

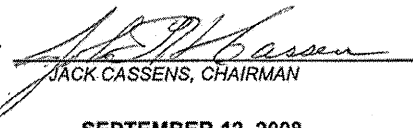
# WHITESIDE COUNTY AIRPORT BOARD WHITESIDE COUNTY, ILLINOIS

Whiteside County **AIRPORT**

JOSEPH H. BITTORF FIELD

WHITESIDE COUNTY AIRPORT BOARD

APPROVED BY



JACK CASSENS, CHAIRMAN

DATE SEPTEMBER 12, 2008

## REHABILITATE TAXIWAY EDGE LIGHTS (PARALLEL / CONNECTING TAXIWAYS A AND E EAST OF RUNWAY 18/36)

### DESIGN INFORMATION

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

(MAXIMUM EQUIPMENT HEIGHT = 25)

### FINAL SUBMITTAL

ILLINOIS PROJECT: SQI-3830  
A.I.P. PROJECT: 3-17-0098-B14

SEPTEMBER 12, 2008  
(NOVEMBER 07, 2008 LETTING)

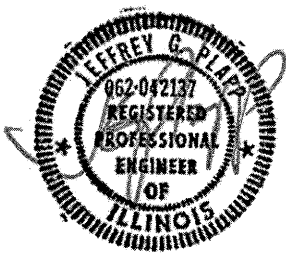


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EXCAVATING  
1-800-892-0123

Illinois Professional Engineering Practice Act of 1989



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



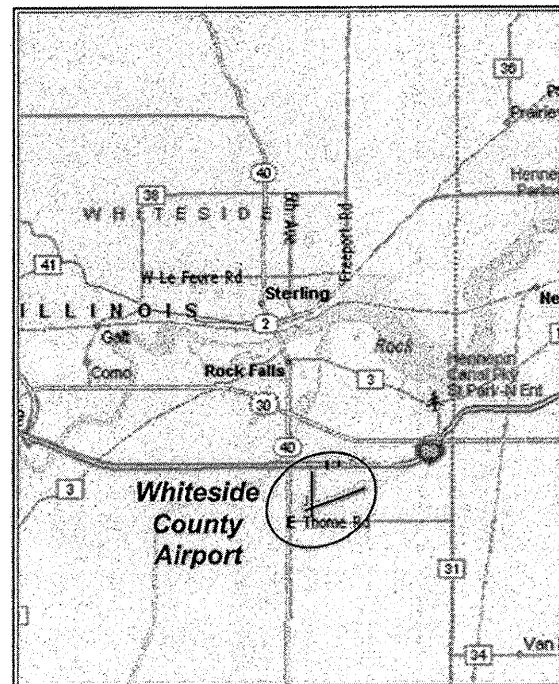
SUBMITTED BY

JEFFREY G. PLAPP, P.E.

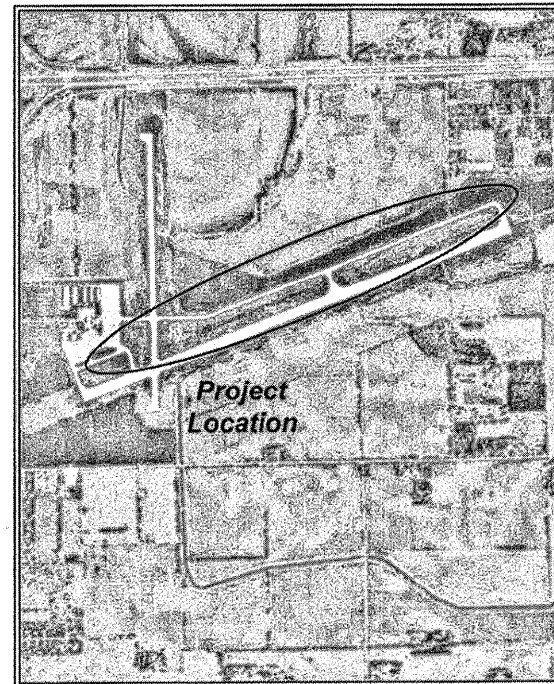
DATE

SEPTEMBER 12, 2008

license expires 11-30-2008



LOCATION MAP



SITE PLAN

### GENERAL

1. COVER SHEET (CVR1)
2. SUMMARY OF QUANTITIES (QTY1)
3. SITE PLAN (SPL1)
4. CONSTRUCTION PHASING PLAN (CPP1)
- 5-6. CONSTRUCTION PHASING STAGES 1-2 (CPS1-2)
7. ELECTRICAL SITE PLAN TAXIWAY A (ESP1)
- 8-11. ELECTRICAL PLAN TAXIWAY A (ETP1-4)
- 12-13. ELECTRICAL DETAILS 1-2 TAXIWAY A
14. VAULT MODIFICATIONS PLAN (VMP1)
15. REIL CABLING SITE PLAN (RSP1)

## SUMMARY OF QUANTITIES

SEQ NO	ITEM NO	DESCRIPTION	UNIT	BASE BID	BASE BID	ADD. ALT. 1	ADD. ALT. 1
				TXY A RECABLE REIL	RECORD QUANTITY	REGULATOR	RECORD QUANTITY
1	AR108158	1/C #8 5KV UG CABLE IN UD	LF	13,400.00			
2	AR109210	VAULT MODIFICATIONS	LS	1.00			
3	AR109332	15KW REGULATOR, STYLE 2	EACH	1.00		1.00	
4	AR125410	MITL-STAKE MOUNTED	EACH	90.00			
5	AR125901	REMOVE STAKE MOUNTED LIGHT	EACH	92.00			
6	AR125902	REMOVE BASE MOUNTED LIGHT	EACH	12.00			
7	AR800807	2-#4 XLP-USE, 1-#10 GND IN 1-1/4" UD	LF	6,800.00			
8	AR800808	MITL-BASE MOUNTED, ANCHORED	EACH	14.00			
9	AR800809	2" HDPE CONDUIT, DIRECTIONAL BORE	LF	190.00			
10	AR800813	REFURBISH AND GROUND GUIDANCE SIG	EACH	7.00			

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**AIP: 3-17-0098-B14  
SQI-3830**

**REHABILITATE  
TAXIWAY EDGE  
LIGHTS (PARALLEL  
/ CONNECTING  
TAXIWAYS A AND E  
EAST OF RUNWAY  
18/36)**

Revisions

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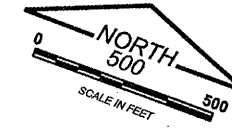
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APPROVED BY: JGP  
DATE: 7.25.2008  
JOB No: 08292-04-00

**SUMMARY OF  
QUANTITIES  
(QTY1)**

**SUMMARY OF QUANTITIES**

**02**

SHEET 02 OF 15 SHEETS



WH007



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**REHABILITATE TAXIWAY EDGE LIGHTS (PARALLEL / CONNECTING TAXIWAYS A AND E EAST OF RUNWAY 18/36)**

Revisions

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**SITE PLAN  
(SPL1)**

**03**

SHEET 3 OF 15 SHEETS

NEW RWY 18 REIL  
CKT, (TYP)  
(2 #4 XLP-USE, 1 #10  
GND IN 1-1/4" UD)

NEW VAULT  
MODIFICATIONS IN  
EXISTING VAULT  
(TYP)

NEW MITL - STAKE MOUNTED  
(TXY CIRCUIT 2) (TYP)

NEW MITL - BASE MOUNTED, ANCHORED -  
(TXY CIRCUIT 2) (TYP)

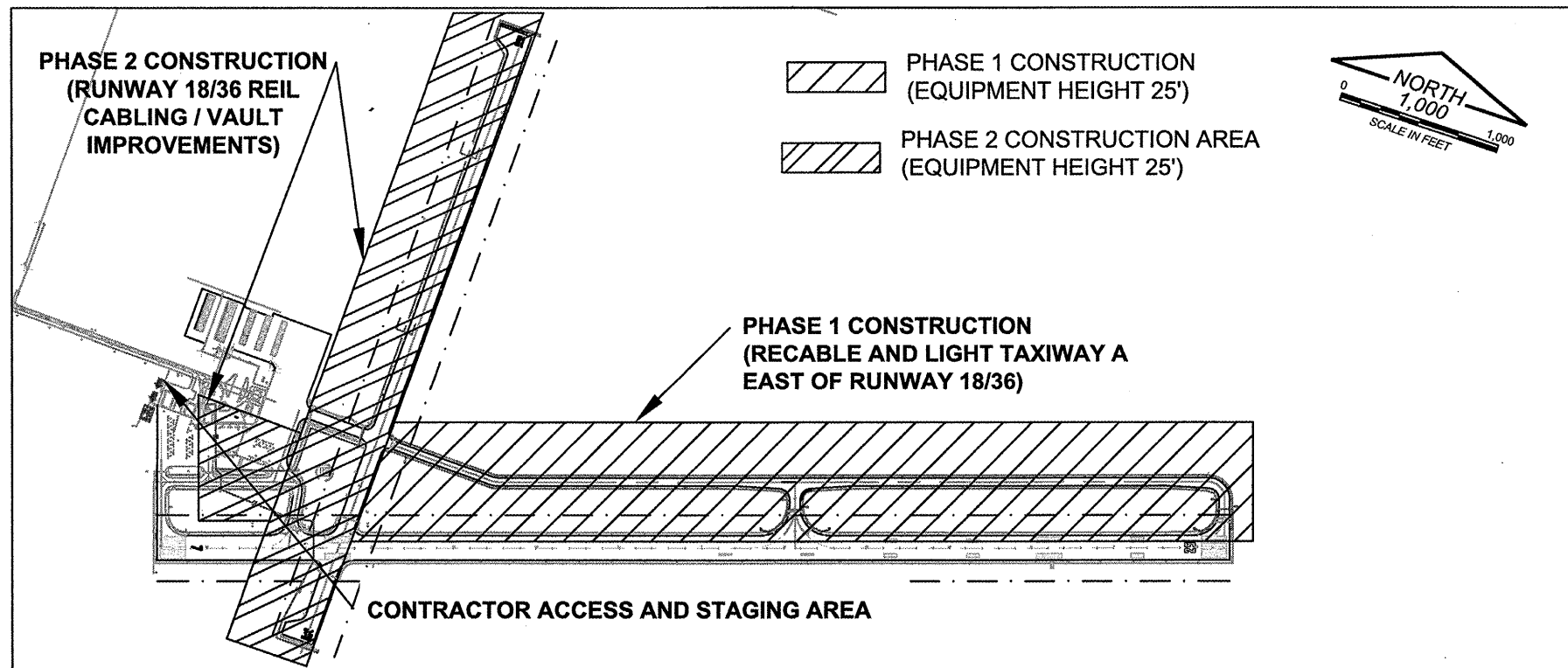
NEW 2" HDPE,  
DIRECTIONAL  
BORE (TYP)

NEW 1/C #8 5KV CABLE IN UD (TXY CIRCUIT  
1 - EAST OF RWY 18/36) (TYP)

NEW REFURBISH AND GROUND  
GUIDANCE SIGN (TYP)

NEW RWY 36 REIL  
CKT, (TYP)  
(2 #4 XLP-USE, 1 #10  
GND IN 1-1/4" UD)

**SITE PLAN**



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

**1. SUGGESTED SEQUENCE OF CONSTRUCTION**

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

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

ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT.

