

ITEM NO.: 05A
 BID OPENING JUNE 17, 2022

TOTAL SHEETS: 62
 QI064

CONSTRUCTION PLANS FOR QUINCY REGIONAL AIRPORT

CITY OF QUINCY
 QUINCY, IL

BID ISSUE

IL PROJ. NO: UIN-4953

AIP PROJ. NO: 3-17-0085-XX

RECONSTRUCT RUNWAY 4/22 PHASE 3

APRIL 22, 2022

811 Know what's below.
 Call before you dig. COMMON GROUND ALLIANCE
 www.call811.com or
 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.

CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.

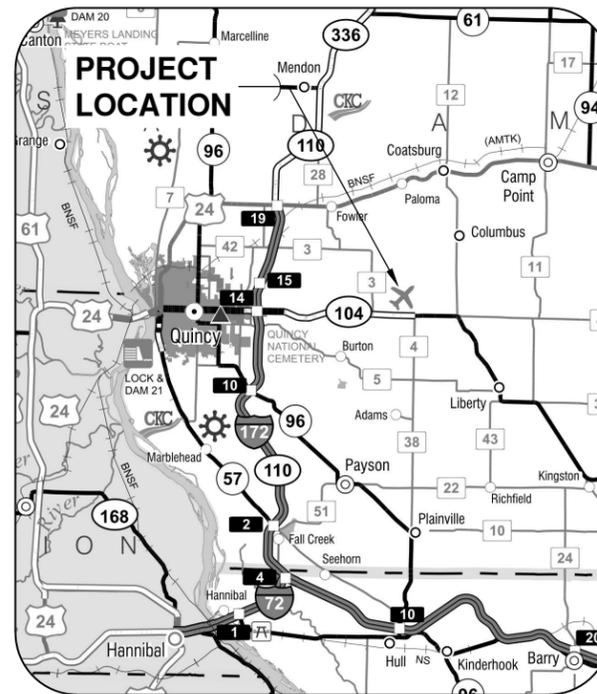
DESIGN INFORMATION

GEOMETRIC CRITERIA

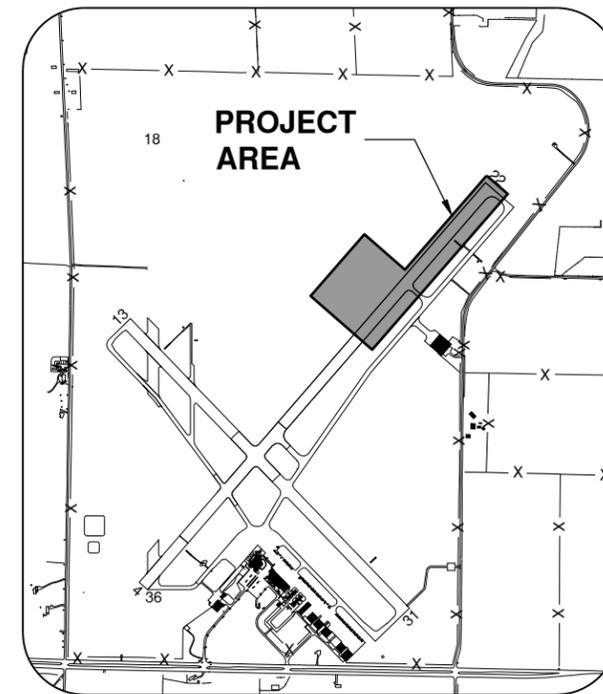
AIRCRAFT APPROACH CATEGORY (AAC): C
 AIRPLANE DESIGN GROUP (ADG): III
 TAXIWAY DESIGN GROUP (TDG): 3
 TAXIWAY SAFETY AREA (TSA): 118'
 TAXIWAY OBJECT FREE AREA (TOFA): 186'
 RUNWAY SAFETY AREA (RSA): 500'
 RUNWAY OBJECT FREE AREA (ROFA): 800'

QUINCY REGIONAL AIRPORT

TOWNSHIP: 1 SOUTH
 RANGE: 7 WEST
 SECTION: 34
 COUNTY: ADAMS
 CIVIL TOWNSHIP: GILMER



LOCATION MAP



SITE PLAN



CITY OF QUINCY
 QUINCY REGIONAL AIRPORT
 QUINCY, ILLINOIS

APPROVED *[Signature]*
 AIRPORT DIRECTOR
 DATE 4/22/2022



■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY *[Signature]*
 DATE 4/22/2022

CMT JOB NUMBER: 180020-01-03



License No. 184-000613

CONSULTANTS

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-0085-XX
IL PROJ. NO: UIN-XXXX
CMT PROJECT NO: 18002001
CAD DWG FILE: 18002001-RWY22-GI002.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: CHK
APPROVED BY: APR
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SHEET TITLE
INDEX TO SHEETS &
SUMMARY OF
QUANTITIES

