14A

# WHITESIDE COUNTY AIRPORT BOARD WHITESIDE COUNTY, ILLINOIS

WH009 TOTAL SHEETS: 11



WHITESIDE COUNTY AIRPORT BOARD

APPROVED BY \_\_

JACK CASSENS, CHAIRMAN

DATE

**APRIL 17, 2009** 

#### **DESIGN INFORMATION**

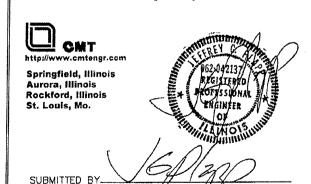
TOWNSHIP: 20 NORTH RANGE: 7 EAST COUNTY: WHITESIDE MONTMORENCY TOWNSHIP

(MAXIMUM EQUIPMENT HEIGHT = 25')



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

Illinois Professional Engineering Practice Act of 1989



APRIL 17, 2009

license expires 11-30-2009

LOCATION MAP

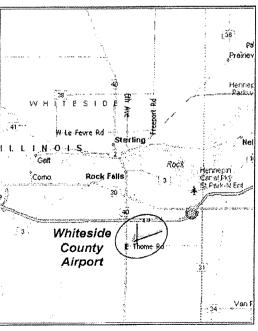
# CONSTRUCTION PLANS FOR WHITESIDE COUNTY AIRPORT

### REHABILITATE SOUTH TERMINAL APRON

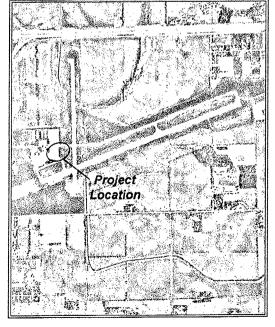
#### FINAL SUBMITTAL

ILLINOIS PROJECT: SQI-3910 A.I.P. PROJECT: 3-17-0098-B16

> APRIL 17, 2009 (JUNE 12, 2009 LETTING)



ATION MAP



SITE PLAN

#### GENERAL

- COVER SHEET (CVR1)
- 2. SUMMARY OF QUANTITIES (QTY1)
- 3. SITE PLAN (SPL1)
- TYPICAL SECTIONS (TYP1)
- 5. CONSTRUCTION PHASING PLAN (CPP1)
- 6. CONSTRUCTION PHASING STAGE 1 (CPS1)
- 7. EXISTING CONDITIONS / PROPOSED REMOVALS (REM1)
- 8. APRON GRADING PLAN (GRD1)
- 9. TAXIWAY A GRADING PLAN (GRD2)
- 10. MARKING AN LANDSCAPING PLAN (MRK1)
- 11. MISCELLANEOUS DETAILS (DTL1)

09292-02-00/06

# **SUMMARY OF QUANTITIES**

***************************************				BASE BID	
SEQ NO	ITEM NO	DESCRIPTION	UNIT	REHAB.SOUTH APRON QUANTITY	RECORD QUANTITY
1	AR201670	CRACK CONTROL FABRIC	SY	17,740.00	
2	AR401610	BITUMINOUS SURFACE COURSE	TONS	3,705.00	
3		BITUMINOUS SURFACE TEST SECTION	EACH	1.00	
4		BUTT JOINT CONSTRUCTION	SY	1,450.00	THE RESERVE OF THE PROPERTY OF
5	AR401910	REMOVE & REPLACE BIT. PAVEMENT	sy	107.00	
6	AR510510	TIEDOWN	EACH	45.00	
7		GROUND ROD	EACH	10.00	
8	AR510900	REMOVE TIEDOWN	EACH	51.00	•
9	AR603510	BITUMINOUS TACK COAT	GAL	4,589.00	
10	AR620520	PAVEMENT MARKING - WATERBORNE	SF	2,118.00	
11	AR620525	PAVEMENT MARKING - BLACK BORDER	SF	1,890.00	
12	AR625510	TAR EMULSION SEAL COAT	sy	1,267.00	AND
13	AR901510	SEEDING	ACRE	0.51	
14	AR905520	TOPSOILING (FROM OFF SITE)	CY	271.00	
15	AR908510	MULCHING	ACRE	0.51	
16	**************************************				
17	<u> </u>				
18					
19	in this pi clima a maghinga bhogaph chu agu mha bhin gu agu an ghin gu na bhin gu ng an agus gu na bhin ag				
20			7 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1		