**3. AIRPORT APPROVAL OF PHASING**

THE RESIDENT ENGINEER AND AIRPORT MANAGER OR HIS DESIGNATED REPRESENTATIVE SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC AND CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

**4. AIRFIELD PAVEMENT DEBRIS REMOVAL**

THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS.

**5. PROJECT LIGHTING OUTSIDE OF DAYLIGHT HOURS**

WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE RESIDENT ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.

**6. EXISTING UTILITY COORDINATION**

COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, THE CONSULTANT NOR THE DIVISION ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

**7. AIRFIELD LIGHTING COORDINATION**

THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT MANAGER OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY.

**8. TRAFFIC CONTROL PAYMENT**

PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. TYPE 2 BARRICADES WITH FLASHING LIGHTS SHALL BE PLACED ON 15' CENTERS. TYPE 2 BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE RESIDENT ENGINEER FOR WORK ADJACENT TO THE EXPEDITED WORK AREA. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE.

**9. AIRFIELD FENCING / GATE SECURITY**

ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED, SHALL BE MAINTAINED AND SHALL SERVE AS CONSTRUCTION FENCING AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE. SHOULD THE CONTRACTOR CHOOSE TO KEEP A GATE OPEN FOR CONSTRUCTION OPERATIONS, A COMPETENT SECURITY GUARD SHALL MONITOR THE OPEN GATE. ANY COSTS SHALL NOT BE PAID FOR SEPARATELY, BUT THEY WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**10. AIRPORT RADIO COMMUNICATION**

THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO. IN THE EVENT THAT THE AIRPORT MANAGER NEEDS TO CONTACT THE CONTRACTOR DIRECTLY, THE OPERATOR OF SAID RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND BE TUNED INTO THE GROUND CONTROL FREQUENCY.

**11. DRIVERS TRAINING AND BADGING**

SUPERVISORY PERSONNEL SHALL DEMONSTRATE IN THE PRESENCE OF THE AIRPORT MANAGER THAT THEY ARE FAMILIAR WITH AIRPORT RADIO AND AIRPORT DRIVING PROCEDURES IN ORDER TO PERFORM THE WORK. OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. KNOWLEDGE OF THE AIRPORT PROCEDURE'S BY THE SUPERVISORY PERSONNEL MUST BE DEMONSTRATED PRIOR TO THE START OF CONSTRUCTION.

**12. DUST CONTROL REQUIREMENTS**

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

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

ALL WORK SHALL CONFORM TO AC 150/5370-2E LATEST EDITION OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION. THIS AC IS AVAILABLE AT [http://www.faa.gov/airports\\_airtraffic/airports/resources/advisory\\_circulars/media/150-5370-2E/150\\_5370\\_2e.pdf](http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/media/150-5370-2E/150_5370_2e.pdf)

**14. STAGING AREA**

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

(ADD. PROJ. GEN. NOTES CONTD. SHT. CPS1)  
(APPLY TO ALL STAGES):

**CONSTRUCTION PHASING PLAN**

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SQI-3830

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Revisions

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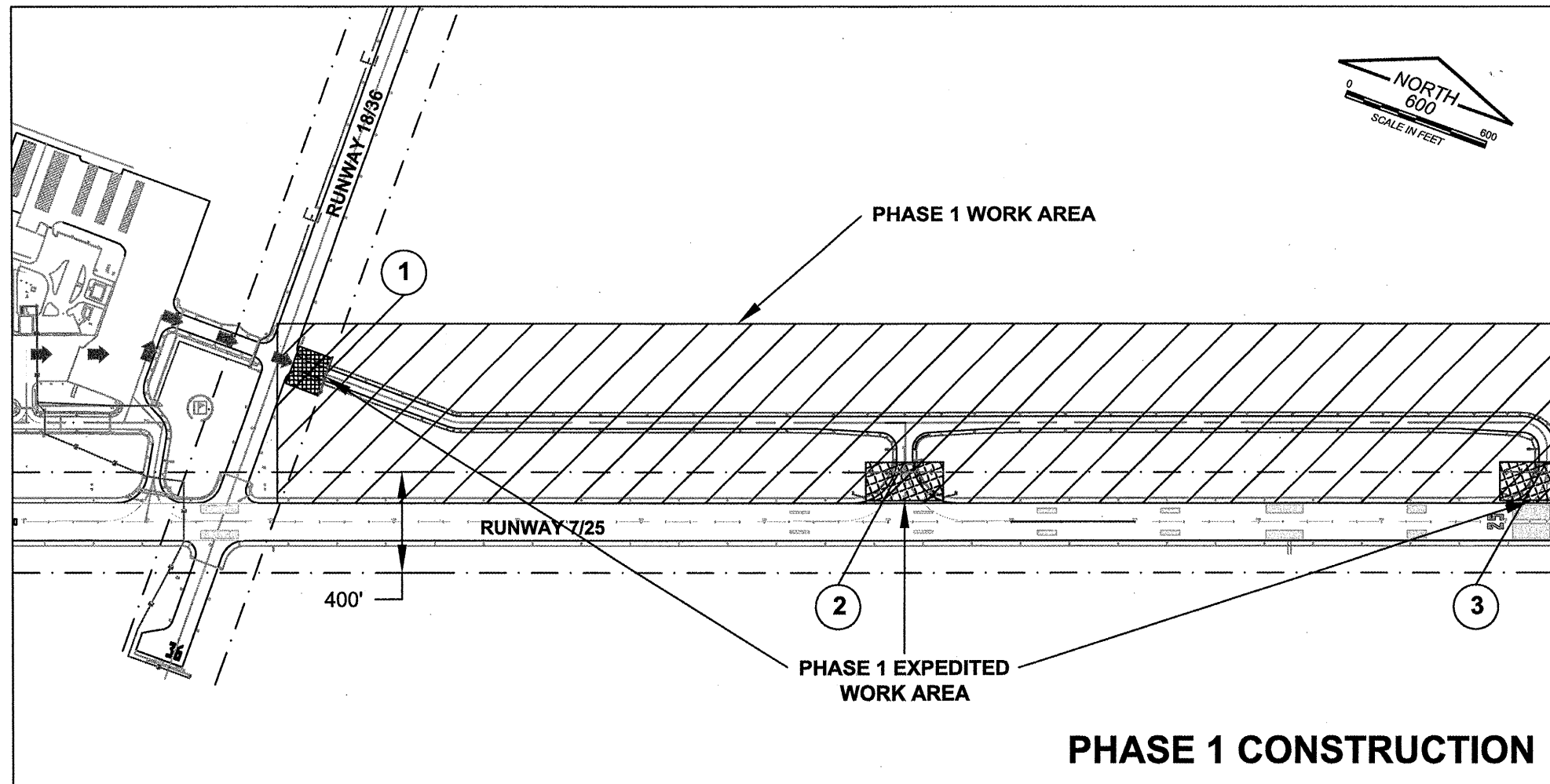
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APPROVED BY:	JGP
DATE:	7.25.2008
JOB No:	08292-04-00

**CONSTRUCTION PHASING PLAN (CPP1)**

04





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

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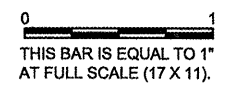
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**CONSTRUCTION PHASING STAGE 1 (CPS1)**

05

SHEET 05 OF 15 SHEETS

**PHASE 1 CONSTRUCTION**

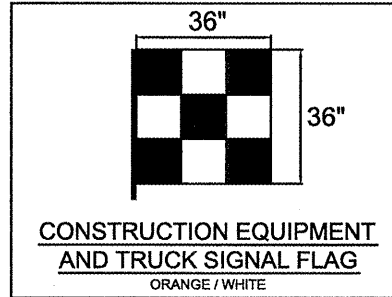
**CONSTRUCTION PHASING STAGE 1 - NOTES:**

1. CONTRACTOR SHALL PROVIDE RESIDENT ENGINEER WITH APPROVED PROGRESS SCHEDULE SHOWING START/ STOP DATES OF ALL PHASES. APPROVED PROGRESS SCHEDULE SHALL BE SUBMITTED 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION.
2. PHASE 1 CONSTRUCTION ACTIVITIES SHALL TAKE PLACE BETWEEN THE HOURS OF OPERATION SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER AND RESIDENT ENGINEER.
3. PHASE 1 CONSTRUCTION SHALL BE COMPLETED PRIOR TO THE START OF PHASE 2.
4. PHASE 1 EXPEDITED WORK AREA DESCRIPTION. AN APPROVED PHASE 1 EXPEDITED WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 48 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. DURING PHASE 1 EXPEDITED WORK THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE MARKERS AND TYPE 2 BARRICADES WHEN WORK IS PERFORMED WITHIN THE A.O.A. SIMULTANEOUS RUNWAY CLOSURES WILL NOT BE PERMITTED, DAYTIME CLOSURES ONLY. ACCESS TO THE ADJACENT PAVEMENT SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. THE AREA SHALL BE KEPT FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION. COST OF THE EXPEDITED CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEMS.

**PROJECT GENERAL NOTES (CONTD. FROM SHT. CPP1) (APPLY TO ALL STAGES):**

**15. UNATTENDED CONSTRUCTION ACCESS**  
THE OWNER WILL ASSESS THE CONTRACTOR A \$1,000.00 FINE FOR CLOSING AND/OR LOCKING EACH UNATTENDED ACCESS DOOR, GATE OR FENCE WHICH HAS BEEN IDENTIFIED AS A CONTRACTOR RESPONSIBILITY. AN ACCESS DOOR, GATE OR FENCE IS DEFINED AS "UNATTENDED" ANY TIME IT IS OPEN, UNLOCKED OR OTHERWISE RENDERED INEFFECTIVE IN PROVIDING SECURITY AND CONTRACTOR PERSONNEL ARE NOT PHYSICALLY IN A POSITION TO DETECT AND PREVENT UNAUTHORIZED ENTRY THROUGH IT. IN THE EVENT AIRPORT PERSONNEL ARE UNABLE TO SECURE AN UNATTENDED ACCESS DOOR, GATE OR FENCE, AIRPORT SECURITY PERSONNEL WILL BE POSTED AND CONTRACTORS WILL BE NOTIFIED. CONTRACTORS WILL BE CHARGED THE COST OF PROVIDING SECURITY PERSONNEL UNTIL THE AREA IS AGAIN SECURE.