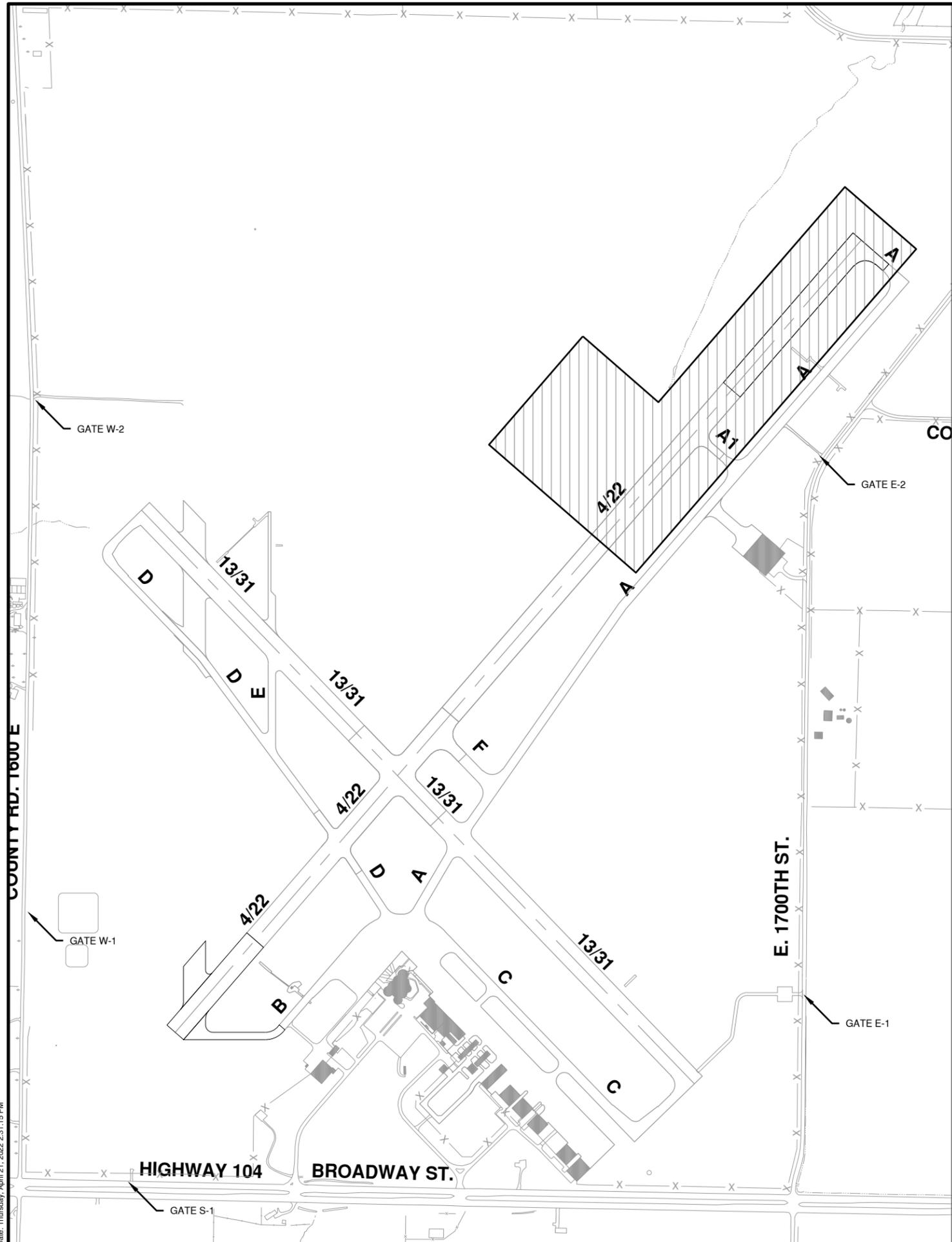
G1002
SHEET 2 OF 62

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SUMMARY OF QUANTITIES - REHABILITATE RUNWAY 22			
ITEM NO.	ITEM DESCRIPTION	UNITS	QTY
AW 108158	1/C #8 5 KV UG CABLE IN UD	FOOT	2550.0
AW 108258	2/C #8 5 KV UG CABLE IN UD	FOOT	190.0
AW 108706	1/C #6 COUNTERPOISE	FOOT	2740.0
AW 125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	1.0
AW 125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	1.0
AW 125462	TAXI GUIDANCE SIGN, UNLIT	EACH	2.0
AW 125550	HI THRESHOLD LIGHT BASE MTD	EACH	8.0
AW 125560	RUNWAY DISTANCE REMAINING SIGN	EACH	1.0
AW 125565	SPLICE CAN	EACH	1.0
AW 125610	REILS	PAIR	1.0
AW 125902	REMOVE BASE MOUNTED LIGHT	EACH	20.0
AW 125904	REMOVE TAXI GUIDANCE SIGN	EACH	1.0
AW 125907	REMOVE REILS	PAIR	1.0
AW 125922	REPLACE BASE MOUNTED LIGHT	EACH	12.0
AW 125941	ADJUST STAKE MOUNTED LIGHT	EACH	18.0
AW 125942	ADJUST BASE MOUNTED LIGHT	EACH	13.0
AW 125943	ADJUST INPAVEMENT LIGHT	EACH	1.0
AW 150510	ENGINEER'S FIELD OFFICE	L SUM	1.0
AW 150520	MOBILIZATION	L SUM	1.0
AW 150530	TRAFFIC MAINTENANCE	L SUM	1.0
AW 150550	CONSTRUCTION ACCESS	L SUM	1.0
AW 150552	RESTORE CONSTRUCTION ACCESS	L SUM	1.0
AW 152455	EMBANKMENT IN PLACE	CU YD	2900.0
AW 152460	TOPSOIL STRIPPING	ACRE	7.1
AW 156510	SILT FENCE	FOOT	2000.0
AW 156514	DITCH CHECK	FOOT	250.0
AW 156520	INLET PROTECTION	EACH	14.0
AW 201660	BITUMINOUS CRACK REPAIR	FOOT	4550.0
AW 209606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	960.0
AW 401010	CONTRACTOR QUALITY CONTROL PROGRAM	L SUM	1.0
AW 401610	BITUMINOUS SURFACE COURSE	TON	3950.0
AW 401630	BITUMINOUS SURFACE TEST SECTION	EACH	1.0
AW 401640	BITUMINOUS PAVEMENT GROOVING	SQ YD	36500.0
AW 401650	BITUMINOUS PAVEMENT MILLING	SQ YD	20235.0
AW 403610	BITUMINOUS BASE COURSE	TON	10950.0
AW 403630	BITUMINOUS BASE TEST SECTION	EACH	1.0
AW 501115	CRACK & SEAT PAVEMENT	SQ YD	24500.0
AW 603510	BITUMINOUS TACK COAT	GALLON	16350.0
AW 620520	PAVEMENT MARKING - WATERBORNE	SQ FT	53300.0
AW 620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	10200.0
AW 751952	ADJUST UNDERDRAIN STRUCTURE	EACH	11.0
AW 800293	DUCT MARKER - IN PAVEMENT	EACH	2.0
AW 901510	SEEDING	ACRE	6.2
AW 904510	SODDING	SQ YD	3200.0
AW 908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	6.2

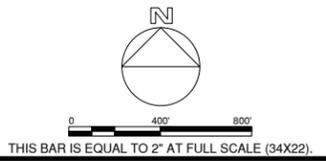
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 Date: Thursday, April 21, 2022 2:31:15 PM



 REHABILITATE RUNWAY 4/22 - PHASE 3



License No. 184-000613
 CONSULTANTS



BID ISSUE
 APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
 PHASE 3

OWNER



CITY OF QUINCY
 QUINCY REGIONAL AIRPORT
 QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO:	3-17-0085-XX
IL PROJ. NO:	UIN-XXXX
CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-G101.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
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SHEET TITLE
AIRPORT SITE PLAN

G101
 SHEET 3 OF 62

0. GENERAL

- 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2 (LATEST VERSION), AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
- 2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2 (LATEST VERSION). NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- 3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- 4. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- 5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
- 6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

- 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- 2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- 3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

- 1. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- 1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS ALLOWED IN THE PLANS.
- 2. 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.
- 3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

- 1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

- 1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN IN THE PLANS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS OR THE CONTRACTOR SHALL POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
- 3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T. THE CONTRACTOR SHALL ENTER A ROAD USE AGREEMENT WITH THE ROAD DISTRICT OF ADAMS COUNTY, ILLINOIS.
- 4. CONTRACTOR EMPLOYEES MAY BE REQUIRED TO OBTAIN AN AIRPORT IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTIFICATION ABOUT EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING COSTS.
- 5. ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIRFIELD OPERATIONS AREA (AOA) SHALL ALSO ATTEND AND PASS THE AIRPORT DRIVERS TRAINING PROGRAM. ONLY THOSE INDIVIDUALS WHO RECEIVE THIS DESIGNATION WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON THE AIRPORT. ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
- 6. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER THE PLAN DETAILS AND SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
- 7. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) WILL NOT NEED TO OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA, THE TRUCK DRIVERS SHALL BE UNDER THE CONTROL OF AND SUPERVISED BY THE CONTRACTOR.
- 8. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH AIR TRAFFIC AT ALL TIMES WHEN WITHIN THE MOVEMENT AREA. THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY PASSED THE APPROVED AIRPORT TESTS MAY OPERATE THESE RADIOS.
- 9. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH AIR TRAFFIC. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
- 10. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN IN THE PLANS.
- 11. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
- 12. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE RETURNED TO & STORED AT THE STAGING AREA.
- 13. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
- 14. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. 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.
- 15. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH ARE OR WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF THE AIRPORT. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.