WH009



Whiteside AIRPORT
County AIRPORT
JOSEPH H. BITTORF FIELD

Whiteside County
Airport

Sterling / Rock Falls,

Whiteside County
Airport

AIP: 3-17-0098- B16 SQI-3910

REHABILITATE SOUTH TERMINAL APRON

Revisions

No. Date Description

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:
 04.17.09

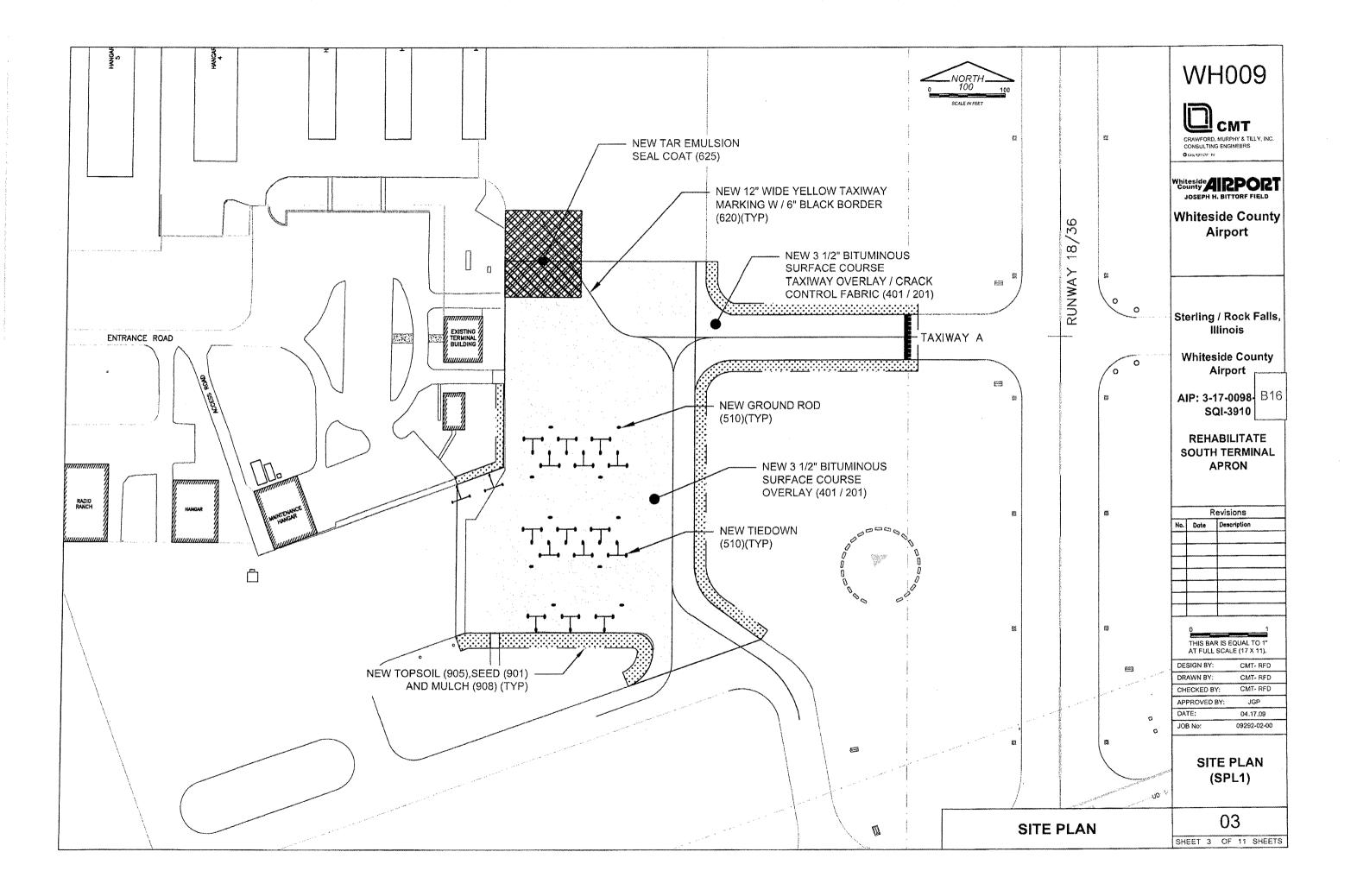
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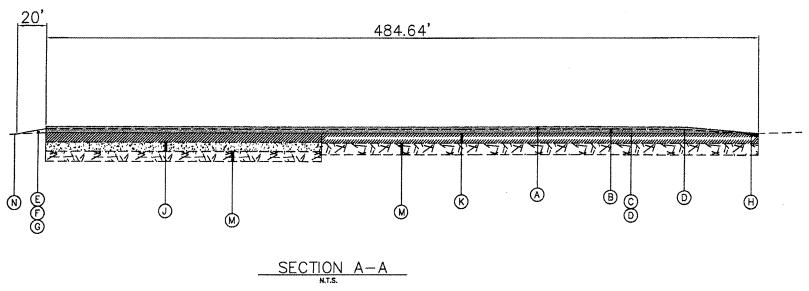
SUMMARY OF QUANTITIES (QTY1)