**16. UNAUTHORIZED ACCESS TO AIRFIELD**  
THE CONTRACTOR SHALL RESTRICT ALL ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AN AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT MANAGER, MAY BE FINED \$10,000.00 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.



- ① Lat. 41 44 31.62; Long. 89 40 48.67; Grd. El. 641.0; Equip. Ht. 25'; **Top El. 666.0**
- ② Lat. 41 44 36.27; Long. 89 40 18.07; Grd. El. 646.0; Equip. Ht. 25'; **Top El. 671.0**
- ③ Lat. 41 44 44.99; Long. 89 39 45.81; Grd. El. 646.1; Equip. Ht. 25'; **Top El. 671.1**

**CONSTR. PHASING STAGE 1**



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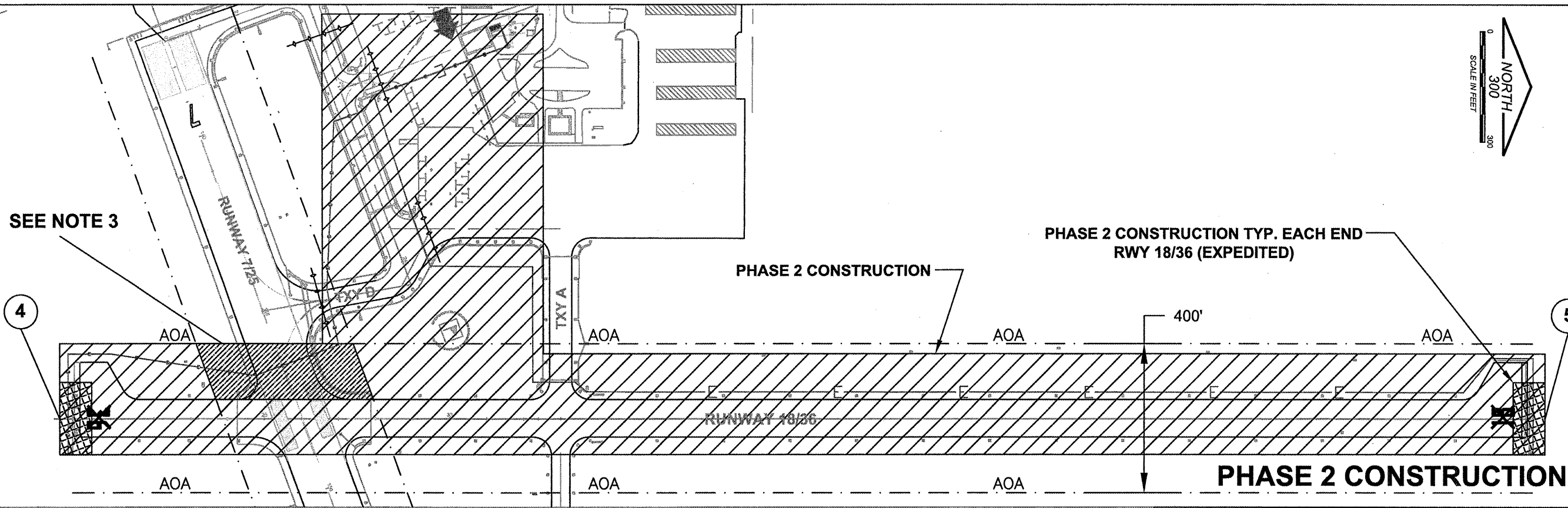
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**CONSTRUCTION PHASING STAGE 2 (CPS2)**

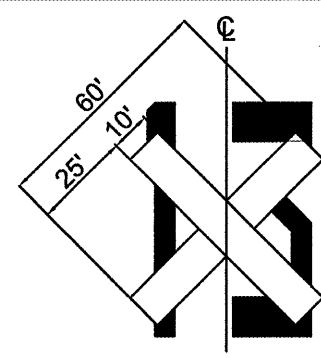
06

SHEET 06 OF 15 SHEETS



**CONSTRUCTION PHASING STAGE 2 - NOTES:**

1. PHASE 2 CONSTRUCTION ACTIVITIES SHALL TAKE PLACE BETWEEN THE HOURS OF OPERATION SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER AND RESIDENT ENGINEER.
2. PHASE 2 CONSTRUCTION SHALL NOT BEGIN UNTIL AFTER THE COMPLETION OF PHASE 1.
3. PHASE 2 EXPEDITED WORK AREA DESCRIPTION. AN APPROVED PHASE 2 EXPEDITED WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 48 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. ACCESS TO THE AIRFIELD PAVEMENT SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. THE AREA SHALL BE KEPT FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION. THE AIRPORT MANAGER HAS THE RIGHT TO, AT NO EXTRA COST TO THE CONTRACT, RESCHEDULE THE EXPEDITED WORK TO ACCOMMODATE AIRPORT ACTIVITIES. COST OF THE EXPEDITED CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEMS.
3. PHASE 2 CONSTRUCTION ACTIVITIES SHALL TAKE PLACE BETWEEN THE HOURS OF OPERATION SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER AND RESIDENT ENGINEER. DURING PHASE 2 THE CONTRACTOR SHALL PLACE RUNWAY 18/36 CLOSURE MARKERS AND TYPE 2 BARRICADES WHEN WORK IS PERFORMED WITHIN THE A.O.A. SIMULTANEOUS RUNWAY CLOSURES WILL NOT BE PERMITTED EXCEPT RUNWAY INTERSECTION EXPEDITED AREA (6 HOUR MAX DAYTIME CLOSURE ONLY). THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 48 HOURS PRIOR TO ANY SAID CLOSURE, NO EXCEPTIONS. ONLY DAYTIME CLOSURES WILL BE ALLOWED. THE CONTRACTOR SHALL REMOVE RUNWAY CLOSURE MARKERS AND BARRICADES AT THE END OF EACH WORK DAY AND RETURN THEM BACK TO THE CONSTRUCTION STAGING AREA. WORK SHALL BE RESTRICTED TO THE CONSTRUCTION LIMITS SHOWN. RUNWAY 18/36 SHALL NOT BE CLOSED OVERNIGHT.



**CLOSED RUNWAY MARKER DETAIL**

1. CLOSED RUNWAY MARKERS SHALL BE YELLOW AND SHALL BE MATERIAL APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS DIRECTED BY THE ENGINEER.
3. THE RUNWAY MARKERS SHALL BE PLACED OVER EXISTING RWY NUMERALS ON BOTH ENDS OF COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RWYS TO AIR TRAFFIC ON A TEMPORARY BASIS, AS COORDINATED WITH THE AIRPORT.
5. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION / DIMENSIONS DETAILED ON THIS SHEET. WHEN WORK IS BEING PERFORMED IN THE VICINITY OF THE RUNWAY NUMERALS, THE MARKERS SHALL BE PLACED 80 FEET OFF THE RUNWAY END.

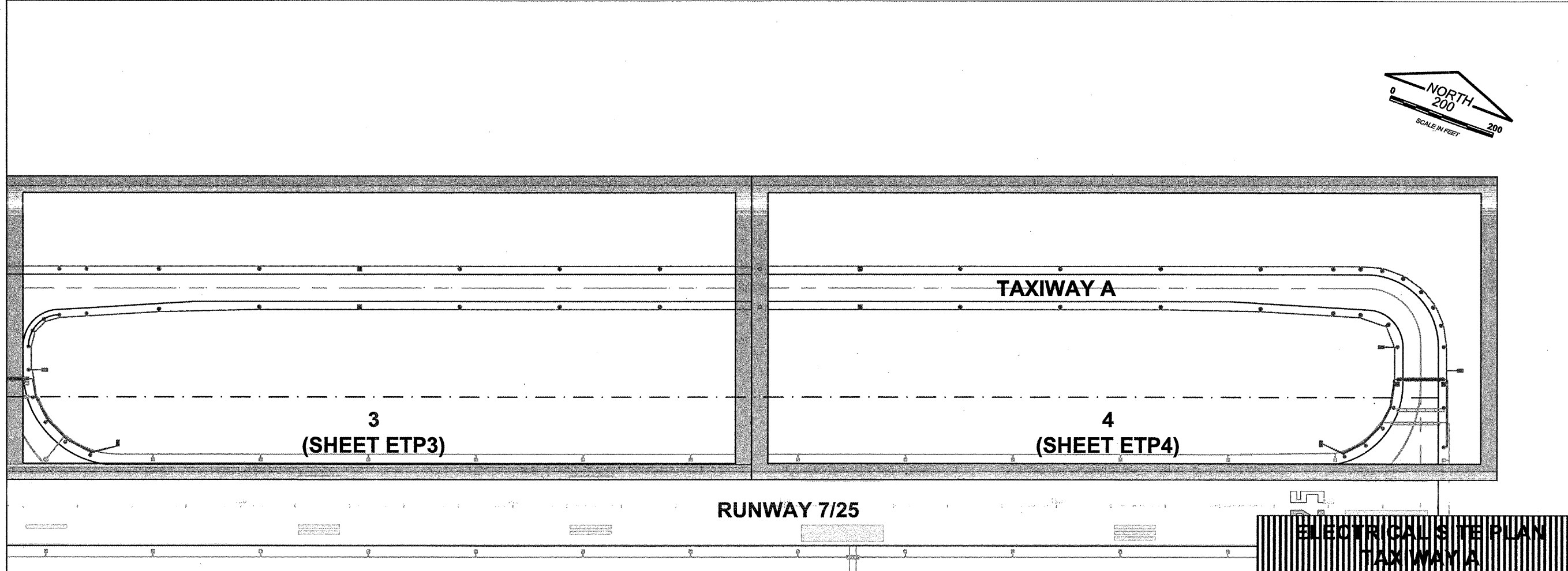
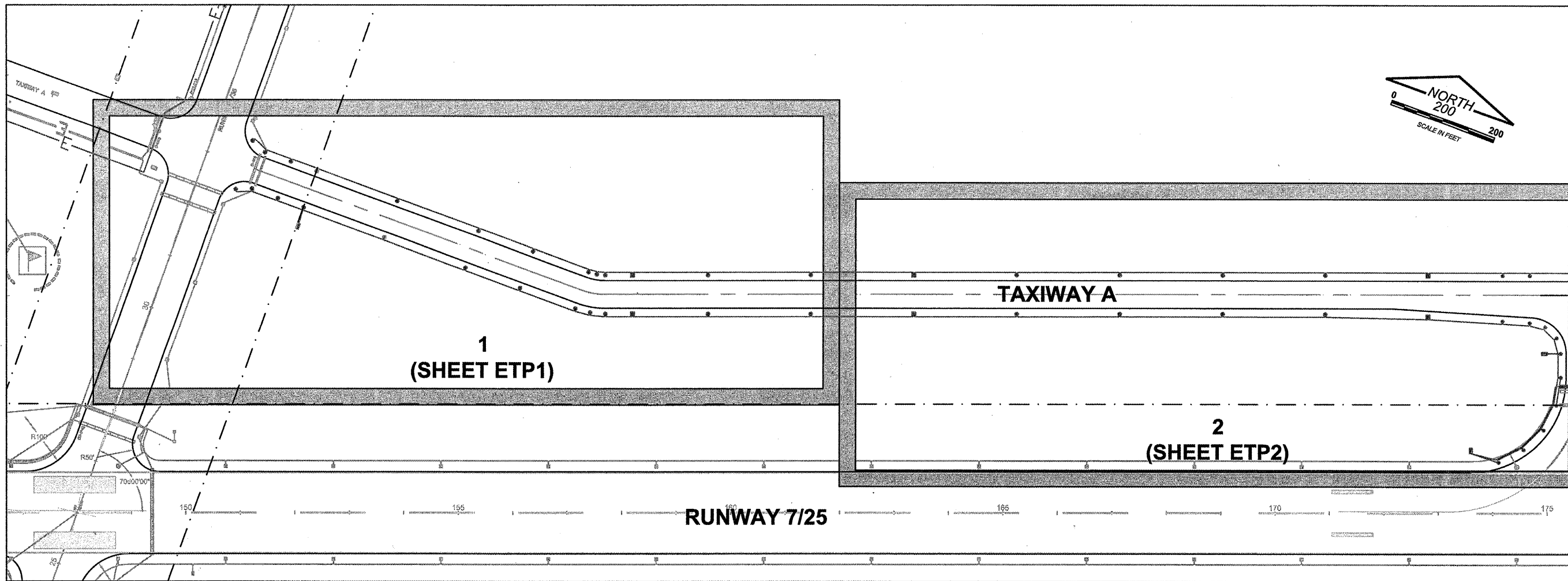
**LEGEND**