5. CONTRACTOR ACCESS (CONTINUED)

- 16. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- 17. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- 18. THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY MAY REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

- 1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF ANY WILDLIFE IS SEEN ON OR ENTERING THE AIRPORT.
- 2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- 3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
- 4. THE CONTRACTOR SHALL CONTROL GRASS HEIGHTS THROUGH MOWING UNTIL ACCEPTANCE OF PROJECT TO ASSIST WITH WILDLIFE CONTROL.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- 2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- 1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- 1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
- 2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO THE AIRPORT PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
- 3. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- 4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

10. INSPECTION REQUIREMENTS

- 1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2 (LATEST VERSION) MAY BE USED TO AID IN THE INSPECTIONS.
- 2. THE CONTRACTOR SHALL REQUEST AND ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS SUITABLE TO BE OPENED.

11. UNDERGROUND UTILITIES

- 1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- 2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. THE AIRPORT, AND CONTACT THE LOCAL FAA OFFICE (847-294-7336) TO ARRANGE FOR UTILITY LOCATES.

12. PENALTIES

- 1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP, THE CONTRACTOR'S APPROVED SPCD OR THE SECURITY PLAN MAY RESULT IN FINES AS ALLOWED BY LAW.
- 2. FINES CAN BE LEVIED AGAINST THE CONTRACTOR BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA) FOR NEGLIGENCE IF THE AIRPORT SECURITY IS COMPROMISED AND THE AIRPORT PERIMETER FENCE LINE IS NOT MAINTAINED AS SPECIFIED ABOVE. FINES CAN ALSO BE LEVIED AGAINST THE CONTRACTOR FOR FAILURE TO COOPERATE WITH THE AIRPORT MANAGEMENT AS REQUIRED TO MAINTAIN AIRPORT SECURITY.

13. SPECIAL CONDITIONS

- 1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- 1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE PLANS.
- 2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF THE PLANS & FAA AC 150/5370-2 (LATEST VERSION.)
- 3. IMMEDIATELY UPON THE INITIATION OF EACH PROJECT PHASE, THE CONTRACTOR SHALL DE-ENERGIZE OR COVER LIGHTS FOR ALL CLOSED RUNWAYS AND TAXIWAYS DURING PAVEMENT CLOSURES. TEMPORARILY COVER OR DE-ENERGIZE AIRFIELD SIGNAGE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

15. MARKING AND SIGNS FOR ACCESS ROUTES

- 1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED IN THE PLANS.

16. HAZARD MARKING AND LIGHTING

- 1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- 2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5D (OR LATEST) AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- 3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE AIRPORT.
- 4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

- 1. THE CONTRACTOR SHALL PROVIDE ADEQUATE LIGHTING DURING NIGHTTIME CONSTRUCTION.
- 2. ARTIFICIAL AREA LIGHTING SHALL CONSIST OF VEHICLE OR POLE MOUNTED FLOODLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL ONLY BE ALLOWED IN ADDITION TO THE AREA LIGHTING.
- 3. ARTIFICIAL AREA LIGHTING SHALL NOT INTERFERE WITH AIR TRAFFIC OR ATCT OPERATIONS.
- 4. PLACEMENT & AIMING OF ARTIFICIAL LIGHTING SHALL BE APPROVED BY THE AIRPORT PRIOR TO START OF OPERATIONS.

18. PROTECTION OF AREAS & SURFACES

- 1. ALL WORK REQUIRED INSIDE OF THE RUNWAY 4-22 OR 13-31 SAFETY AREAS, WHICH EXTENDS 250' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
- 2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 93' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
- 3. ALL WORK REQUIRED ON AN ACTIVE TAXILANE OBJECT FREE AREA, WHICH EXTENDS 81' FROM THE TAXILANE/APRON CENTERLINE, WILL REQUIRE A PORTION OF THAT APRON TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

(NOTES CONTINUE ON SHEET GC002)



License No. 184-000613

CONSULTANTS

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-0085-XX

IL PROJ. NO: UIN-XXXX

CMT PROJECT NO: 18002001

CAD DWG FILE: 18002001-RWY22-GC000.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: CHK