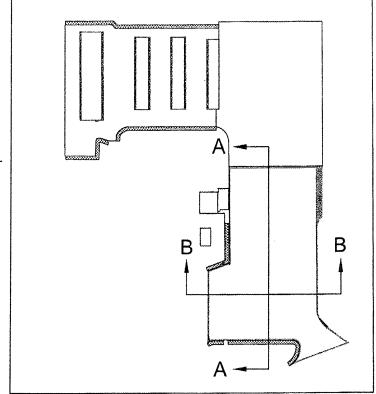
SUMMARY OF QUANTITIES

02

SHEET 02 OF 11 SHEETS







#### SECTION PLAN

#### LEGEND

- A NEW 1-1/2" NOMINAL SURFACE COURSE (401)
- © NEW BITUMINOUS TACK COAT (603)
- E NEW TOPSOIL SHOULDER
- F NEW MULCHING
- G NEW SEEDING
- H NEW BUTT JOINT CONSTRUCTION (401)
- 1 EXISTING 5.5" BITUMINOUS PAVEMENT
- J EXISTING 8" PCC PAVEMENT
- (K) EXISTING 4" BITUMINOUS PAVEMENT
- (L) EXISTING 8" AGGR. BASE
- (N) EXISTING GROUND LINE

- B NEW 2" SURFACE COURSE (401)
- D NEW CRACK CONTROL FABRIC (401)

- (M) EXISTING CRUSHED AGGR. BASE



WH009

# Whiteside AIRPORT County AIRPORT JOSEPH H. BITTORF FIELD

Whiteside County Airport

Sterling / Rock Falls, Illinois

Whiteside County Airport

AIP: 3-17-0098 B16 SQI-3910

#### REHABILITATE SOUTH TERMINAL APRON

Revisions			
No.	Date	Description	

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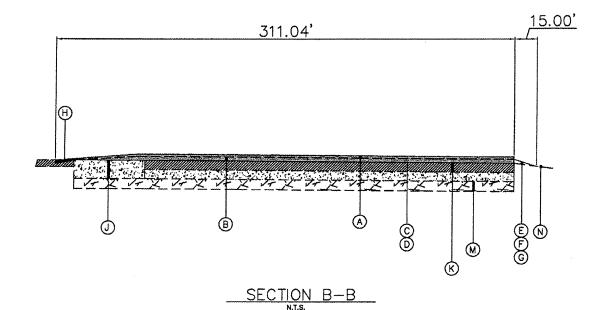
DESIGN BY:	CMT- RFD
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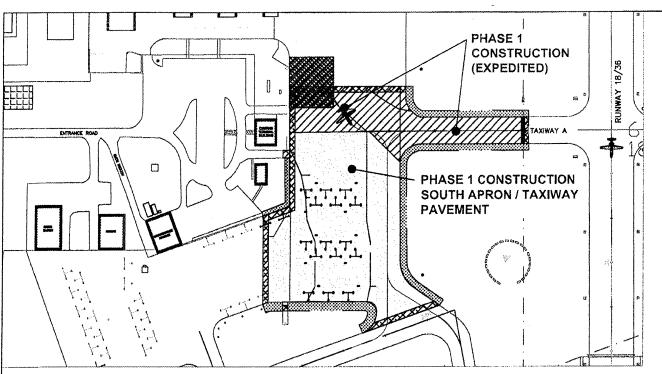
**TYPICAL SECTIONS** (TYP1)

**TYPICAL SECTIONS 1** 

04

SHEET 04 OF 11 SHEETS





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

#### 1. SUGGESTED SEQUENCE OF CONSTRUCTION

THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER.

#### 2. HAUL ROAD / STAGING AREA RESTORATION

ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE 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.

#### S. 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.

NORTH.