- PHASE 1 CONSTRUCTION (EQUIPMENT HEIGHT 25')
- PHASE 2 CONSTRUCTION AREA (EQUIPMENT HEIGHT 25')
- CONTRACTOR'S ACCESS/HAUL ROAD
- CLOSED RUNWAY MARKER/EXPEDITED CONSTRUCTION (SEE DETAIL)
- TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS AND CONSTRUCTION FENCING
- AIRCRAFT MOVEMENT OPERATIONS
- AOA AIR OPERATIONS AREA (A.O.A.)
- CONSTRUCTION LIMITS

4 Lat. 41 44 18.10; Long. 89 40 51.35; Grd. El. 643.8; Equip. Ht. 25'; **Top El. 668.8**

5 Lat. 41 44 57.59; Long. 89 40 51.24; Grd. El. 642.0; Equip. Ht. 25'; **Top El. 667.0**

**CONSTR. PHASING STAGE 2**



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Airport

Sterling / Rock Falls,  
Illinois

Whiteside County  
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SQI-3830

REHABILITATE  
TAXIWAY EDGE  
LIGHTS (PARALLEL  
/ CONNECTING  
TAXIWAYS A AND E  
EAST OF RUNWAY  
18/36)

Revisions		
No.	Date	Description

0 1  
THIS BAR IS EQUAL TO 1"  
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DRAWN BY: CMT- RFD  
CHECKED BY: CMT- RFD  
APPROVED BY: JGP  
DATE: 7.25.2008  
JOB No: 08292-04-00

**SITE PLAN  
(ESP1)**

**07**  
SHEET 07 OF 15 SHEETS

**ELECTRICAL SITE PLAN  
TAXIWAY A**

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18/36)

Revisions

No.	Date	Description

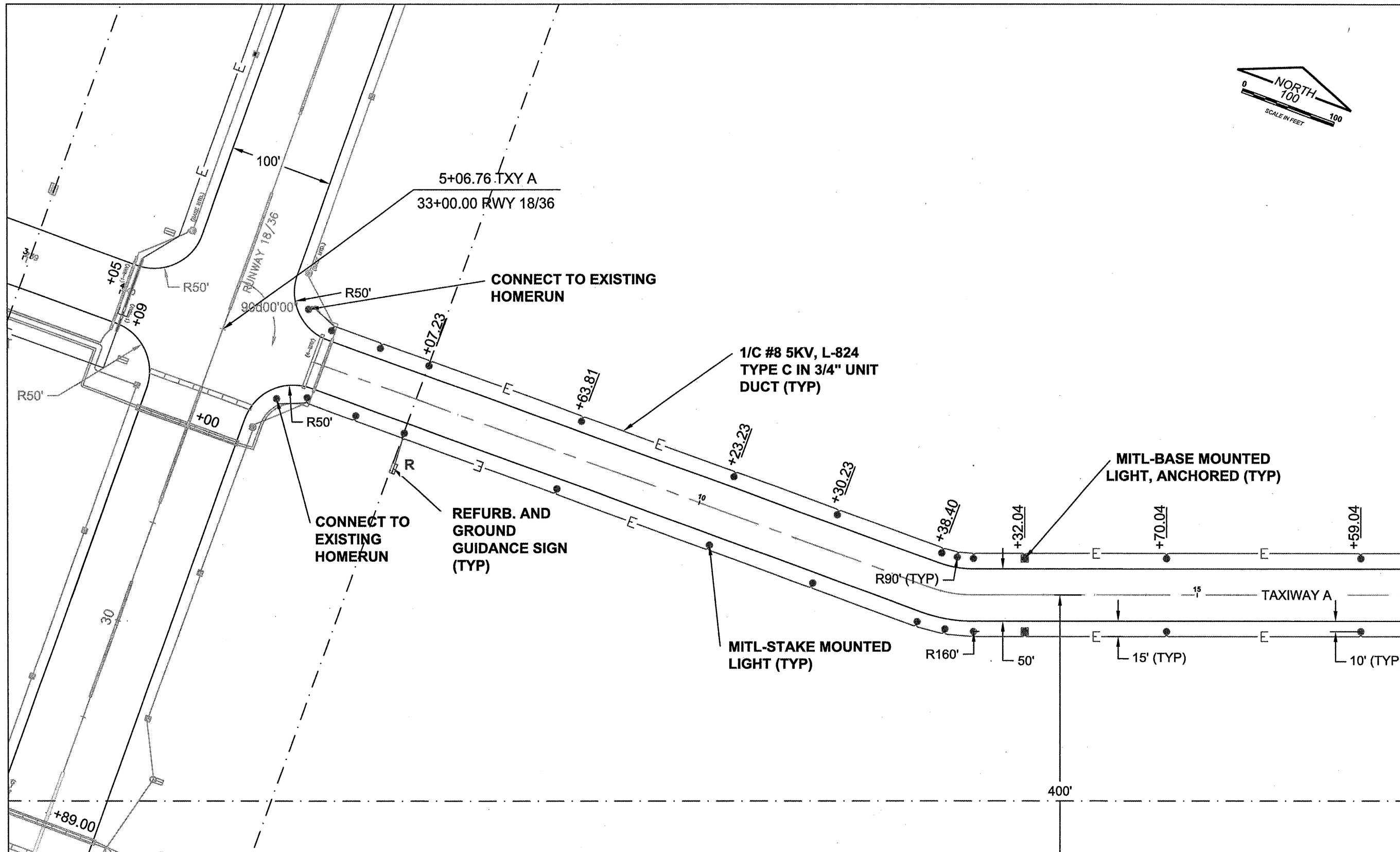
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 DATE: 7.25.2008  
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**SITE PLAN  
(ETP1)**

**08**

SHEET 08 OF 15 SHEETS



**LEGEND**

	NEW 1/C #8, L-824 TYPE C 5KV CABLE IN UNIT DUCT		NEW DUCT (NO. OF WAYS SHOWN)
	EXIST. 1/C 5KV CABLE		EXIST. DUCT (NO. OF WAYS SHOWN)
	NEW MITL - BASE MOUNTED LIGHT / ANCHORED		NEW MITL - STAKE MOUNTED LIGHT
			EXIST. GUIDANCE SIGN TO BE REFURBISHED AND GROUNDED

**ELECTRICAL PLAN 1  
TAXIWAY A**



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REHABILITATE  
TAXIWAY EDGE  
LIGHTS (PARALLEL  
/ CONNECTING  
TAXIWAYS A AND E  
EAST OF RUNWAY  
18/36)

Revisions

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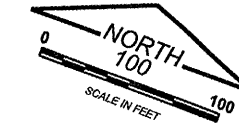
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**SITE PLAN  
(ETP2)**

09

SHEET 09 OF 15 SHEETS



1/C #8 5KV, L-824  
TYPE C IN 3/4" UNIT  
DUCT (TYP)

MITL-BASE MOUNTED  
LIGHT, ANCHORED (TYP)

+48.04

+37.04

+26.04

+15.04

+59.04

+04.04

+29.79

+79.79

20

25

30

TAXIWAY A

10' (TYP)

15' (TYP)

50'

MITL-STAKE MOUNTED  
LIGHT (TYP)

NEW 2" HDPE CONDUIT,  
DIRECTIONAL BORED  
(1 WAY)

R165'

R57'

R65'

+25'

REFURB. AND  
GROUND  
GUIDANCE SIGN  
(TYP)

R175'

R

165

170

175

90d00'00"

RUNWAY 7/25

**LEGEND**

- NEW 1/C #8, L-824 TYPE C 5KV CABLE IN UNIT DUCT
- EXIST. 1/C 5KV CABLE
- NEW MITL - BASE MOUNTED LIGHT / ANCHORED
- NEW DUCT (NO. OF WAYS SHOWN)
- EXIST. DUCT (NO. OF WAYS SHOWN)
- NEW MITL - STAKE MOUNTED LIGHT
- EXIST. GUIDANCE SIGN TO BE REFURBISHED AND GROUNDED

**ELECTRICAL PLAN 2  
TAXIWAY A**

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TAXIWAY EDGE  
LIGHTS (PARALLEL  
/ CONNECTING  
TAXIWAYS A AND E  
EAST OF RUNWAY  
18/36)