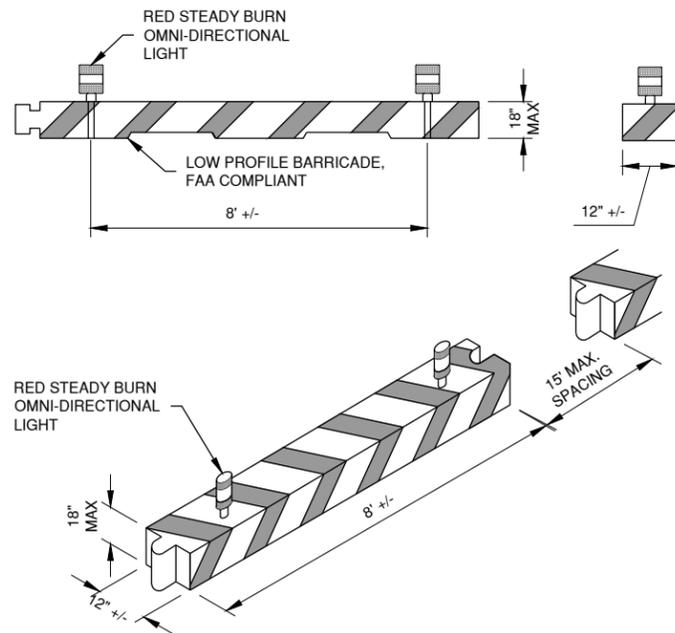
APPROVED BY: APR

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SHEET TITLE

CONSTRUCTION
ACTIVITY NOTES 1

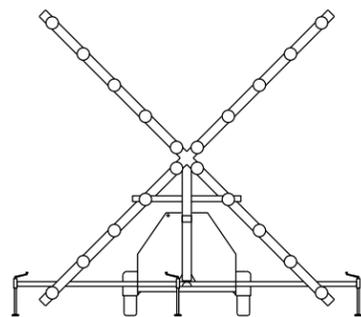
GC001
SHEET 4 OF 62



1 BEAM BARRICADE DETAIL
N.T.S.

BEAM BARRICADE NOTES

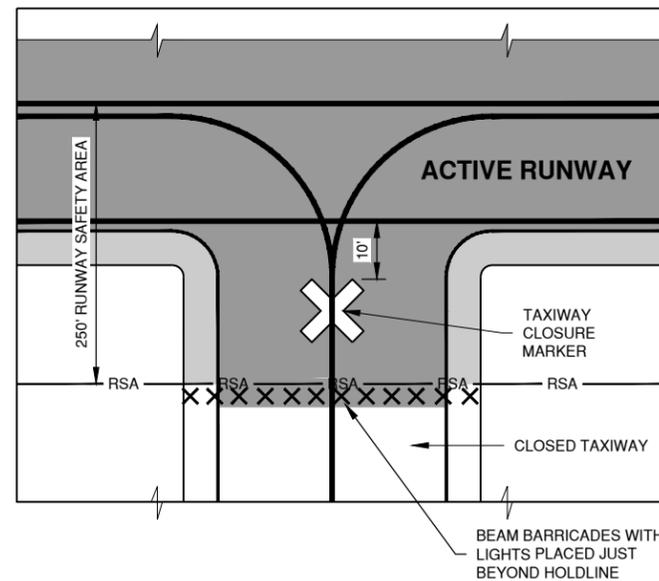
- BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY WIND, JET OR PROP BLAST.
- BARRICADE MUST BE OF LOW MASS AND EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PLACE AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.
- BARRICADES SHALL BE COMPLIANT WITH FAA AC 150/5370-2 (LATEST VERSION).



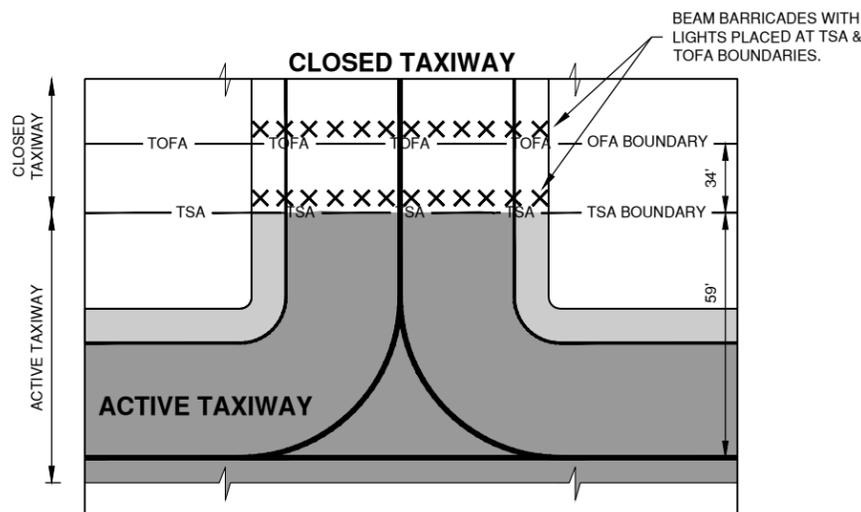
2 LIGHTED RUNWAY CLOSURE MARKER
N.T.S.

LIGHTED RUNWAY CLOSURE MARKER NOTES

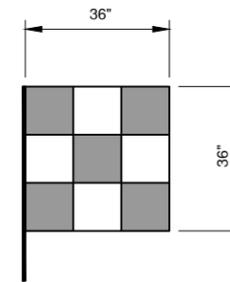
- TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS FOR NIGHTTIME CLOSURE.
- THE CONTRACTOR SHALL PROVIDE FOUR CLOSURE MARKERS (2 PAIR) AND MAINTAIN THEM (FUEL, OIL, LIGHT BULBS) WHEN USED DURING CONSTRUCTION CLOSURES.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS ASSOCIATED WITH PROVIDING AND MAINTAINING THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



3 CLOSED TAXIWAY/ACTIVE RUNWAY BARRICADE DETAIL
N.T.S.



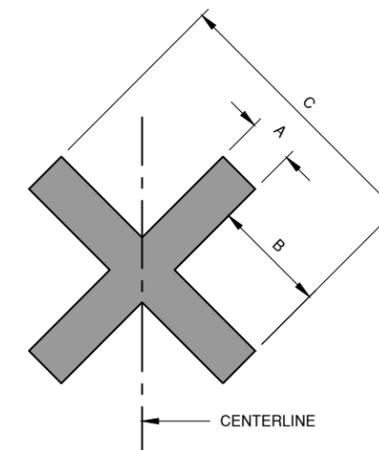
4 CLOSED TAXIWAY/ACTIVE TAXIWAY BARRICADE DETAIL
N.T.S.



5 EQUIPMENT & VEHICLE SIGNAL FLAG
N.T.S. (ORANGE / WHITE)

SIGNAL FLAG NOTES

- ALL CONTRACTOR VEHICLES AND EQUIPMENT SHALL DISPLAY COMPANY LOGO PLACARDS AND FLAG.
- WHEN WORKING PRIOR TO DAWN OR AFTER DUSK, A 360 DEGREE ROTATING AMBER BEACON IS REQUIRED ON ALL EQUIPMENT AND TRUCKS.
- CONTRACTOR SHALL REPLACE FLAGS THAT ARE WORN AND INEFFECTIVE.



SYMBOL TYPE	DIMENSION	A	B	C
CLOSED TAXIWAY		5'-0"	12'-6"	30'-0"
CLOSED RUNWAY		10'-0"	25'-0"	60'-0"