200

#### 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

#### 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

# WH009



CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

# County AIRPORT

Whiteside County
Airport

Sterling / Rock Falls

Whiteside County
Airport

AIP: 3-17-0098- B16 SQI-3910

#### REHABILITATE SOUTH TERMINAL APRON

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Revisions			
No.	Date	Description	
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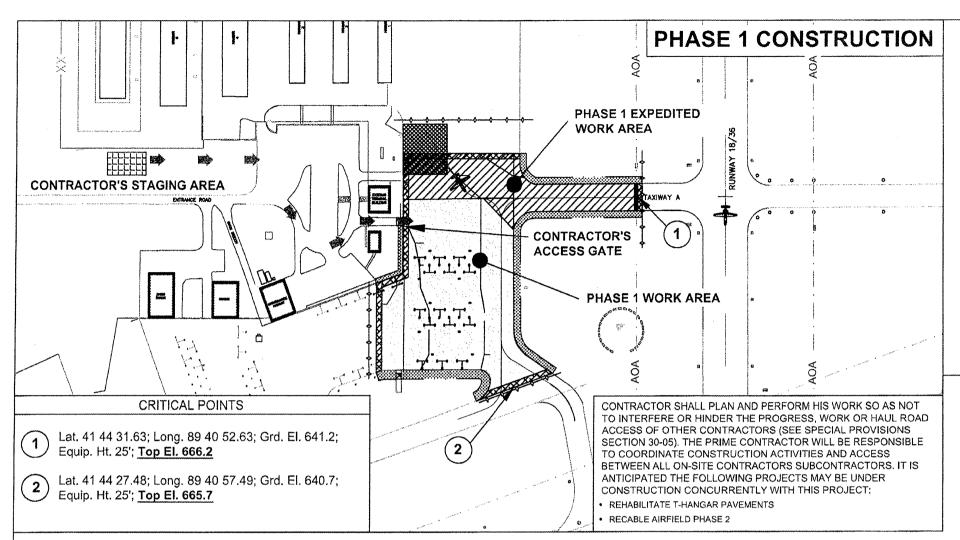
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APPROVED BY:	JGP
DATE:	04.17.09
JOB No:	09292-02-00

#### CONSTRUCTION PHASING PLAN (CPP1)

05

SHEET 05 OF 11 SHEETS



#### **LEGEND**

# PHASE 1 CONSTRUCTION (EQUIPMENT HEIGHT 25')



PHASE 1 CONSTRUCTION EXPEDITED (EQUIPMENT HEIGHT 25')



CONTRACTOR'S ACCESS/HAUL ROAD



TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS AND CONSTRUCTION FENCING



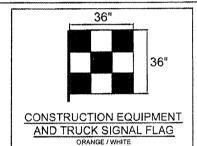
AIRCRAFT MOVEMENT OPERATIONS



AIR OPERATIONS AREA (A.O.A.)



CONSTRUCTION STAGING



#### **CONSTRUCTION PHASING STAGE 1 - NOTES:**

- 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.
- 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 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 ACCESIBLE 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.

#### **CONSTRUCTION PHASING STAGE 1 EXPEDITED - NOTES:**

- 1. CONTRACTOR SHALL PROVIDE RESIDENT ENGINEER WITH APPROVED PROGRESS SCHEDULE SHOWING EXPEDITED START/ STOP DATES. APPROVED PROGRESS SCHEDULE SHALL BE SUBMITTED 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION.
- 2. PHASE 1 EXPEDITED 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 EXPEDITED WORK SHALL BE PRIORITIZED TO MINIMIZE CLOSURE TIME. ONLY DAILY CLOSURES OF THE AREA SHOW AS EXPEDITED SHALL BE PERMITTED.
- 4. PHASE 1 EXPEDITED WORK AREA DESCRIPTION. AN APPROVED PHASE 1 EXPEDITED 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 EXPEDITED 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 ACCESIBLE 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.

CONSTR. PHASING STAGE 1

## WH009



LU CMT

CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

# Whiteside AIRPORT

Whiteside County
Airport

Sterling / Rock Falls,

Whiteside County
Airport

AIP: 3-17-0098- B16 SQI-3910

REHABILITATE SOUTH TERMINAL APRON

	R	evisions
No.	Date	Description
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AT FULL SCALE (17 X 11).