Revisions

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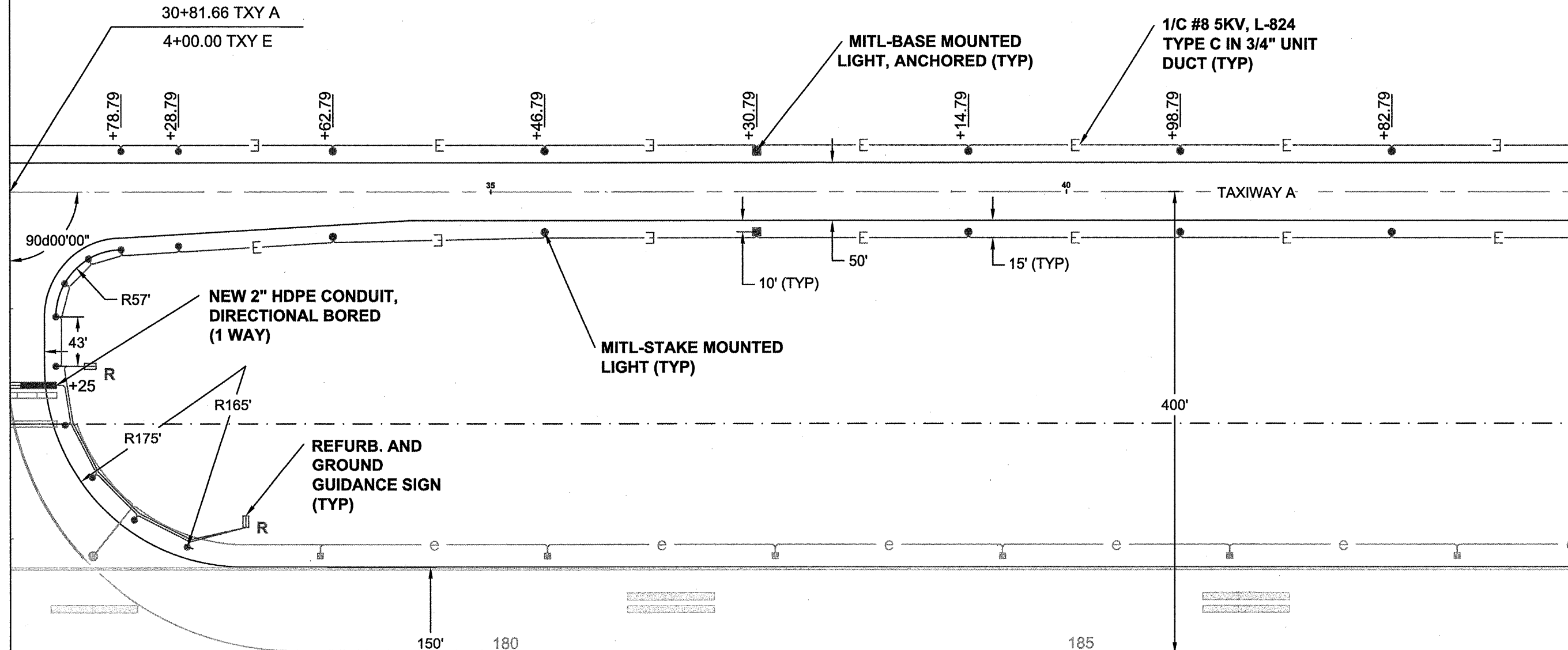
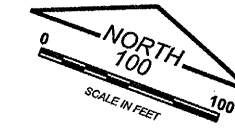
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**SITE PLAN  
(ETP3)**

10

SHEET 10 OF 15 SHEETS



**LEGEND**

- E— NEW 1/C #8, L-824 TYPE C 5KV CABLE IN UNIT DUCT
- EXIST. 1/C 5KV CABLE
- NEW MITL - BASE MOUNTED LIGHT / ANCHORED
- NEW MITL - STAKE MOUNTED LIGHT
- R— EXIST. GUIDANCE SIGN TO BE REFURBISHED AND GROUNDED
- ▬▬▬ NEW DUCT (NO. OF WAYS SHOWN)
- ▬▬▬ EXIST. DUCT (NO. OF WAYS SHOWN)

**ELECTRICAL PLAN 3  
TAXIWAY A**

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TAXIWAY EDGE  
LIGHTS (PARALLEL  
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EAST OF RUNWAY  
18/36)

Revisions

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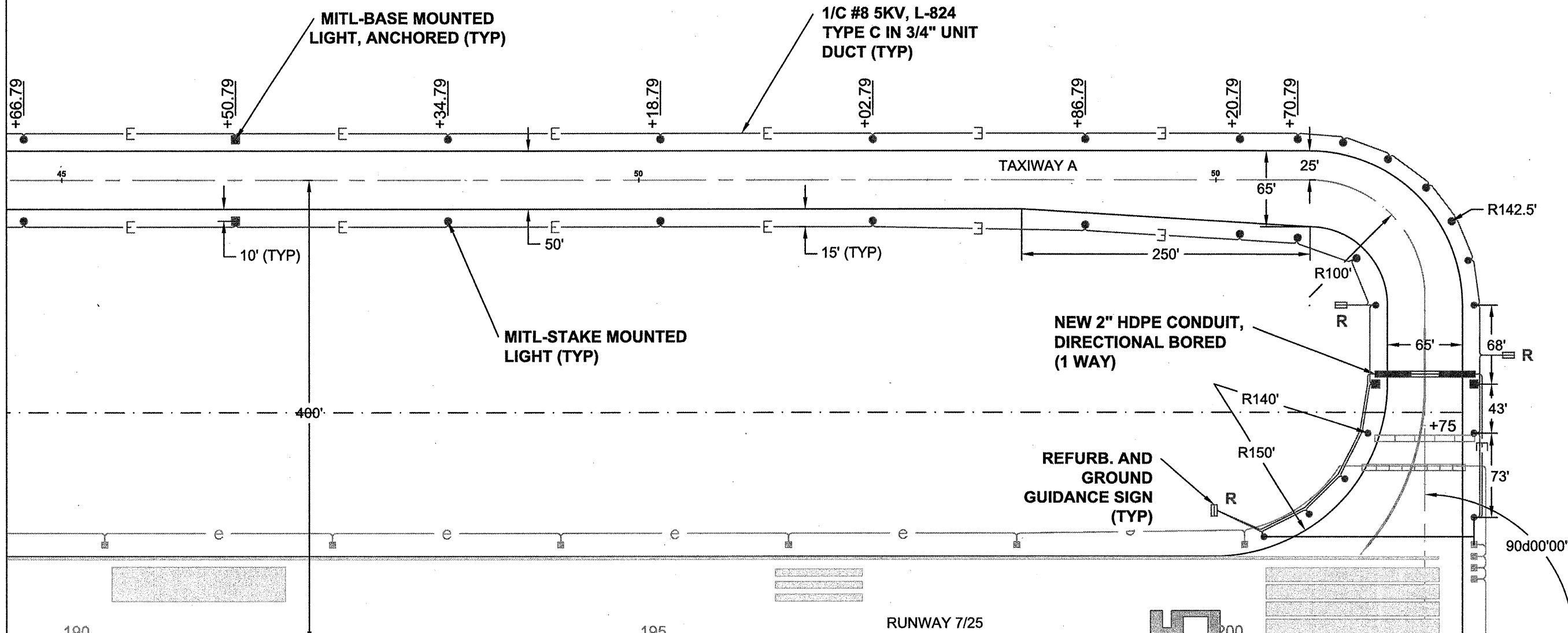
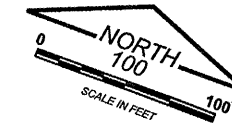
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**SITE PLAN  
(ETP4)**

11

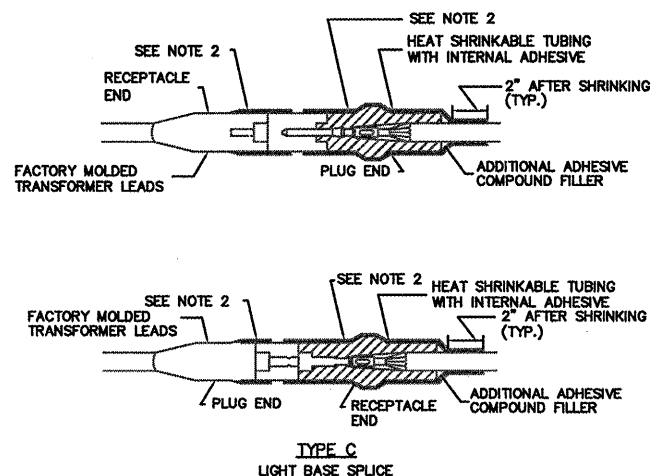
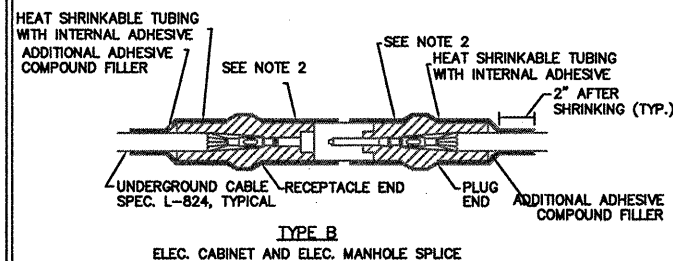
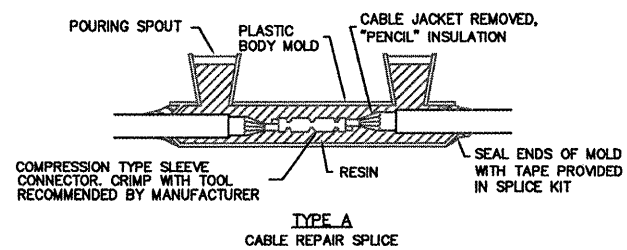
SHEET 11 OF 15 SHEETS



**LEGEND**

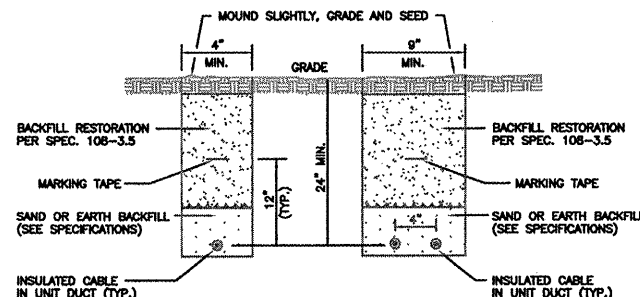
- NEW 1/C #8, L-824 TYPE C 5KV CABLE IN UNIT DUCT
- EXIST. 1/C 5KV CABLE
- NEW MITL - BASE MOUNTED LIGHT / ANCHORED
- NEW DUCT (NO. OF WAYS SHOWN)
- EXIST. DUCT (NO. OF WAYS SHOWN)
- NEW MITL - STAKE MOUNTED LIGHT
- EXIST. GUIDANCE SIGN TO BE REFURBISHED AND GROUNDED

**ELECTRICAL PLAN 4  
TAXIWAY A**



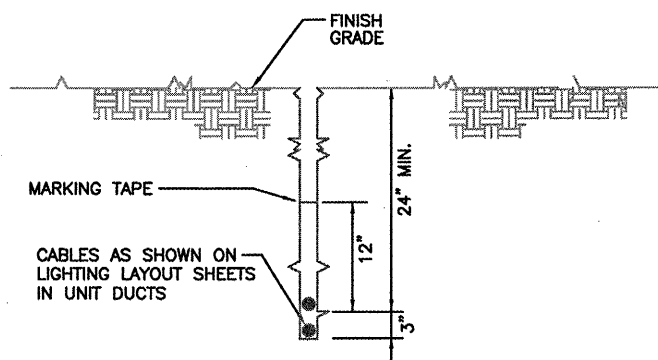
**CABLE SPLICES**  
NOT TO SCALE

- NOTES**
- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE OF THE CABLE.
  - WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
  - TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINK TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE.
  - SPLICE CAN SHALL BE REQUIRED FOR ALL TYPE A SPLICE LOCATIONS. THE COST SHALL BE INCIDENTAL TO THE CABLE REPAIR.



