THE DETAILS AND SPECIFICATIONS. THE EPOXY MATERIAL MUST BE APPROVED BY THE DIVISION OF AERONAUTICS PRIOR TO USE.
- THE COST OF ALL DOWEL BARS, TIE-BARS, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE PCC PAVEMENT.
- WHEN CONSTRUCTING "FILL-IN" PAVEMENT LANES THE CONTRACTOR SHALL USE BELTING OR OTHER PROTECTIVE MATERIAL FOR THE PAVING MACHINE TO TRAVEL ON AND WILL PROTECT THE TRANSVERSE JOINTS.
- JOINT SEALANT SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS, ITEM 605.
- CURING COMPOUND SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS, ITEM 501-2.9, AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE RESIDENT ENGINEER/TECHNICIAN.
- ALL NON-ALIGNED EDGES WILL BE SAWED FULL DEPTH.

REINFORCING NOTES:

- END LAPS SHALL BE A MINIMUM OF 12", BUT NOT LESS THAN 30 TIMES THE DIAMETER OF THE LONGITUDINAL WIRE OR BAR.
- SIDE LAPS SHALL BE A MINIMUM OF 6", BUT NOT LESS THAN 20 TIMES THE DIAMETER OF TRANSVERSE WIRE OR BAR.
- END AND SIDE CLEARANCES SHALL BE A MAXIMUM OF 6" AND A MINIMUM OF 2".
- LONGITUDINAL MEMBERS SHALL BE SPACED NOT LESS THAN 4" NOR MORE THAN 12" APART.
- TRANSVERSE MEMBERS SHALL BE SPACED NOT LESS THAN 4" NOR MORE THAN 24" APART.
- REINFORCING SHALL CONSIST OF WELDED STEEL WIRE FABRIC CONFORMING TO THE REQUIREMENTS OF ASTM A 185 OR BAR MATS CONFORMING TO THE REQUIREMENTS OF ASTM A 184 OR A 704.
- PAVEMENT REINFORCING SHALL BE INCIDENTAL TO ITEM 501 PCC PAVEMENT.

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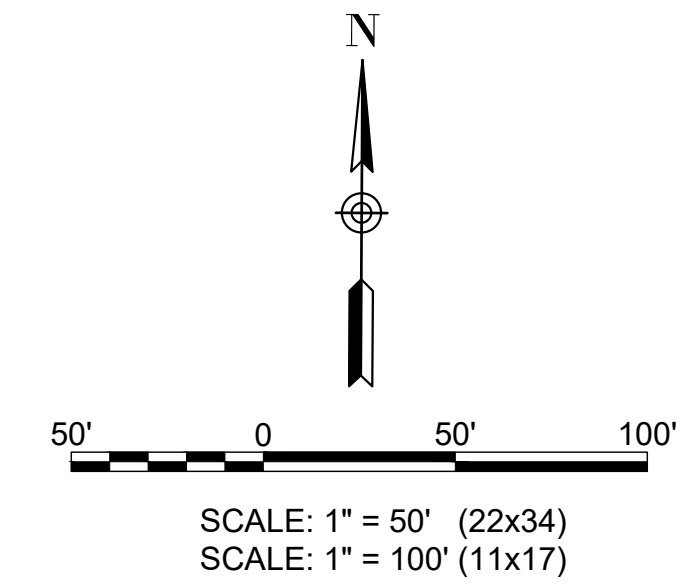
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CAD FILE: C-161-JNT.DWG
DESIGN BY: LDH 12/22/25
DRAWN BY: KCB 12/22/25
REVIEWED BY: LDH 01/24/26

SHEET TITLE

PROPOSED JOINTING PLAN DETAILS AND NOTES

FOR BID

MARKING SCHEDULE			
AR620520 - PAVEMENT MARKING - WATERBORNE			
DESCRIPTION	UNIT AREA (S.F.)	NO. REQUIRED	TOTAL AREA (S.F.)
TAXIWAY CENTERLINE	397	1	397
AR620525 PAVEMENT MARKING - BLACK BORDER			
DESCRIPTION	UNIT AREA (S.F.)	NO. REQUIRED	TOTAL AREA (S.F.)
TAXIWAY CENTERLINE	794	1	794