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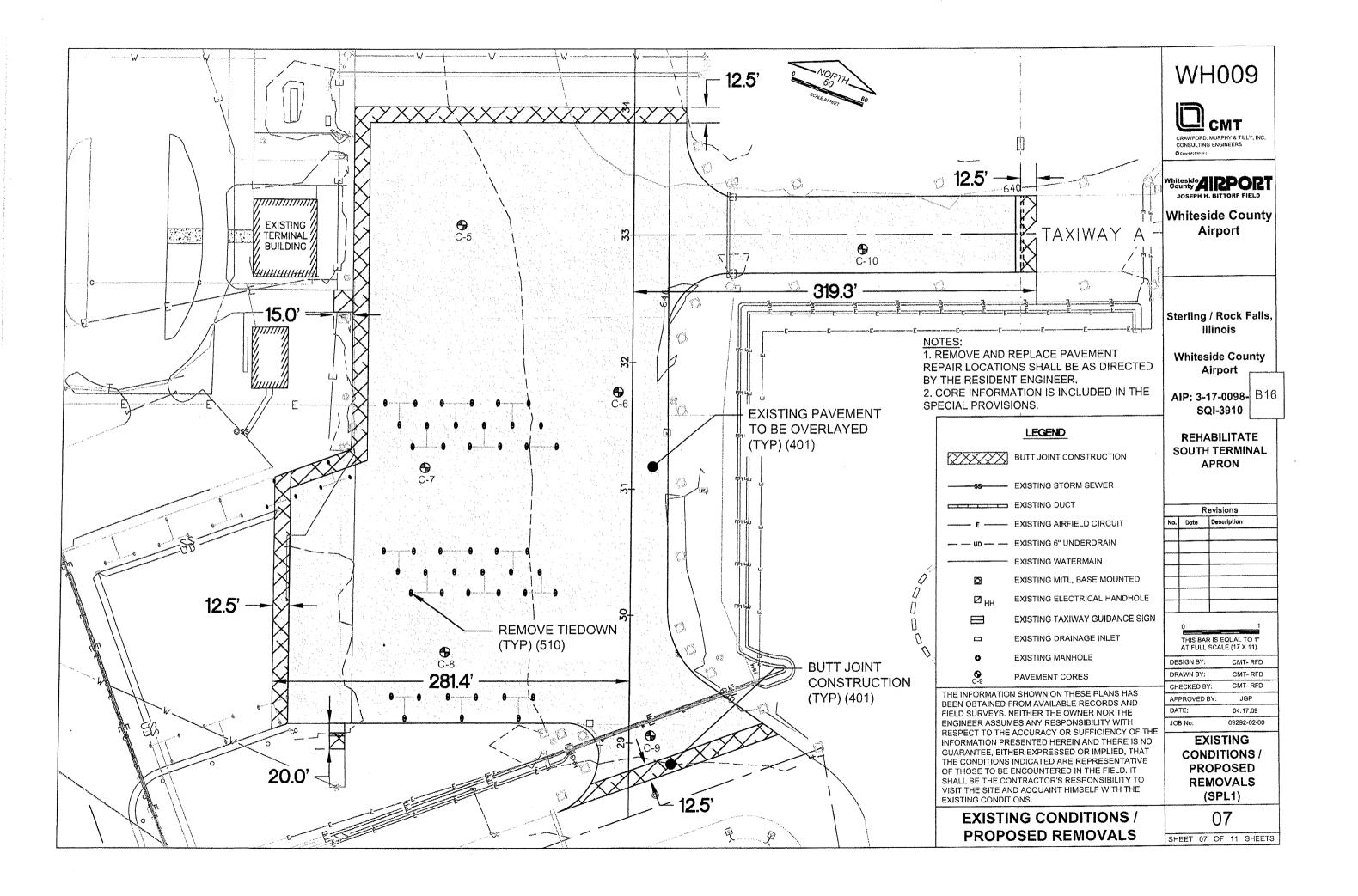
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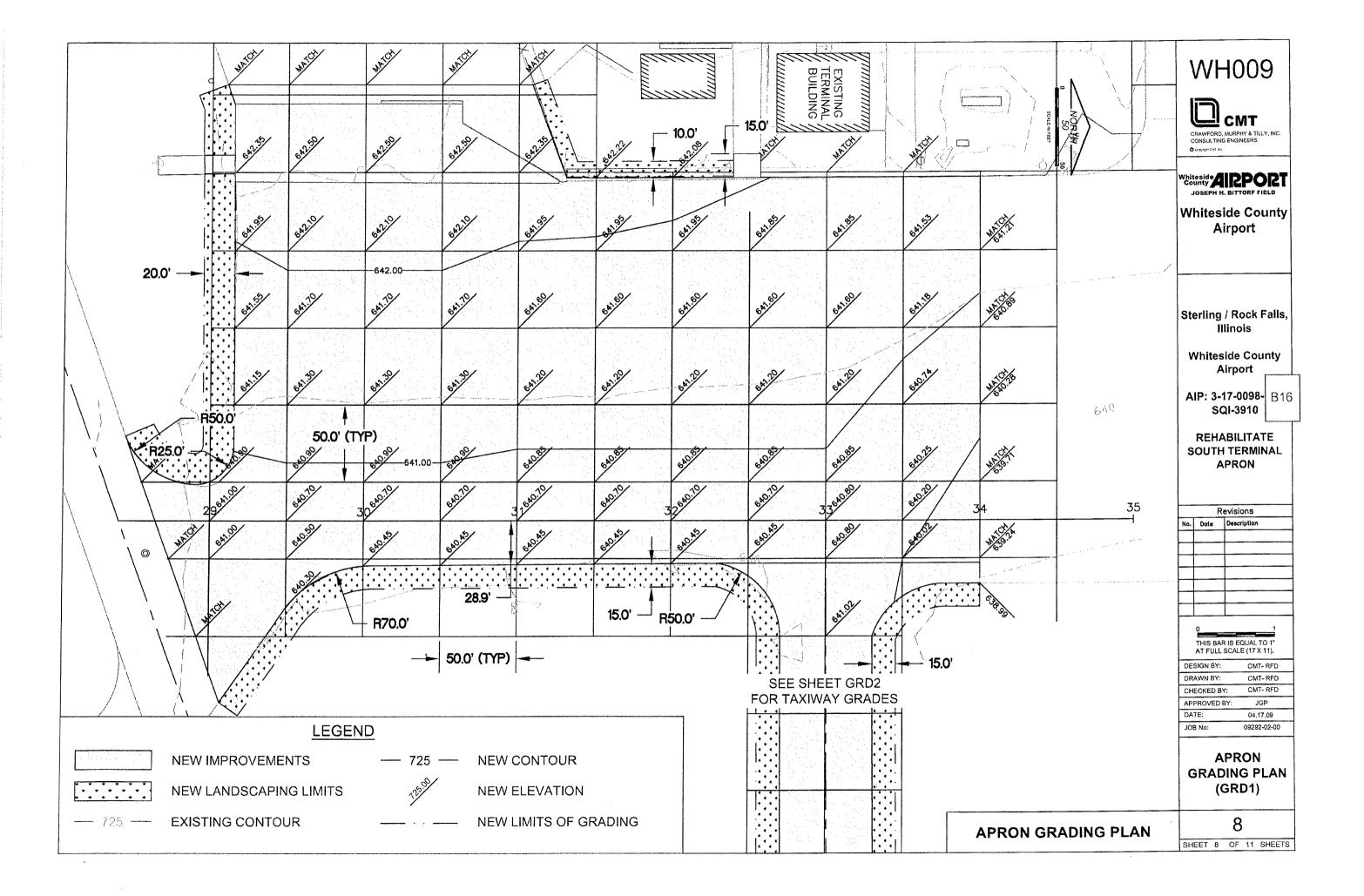
CONSTRUCTION PHASING STAGE