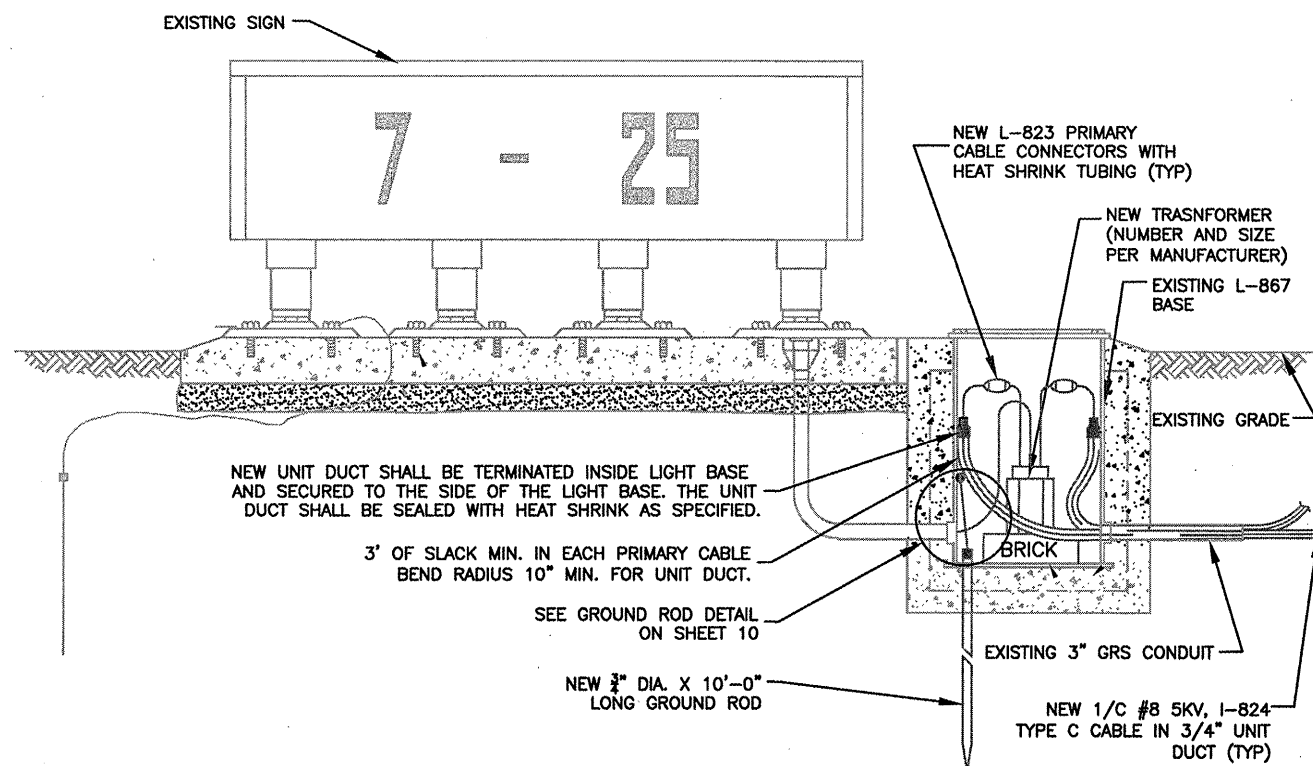
**TRENCH DETAIL FOR CABLE IN UNIT DUCT**  
NOT TO SCALE

- NOTES**
- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
  - DEPTH OF TRENCHES FOR AIRFIELD LIGHTING SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS. DEPTH OF FAA CABLES SHALL BE 36" UNLESS OTHERWISE SHOWN.
  - SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
  - ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH RETURNING MATERIALS.
  - THE CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.

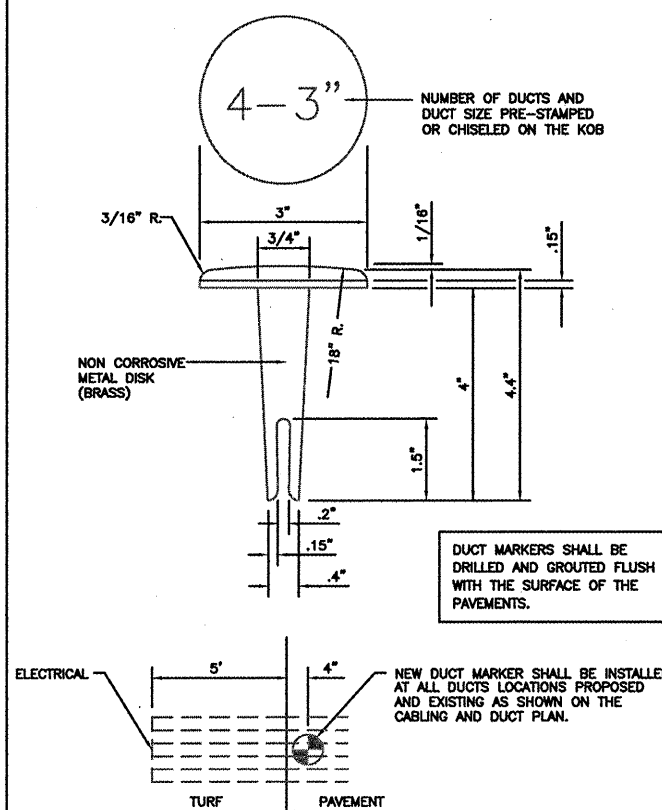


**PLOWED CABLE IN UNIT DUCT**  
NOT TO SCALE

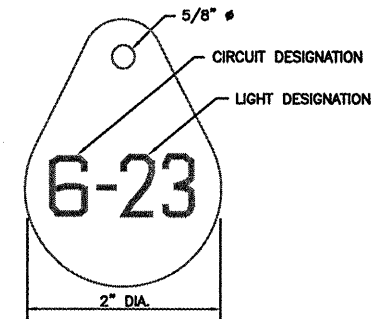
- NOTES**
- ONLY CABLES OF THE SAME CIRCUIT WILL BE ALLOWED TO BE PLOWED IN TOGETHER.
  - THE CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



**AR800813 REFURB. AND GROUND GUIDANCE SIGN**  
NOT TO SCALE



**DUCT MARKER DETAIL**  
NOT TO SCALE



**LIGHT IDENTIFICATION DETAIL**  
NOT TO SCALE

- NOTES**
- INSTALL A NONCORROSIVE DISK OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
  - NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
  - COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**ELECTRICAL DETAILS 1**  
**TAXIWAYS A**

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REHABILITATE  
TAXIWAY EDGE  
LIGHTS (PARALLEL  
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TAXIWAYS A AND E  
EAST OF RUNWAY  
18/36)

**Revisions**

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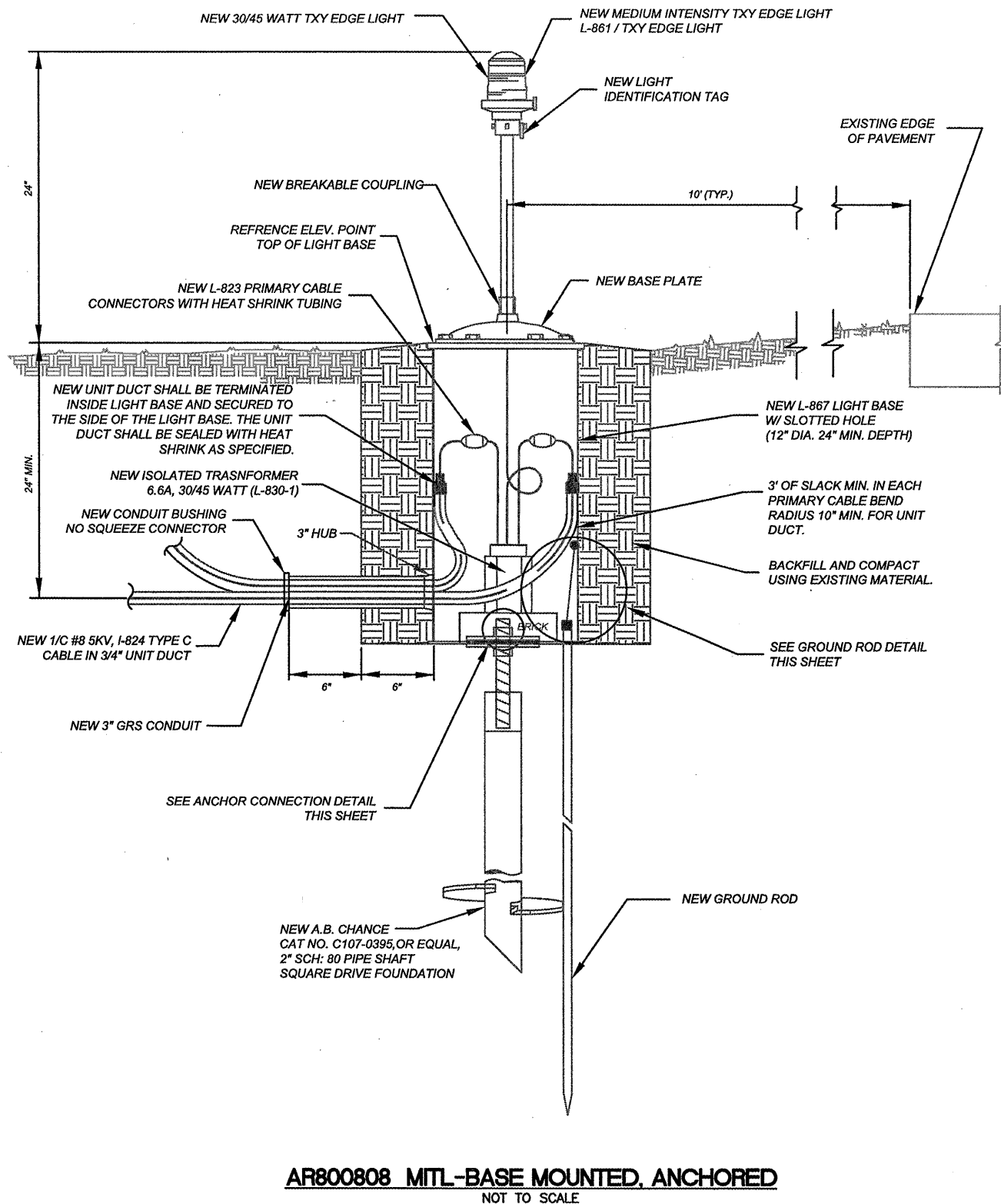
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DATE: 7.25.2008  
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**ELECTRICAL**  
**DETAILS 1**  
**TXYS A**  
**(EDT1)**