6 NON-LIGHTED CLOSURE MARKER
N.T.S.

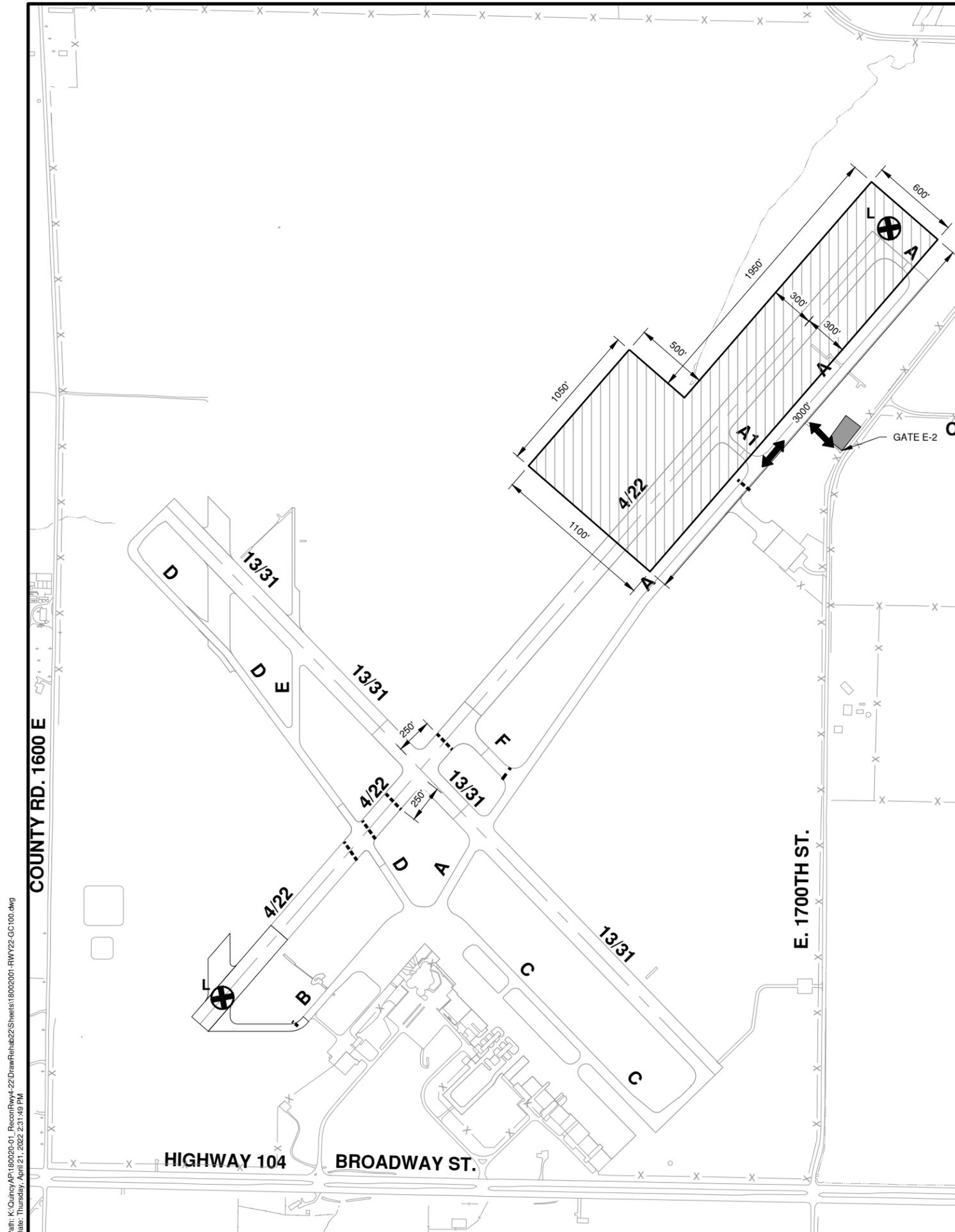
NOTES

- CLOSURE MARKERS SHALL BE SOLID YELLOW.
- MARKERS SHALL BE PLACED ON TAXIWAYS AT THE RUNWAY INTERSECTIONS INSIDE THE RUNWAY SAFETY AREA.
- MARKERS SHALL BE PLACED ON RUNWAYS TO COVER THE NUMERALS ON BOTH ENDS.
- MARKERS MAY BE CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
- MARKERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS. METHODS OF SECURING THE MARKERS SHALL NOT PROTRUDE MORE THAN 3" ABOVE THE PAVEMENT.

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-0085-XX
IL PROJ. NO: UIN-XXXX
CMT PROJECT NO: 18002001
CAD DWG FILE: 18002001-RWY22-GC000.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
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**CONSTRUCTION
ACTIVITY PLAN
DETAILS**



GENERAL NOTES

1. THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING.
2. THE CONTRACTOR SHALL PROVIDE 72 HOUR NOTICE TO THE AIRPORT PRIOR TO INITIATING WORK ON ANY PHASE.
3. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING GATE E-2.
4. ALL WORK MAY BE PERFORMED CONCURRENTLY.
5. THE CONTRACTOR SHALL PLACE ALL RUNWAY CLOSURE MARKERS, TAXIWAY CLOSURE MARKERS, AND BARRICADES PRIOR TO STARTING WORK ON ANY PHASE.
6. BEAM BARRICADES SHALL BE PLACED AT 250 FEET FROM RUNWAY CENTERLINES, 59 FEET FROM TAXIWAY CENTERLINES, AS SHOWN ON THE PLANS OR AS SPECIFIED BY THE RPR.
7. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ACTIVE PAVEMENTS DURING HAULING OPERATIONS AND AT THE END OF EACH WORKDAY.
8. AIRCRAFT & AIRPORT VEHICLES SHALL HAVE THE RIGHT OF WAY AT ALL TIMES.
9. THE CONTRACTOR SHALL MONITOR CTAF (FREQ. 123.0) AT ALL TIMES DURING CONSTRUCTION OPERATIONS.
10. THE MAXIMUM ALLOWABLE HEIGHT OF STOCKPILED MATERIALS SHALL BE 10' ABOVE EXISTING GRADE.

REHAB 22 BID NOTES

1. WORK TO BE COMPLETED WITHIN THE BID SHALL, AS A MINIMUM, INCLUDE THE FOLLOWING MAJOR WORK ITEMS:
 - A. REMOVE AND STORE EXISTING LIGHT FIXTURES FOR REINSTALLATION.
 - B. REMOVE AND DISPOSE OF EXISTING LIGHT BASES.
 - C. REHAB RUNWAY 4/22 AS INDICATED ON THE PLANS.
 - D. GRADING AND DRAINAGE IMPROVEMENTS.
 - E. PAVEMENT MARKING.
 - F. CONSTRUCT NEW LIGHT BASES AND INSTALL NEW LIGHTING CIRCUITS.
 - G. CONSTRUCT NEW SIGN BASES AND SIGNS.
 - H. REINSTALL EXISTING LIGHT FIXTURES WITH NEW TRANSFORMERS ON NEW BASES.
 - I. TURFING & EROSION CONTROL.