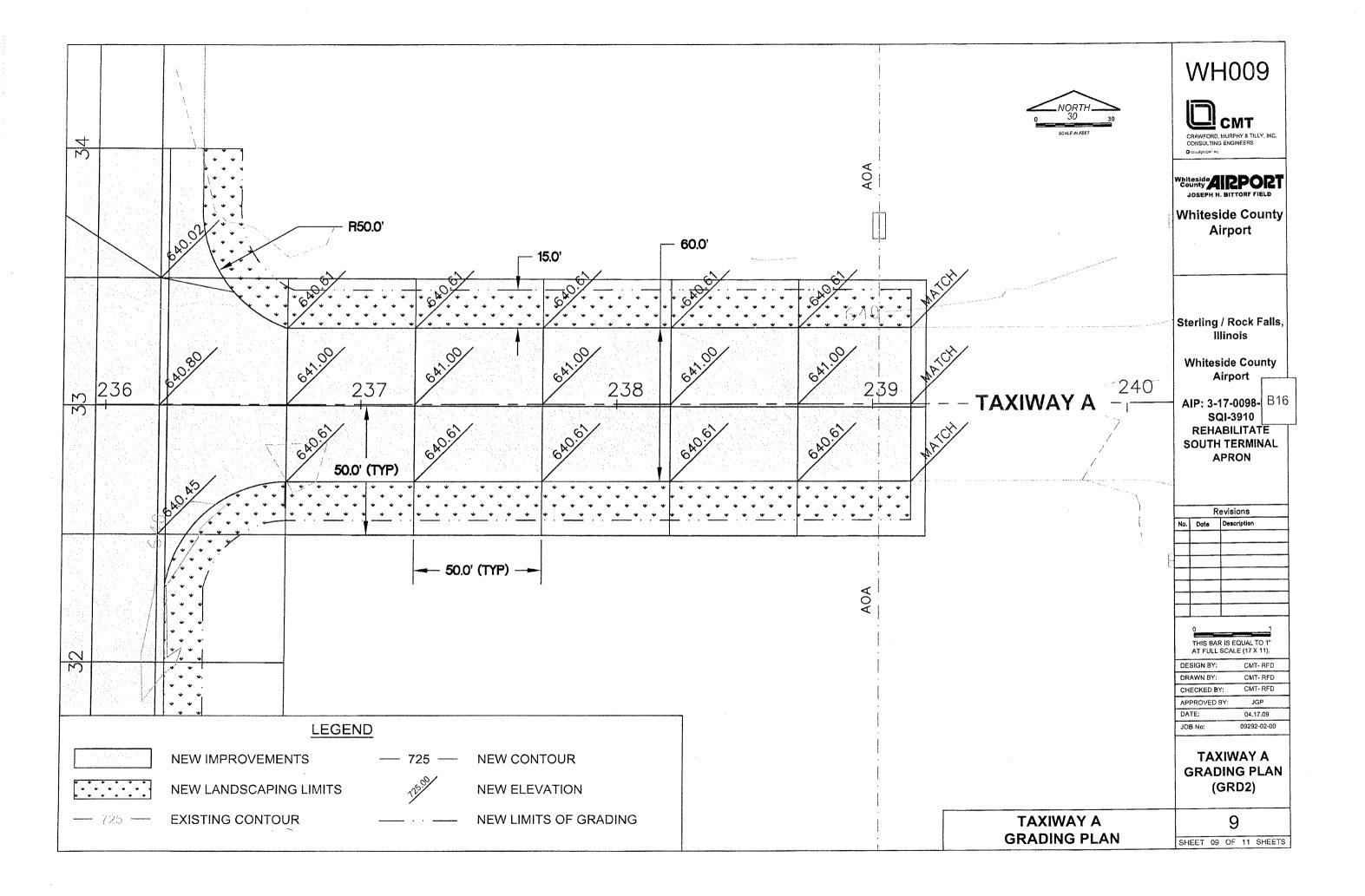
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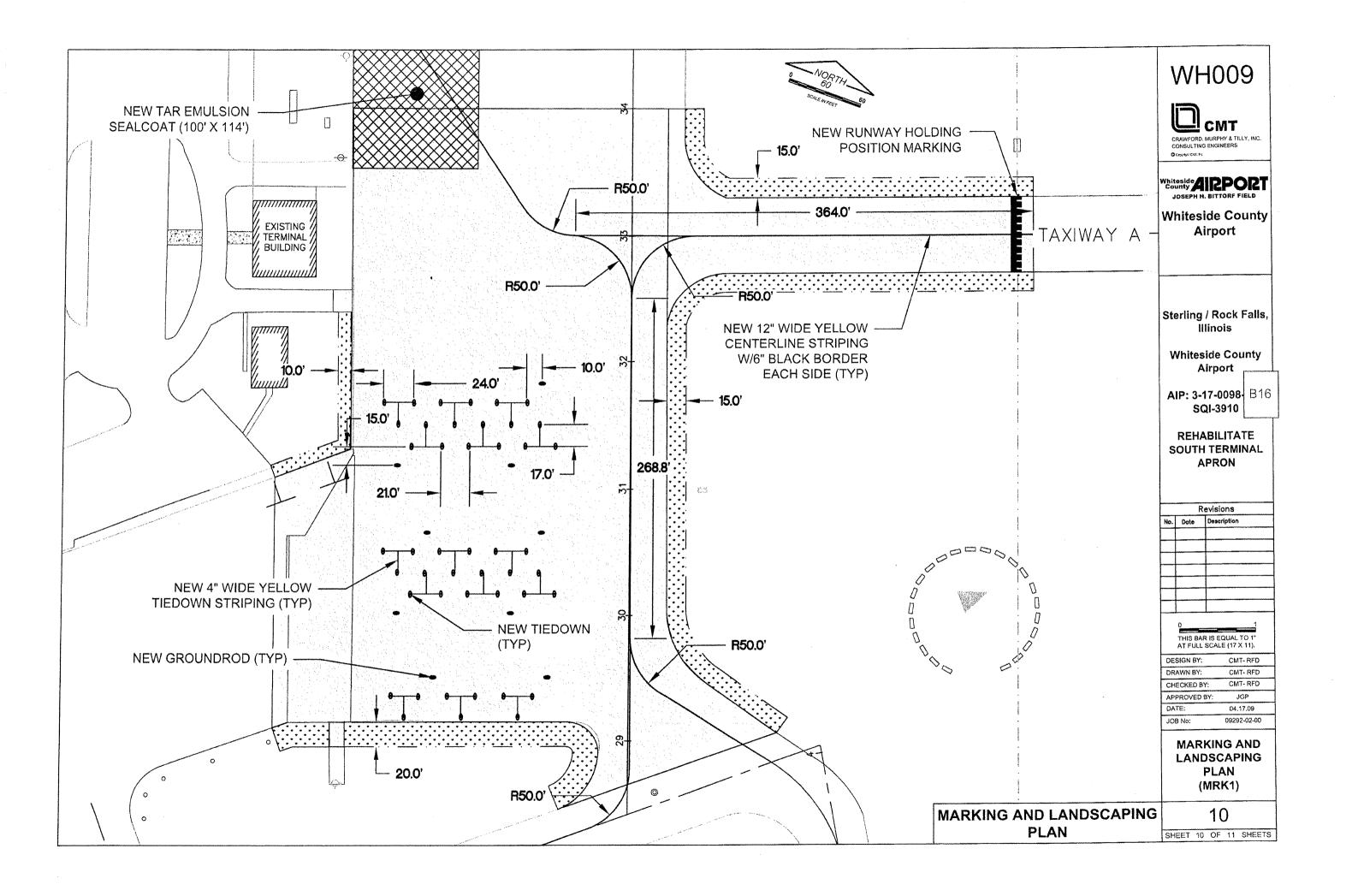
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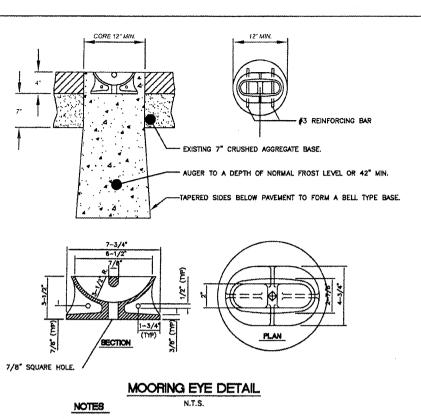
SHEET 06 OF 11 SHEETS