12

SHEET 12 OF 15 SHEETS

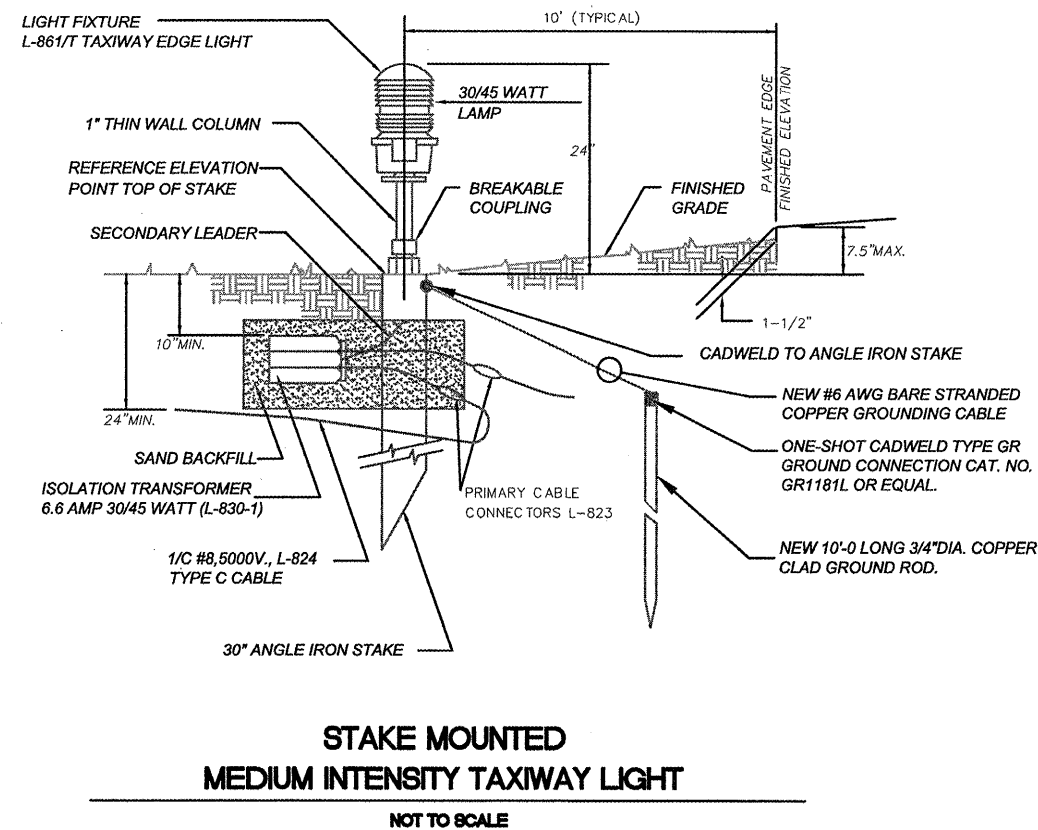




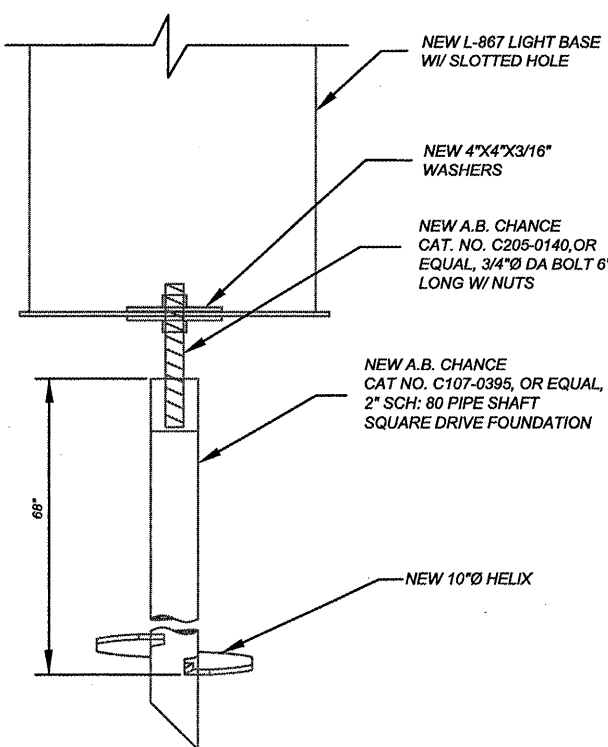
**AR800808 MTL-BASE MOUNTED, ANCHORED**  
NOT TO SCALE

**NOTES**

1. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
2. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECPACLE (TYPE 1, CLASS A, STYLE 9) A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C NO. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.



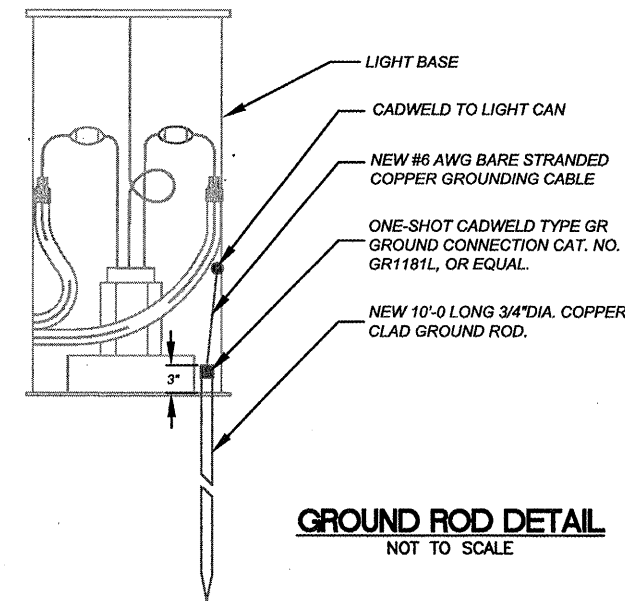
**STAKE MOUNTED  
MEDIUM INTENSITY TAXIWAY LIGHT**  
NOT TO SCALE



**ANCHOR CONNECTION DETAIL**  
NOT TO SCALE

**NOTES**

1. ANCHOR CONNECTION SHALL BE COMPLETED IN ACCORDANCE TO THE MANUFACTURERS SPECIFICATION.



**GROUND ROD DETAIL**  
NOT TO SCALE

**NOTES**

1. GROUND ROD SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEM.
2. ALL WORK TO RETROFIT EIXSTING AND NEW LIGHT BASES SHALL BE INCIDENTAL TO PAY ITEM.

**ELECTRICAL DETAILS 2  
TAXIWAYS A**

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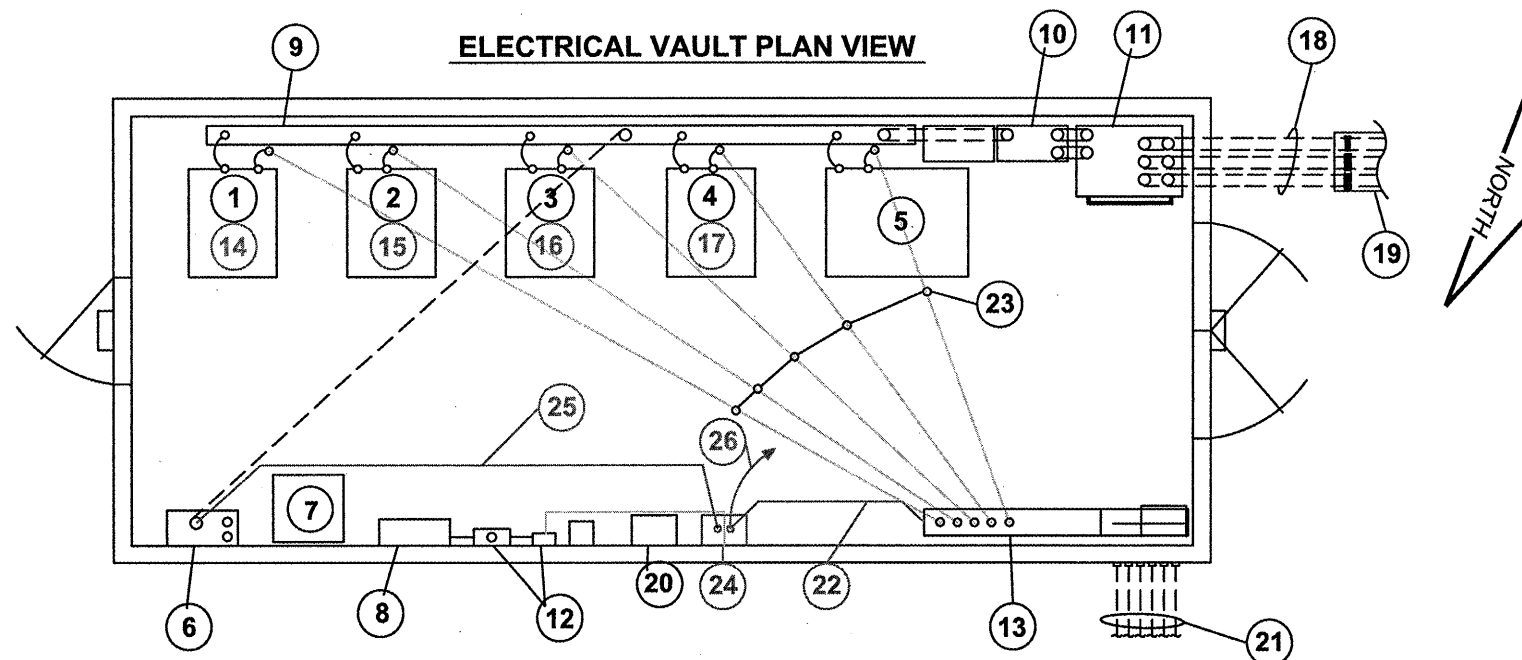
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**ELECTRICAL  
DETAILS 2  
TAXIWAY A  
(EDT2)**