LEGEND

- CONSTRUCTION LIMITS
- CONTRACTOR'S STAGING, STORAGE & PARKING AREA
- BEAM BARRICADES
- RUNWAY CLOSURE MARKER (LIGHTED)
- CONTRACTOR'S ACCESS ROUTE
- FLAGMAN

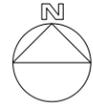
PAVEMENT STATUS

REHAB RWY 22	
PAVEMENT	STATUS
RUNWAY 18/36	DECOMMISSIONED
RUNWAY 4/22	CLOSED
RUNWAY 13/31	OPEN
TAXIWAY A	CLOSED NORTH OF CORPORATE HANGAR
TAXIWAY A1	CLOSED
TAXIWAY B	CLOSED WEST OF CORPORATE HANGAR
TAXIWAY C	OPEN
TAXIWAY D	OPEN
TAXIWAY E	CLOSED NORTH OF RUNWAY 13/31
TAXIWAY F	CLOSED



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0 400' 800'

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



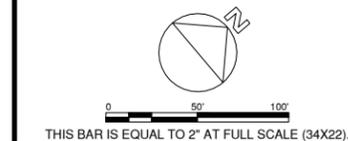
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN**

GC101
SHEET 7 OF 62



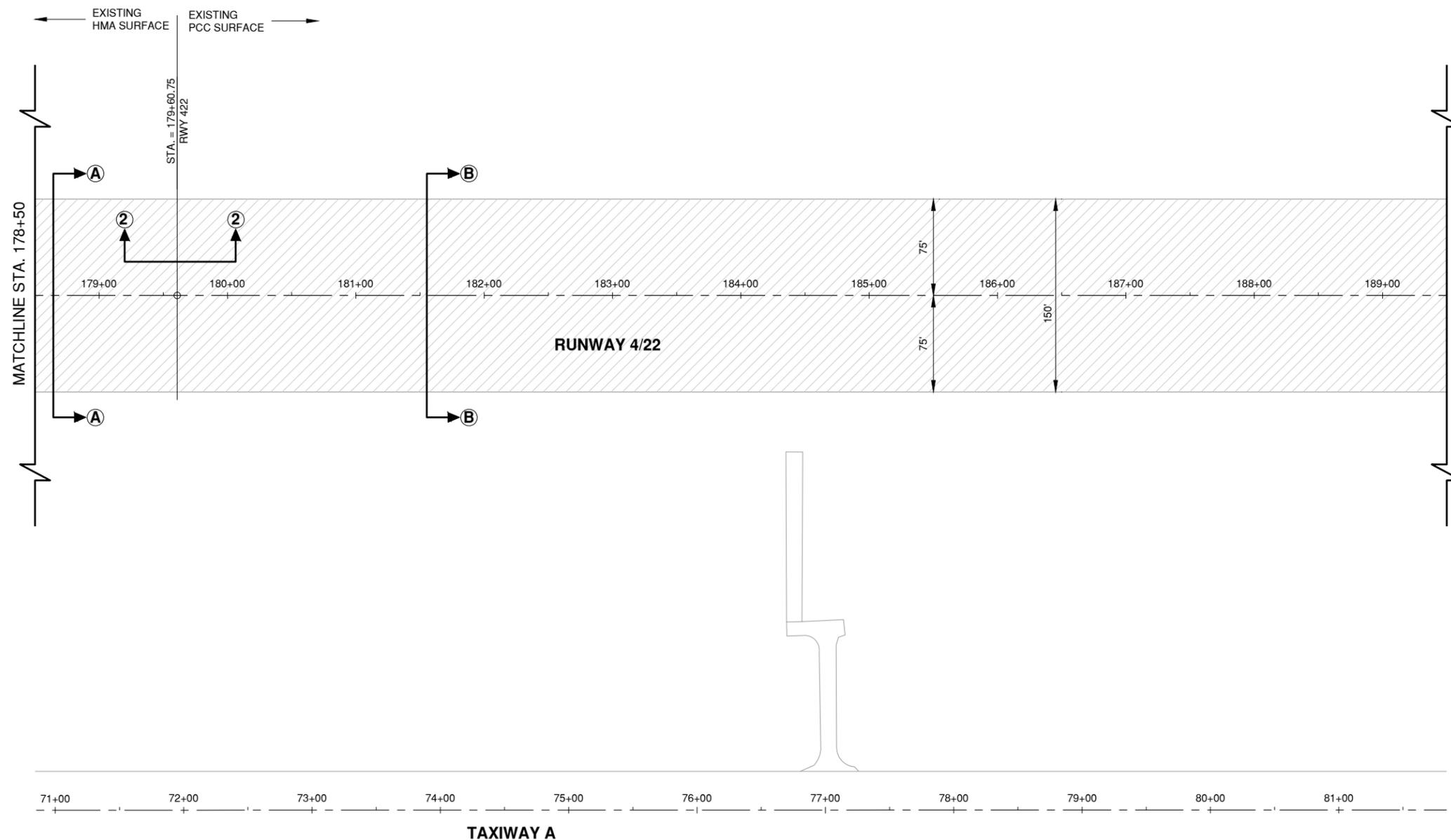
BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL



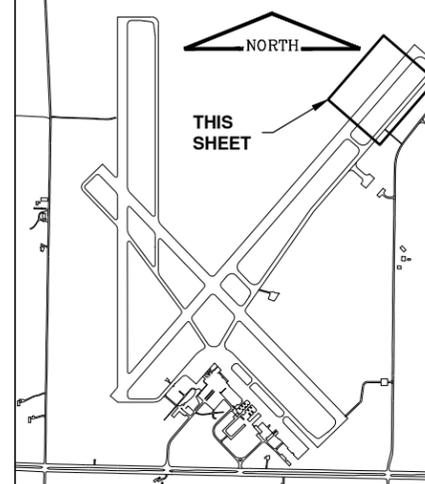
NOTES

1. NEW PAVEMENT EDGES SHALL MATCH THE EXISTING STATIONS AND OFFSETS.
2. SEE CP301 & CP302 FOR TYPICAL SECTIONS AND CP501 FOR TYPICAL TRANSITION DETAILS.