LEGEND

	EXISTING PAVEMENT
	EXISTING BUILDINGS
	PROPOSED PCC PAVEMENT
	PROPOSED PAVEMENT MARKING
	EXISTING PAVEMENT MARKING



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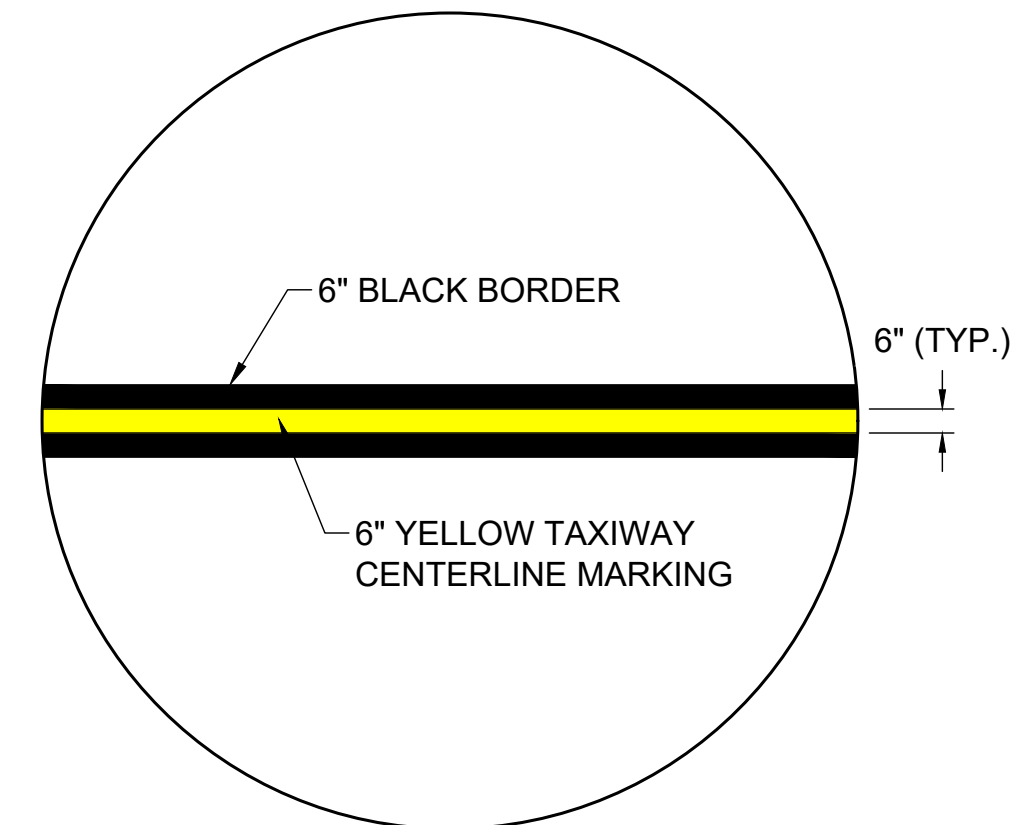
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PROJECT NO: 25A0109.00
CAD FILE: C-151-MRK.DWG
DESIGN BY: LDH 12/22/25
DRAWN BY: KCB 12/22/25
REVIEWED BY: LDH 01/24/26

SHEET TITLE

PROPOSED MARKING PLAN

FOR BID

- WATERBORNE PAVEMENT MARKING NOTES**
- ALL PARKING MARKING SHALL BE 6" YELLOW (AR620520) WITH A 6" BLACK BORDER (AR620525).
 - A 30-DAY WAIT PERIOD IS REQUIRED BETWEEN THE PLACEMENT OF PCC PAVEMENT AND THE PAVEMENT MARKING.
 - GLASS BEADS SHALL BE APPLIED TO YELLOW MARKING. GLASS BEADS SHALL NOT BE APPLIED TO BLACK PAINT.
 - CUT-OFF SHEETS WILL BE REQUIRED TO ENSURE STRAIGHT EDGES.
 - THE CONTRACTOR WILL BE RESPONSIBLE FOR RE-MARKING ANY MARKINGS DAMAGED BY CONSTRUCTION ACTIVITIES THAT ARE OUTSIDE OF THE PROPOSED WORK LIMITS.



TAXIWAY CENTERLINE DETAIL
NOT TO SCALE

PROPOSED YELLOW TAXILANE CENTERLINE MARKING, 6" WIDE (WITH 6" BLACK BORDER)