PROPOSED 2" DEEP SAWCUT (COST INCIDENTAL TO BUTT JOINT CONSTRUCTION) PROPOSED BITUMINOUS -VARIES PROPOSED TACK COAT VERTICAL AND HORIZONTAL SURFACES EXISTING PAVEMENT -SEE EXISTING CONDITIONS/ PROPOSED REMOVALS SHEET

PROPOSED BITUMINOUS SURFACE COURSE OVERLAY

- PROPOSED PAVEMENT BUTT JOINT CONSTRUCTION (PARTIAL DEPTH REMOVAL 2" AND LESS)

#### BUTT JOINT DETAIL

NO SCALE

- 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.

-VARIES

EXISTING BITUMINOUS PAVMENT

PROPOSED BITUMINOUS

SURFACE COURSE (401) LIFTS NO GREATER THAN

CLEAN AND TACK PATCH EDGES

EXISTING PAVEMENT

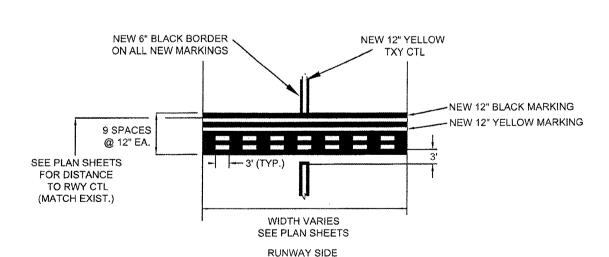
SHALL BE SAW CUT FULL DEPTH TO PRODUCE A NEAT

# EXISTING GRANULAR BASE TO BE RE-COMPACTED (209) AND PRIMED

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

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

#### AIRCRAFT HOLDING SIDE



#### **RUNWAY HOLDING POSITION MARKING**

# **╝** СМТ

CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

WH009

## Whiteside AIRPORT

Whiteside County Airport

Sterling / Rock Falls, Illinois

**Whiteside County** Airport

AIP: 3-17-0098- B16 SQI-3910

#### REHABILITATE SOUTH TERMINAL **APRON**

	R	
No.	Date	Description

1			
DES	IGN BY:	CMT- RFD	
DRA	WN BY:	CMT- RFD	
CHE	CKED BY:	CMT- RFD	
APP	ROVED BY:	JGP	
DAT	E:	04.17.09	
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#### MISCELLANEOUS **DETAILS** (DTL1)

**MISCELLANEOUS DETAILS** 

SHEET 11 OF 11 SHEETS