LEGEND

- EXISTING PAVEMENT
- HMA OVERLAY

KEYMAP

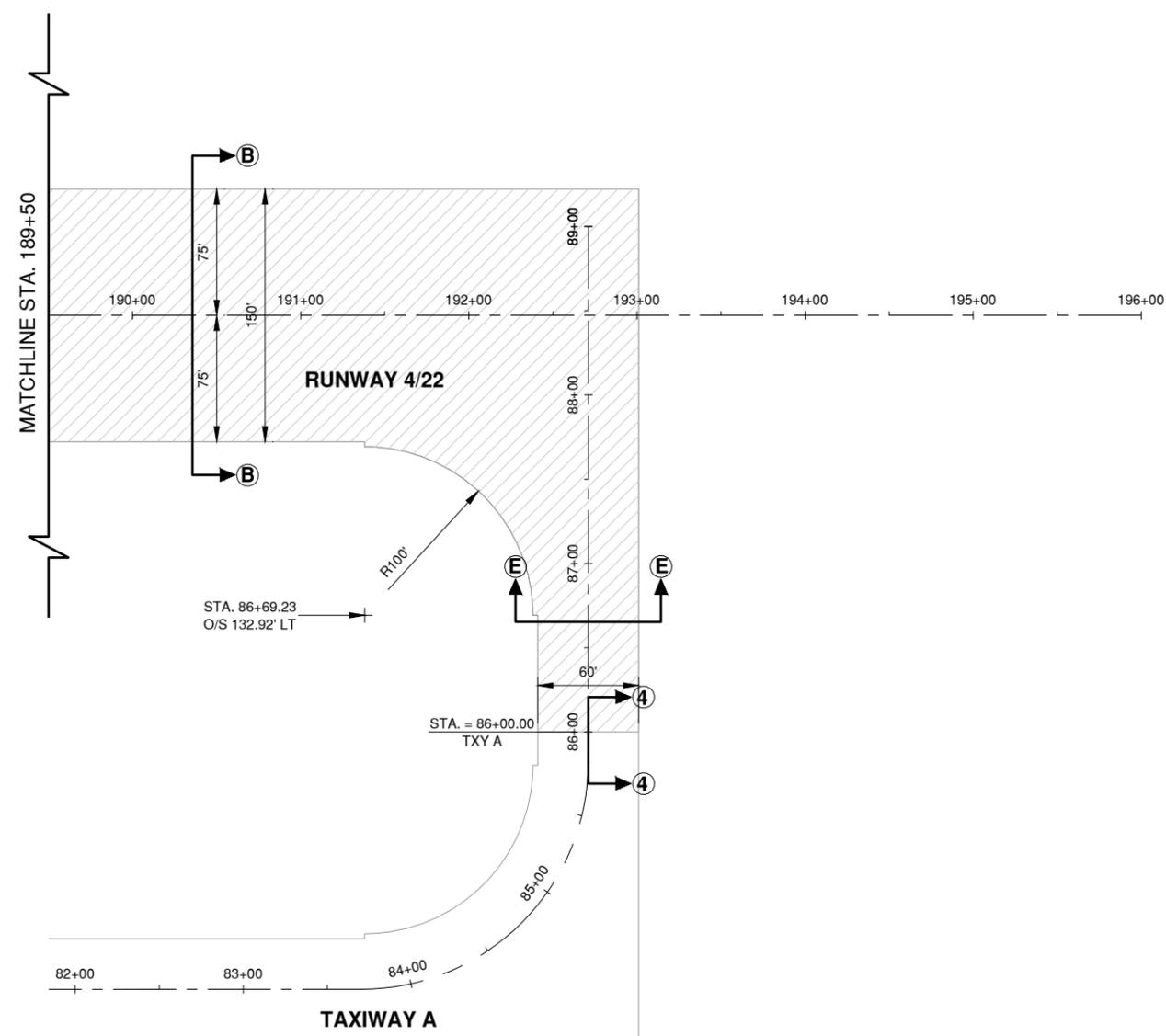
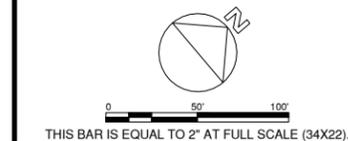


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CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-CP100.DWG
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SHEET TITLE
PROPOSED IMPROVEMENTS 2

CP102
SHEET 13 OF 62



BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

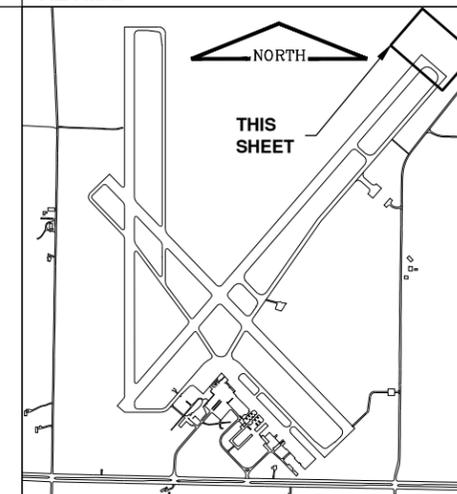
NOTES

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2. SEE CP301 & CP302 FOR TYPICAL SECTIONS AND CP501 FOR TYPICAL TRANSITION DETAILS.

LEGEND

- EXISTING PAVEMENT
- HMA OVERLAY

KEYMAP

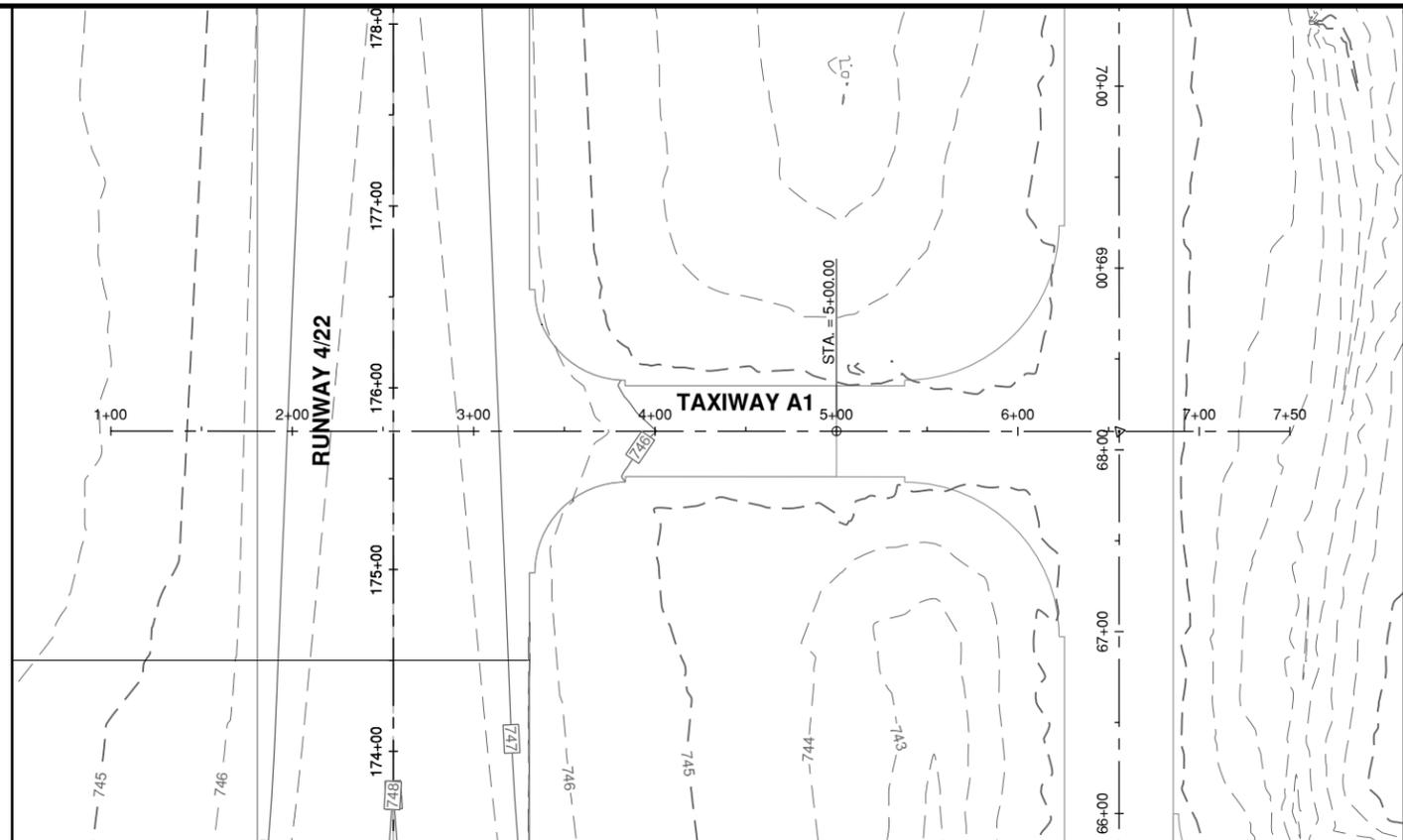


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SHEET TITLE
PROPOSED IMPROVEMENTS 3