13



**EXISTING VAULT NOMENCLATURE**

- ① EXISTING 7 1/2 KW REGULATOR (SPARE), TO BE REMOVED.
- ② EXISTING 10KW REGULATOR FOR TAXIWAY #1, TO BE REMOVED (ADD. ALT. 1)
- ③ EXISTING 10KW REGULATOR FOR TAXIWAY #2, TO BE RELOCATED.
- ④ EXISTING 10KW REGULATOR FOR RUNWAY 18/36, TO BE RELOCATED (ADD. ALT.1)
- ⑤ EXISTING 20KW REGULATOR FOR RUNWAY 7/25.
- ⑥ EXISTING HIGH VOLTAGE POWER DISTRIBUTION PANEL. 480V, 3-PHASE WITH 400A MAIN C.B. INSTALL NEW (2) 20A, 2-POLE C.B.
- ⑦ EXISTING 50KVA, 480V-120/240V, 1-PHASE LIGHTING TRANSFORMER.
- ⑧ EXISTING LOW VOLTAGE LIGHTING PANEL, 120/240V, 1-PHASE WITH 225A MAIN C.B..
- ⑨ EXISTING 8" X 8" LOW VOLTAGE WIREWAY.
- ⑩ EXISTING RELAY PANEL FOR L-821 PANEL CONTROLS.
- ⑪ EXISTING LOW VOLTAGE CABLE PULL BOX.
- ⑫ EXISTING LIGHTING CONTACTOR AND DIGITAL TIMER FOR EXISTING ENTRANCE ROAD LIGHTING.
- ⑬ EXISTING 8" X 8" HIGH VOLTAGE WIREWAY.
- ⑭ RELOCATED 10KW REGULATOR FROM EXISTING TAXIWAY #2 REGULATOR TO BE USED AS SPARE. (SEE NOTE 1)
- ⑮ ADD. ALT. 1 - RELOCATED 10KW REGULATOR FROM EXISTING RUNWAY 18/36 REGULATOR. (SEE NOTE 2)
- ⑯ NEW 15KW, 480V, 3-STEP REGULATOR FOR TAXIWAY #2 CIRCUIT. (SEE NOTE 3)
- ⑰ ADD. ALT. 1 - NEW 15KW, 480V, 3-STEP REGULATOR FOR RUNWAY 18/36 CIRCUIT. (SEE NOTE 3)
- ⑱ EXISTING 6-4" GRS CONDUITS TO LOW VOLTAGE MANHOLE.
- ⑲ EXISTING 6-WAY CONCRETE ENCASED DUCT BANK TO LOW VOLTAGE MANHOLE.
- ⑳ EXISTING APRON LIGHTING CONTROL CABINET.
- ㉑ EXIST 8-2" CONDUITS TO HIGH VOLTAGE MANHOLE. INSTALL NEW (2) 2 #4 XLP-USE, 1 #10 GND. IN 1-1/4" UD IN EXISTING 2-2" CONDUITS.
- ㉒ NEW 4 #4 XLP-USE, 2 #10 GND. IN 2" GRS CONDUIT.
- ㉓ EXIST 2-1/C #8 5KV, L-824 TYPE C IN EXISTING CONDUITS.
- ㉔ NEW (2) 20A, 480V, 2-POLE CONTACTORS IN NEMA 1 ENCLOSURE WITH HAND-OFF-AUTO SELECTOR SWITCHES FOR RUNWAY 18 REIL AND RUNWAY 36 REIL CIRCUITS. (SEE NOTE 4)
- ㉕ NEW 4 #12 THWN, 2 #12 GND. IN 1" GRS CONDUIT TO 480V, POWER PANEL. INSTALL NEW (2) 20A, 2-POLE C.B.
- ㉖ NEW 6 #12 THWN IN 3/4" GRS CONDUIT TO RELAY PANEL. (SEE NOTE 4)

**NOTES:**

1. REMOVE EXISTING PRIMARY FEED AND INSTALL NEW 2 #10 THWN, 1 #12 GND. IN EXISTING CONDUIT TO 480V POWER DISTRIBUTION PANEL. REPLACE EXISTING CIRCUIT BREAKER WITH NEW 30A, 2-POLE C.B. RE-CONNECT CONTROL AND AIRFIELD LIGHTING CABLES.
2. RE-CONNECT EXISTING CONTROL WIRES AND AIRFIELD LIGHTING CABLES.
3. REMOVE EXISTING PRIMARY FEED AND INSTALL NEW 2 #8 THWN, 1 #10 GND. IN EXISTING CONDUIT TO 480V POWER DISTRIBUTION PANEL. REPLACE EXISTING CIRCUIT BREAKER WITH NEW 50A, 2-POLE C.B. RE-CONNECT EXISTING CONTROL WIRES AND AIRFIELD LIGHTING CABLES.
4. CONNECT CONTROLS FOR REIL CONTACTORS TO EXISTING RELAY FOR RUNWAY 18/36 STEP 3 CONTROLS INSIDE EXISTING RELAY PANEL.

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TAXIWAY EDGE  
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**VAULT  
MODIFICATIONS  
PLAN  
(VMP1)**

14

**VAULT MODIFICATIONS PLAN**

SHEET 14 OF 15 SHEETS

INSTALL NEW 20A, 2-POLE, 600V, NEMA 3R DISCONNECT AND 480V-120/240V TRANSFORMER ON FRANGIBLE UNISTRUT SUPPORT. COST SHALL BE INCIDENTAL TO "VAULT MODIFICATIONS".

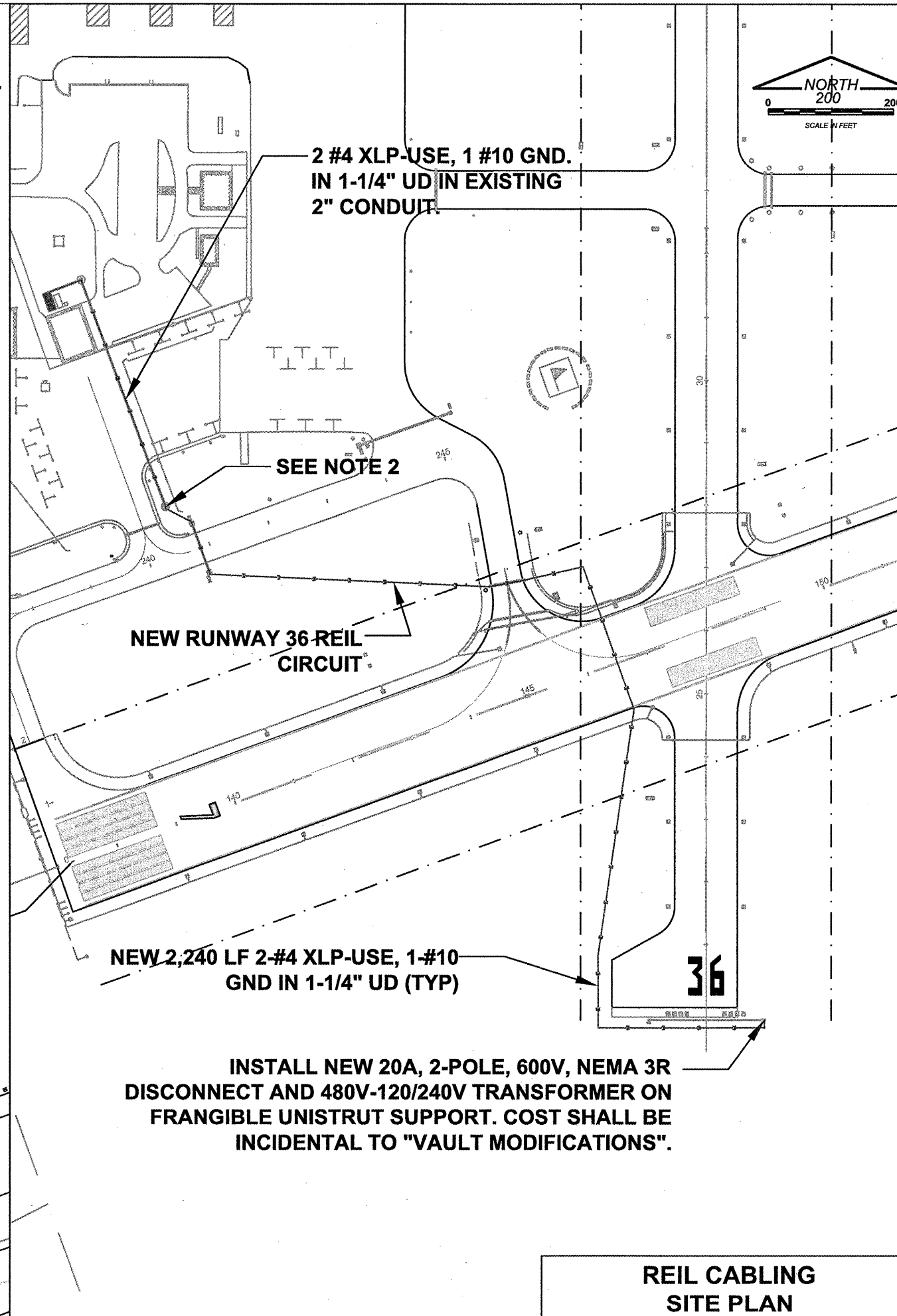
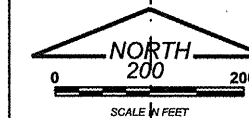
- NOTES:
1. REMOVE EXISTING POWER ADAPTER FOR REILS. INSTALL NEW 120/240V, 3-WIRE POWER FEED TO MASTER REIL FOR RUNWAY 18 AND RUNWAY 36. COST SHALL BE INCIDENTAL TO INSTALLATION OF CABLE AND VAULT MODIFICATIONS.
  2. CORE HOLE INTO EXISTING MANHOLE AND CONNECT NEW UNIT DUCT. COST SHALL BE INCIDENTAL TO UNIT DUCT INSTALLATION.

NEW 4,560 LF 2-#4 XLP-USE, 1-#10 GND IN 1-1/4" UD (TYP)

NEW RUNWAY 18 REIL CIRCUIT

2 #4 XLP-USE, 1 #10 GND. IN 1-1/4" UD IN EXISTING 2" CONDUIT.

SEE NOTE 2



INSTALL NEW 20A, 2-POLE, 600V, NEMA 3R DISCONNECT AND 480V-120/240V TRANSFORMER ON FRANGIBLE UNISTRUT SUPPORT. COST SHALL BE INCIDENTAL TO "VAULT MODIFICATIONS".

REIL CABLING  
SITE PLAN

WH007



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CONSULTING ENGINEERS  
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Whiteside County **AIRPORT**  
JOSEPH H. BITTORE FIELD

Whiteside County  
Airport

Sterling / Rock Falls,  
Illinois

Whiteside County  
Airport

AIP: 3-17-0098-B14  
SQI-3830

REHABILITATE  
TAXIWAY EDGE  
LIGHTS (PARALLEL  
/ CONNECTING  
TAXIWAYS A AND E  
EAST OF RUNWAY  
18/36)

Revisions

No.	Date	Description

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

DESIGN BY: CMT-RFD  
DRAWN BY: CMT-RFD  
CHECKED BY: CMT-RFD  
APPROVED BY: JGP  
DATE: 7.25.2008  
JOB No: 08292-04-00

REIL CABLING  
SITE PLAN  
(RSP1)

15

SHEET 15 OF 15 SHEETS