CP103
SHEET 14 OF 62



LEGEND

	NEW CONTOURS
	EXISTING CONTOURS
	PROPOSED PAVEMENT



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BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER

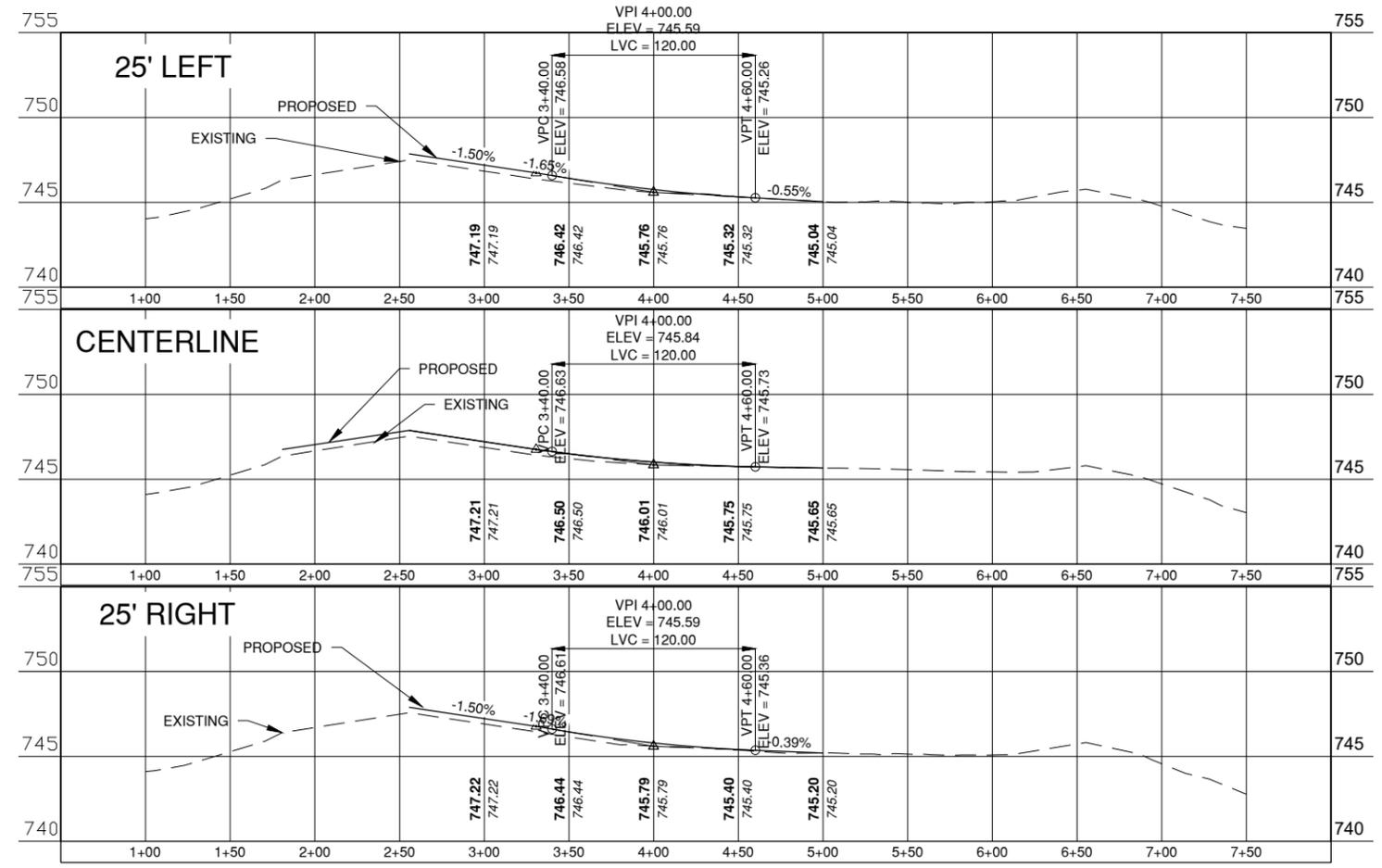


CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

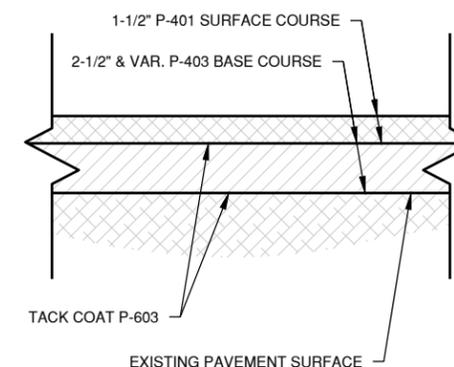
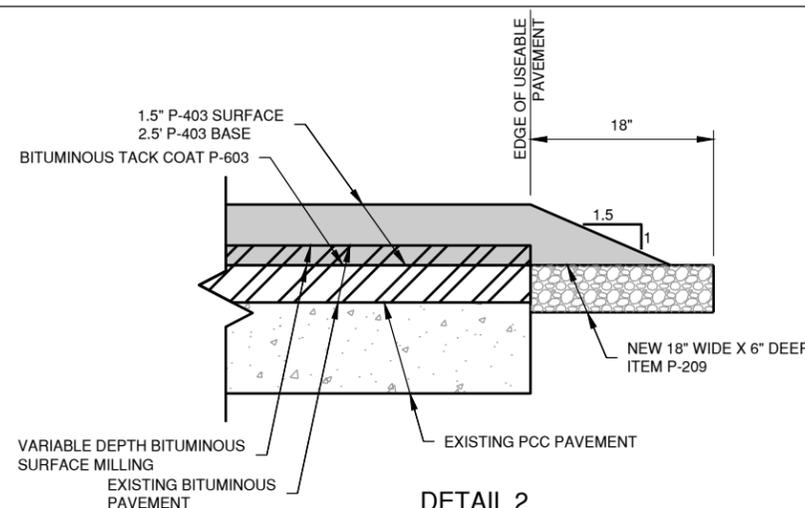
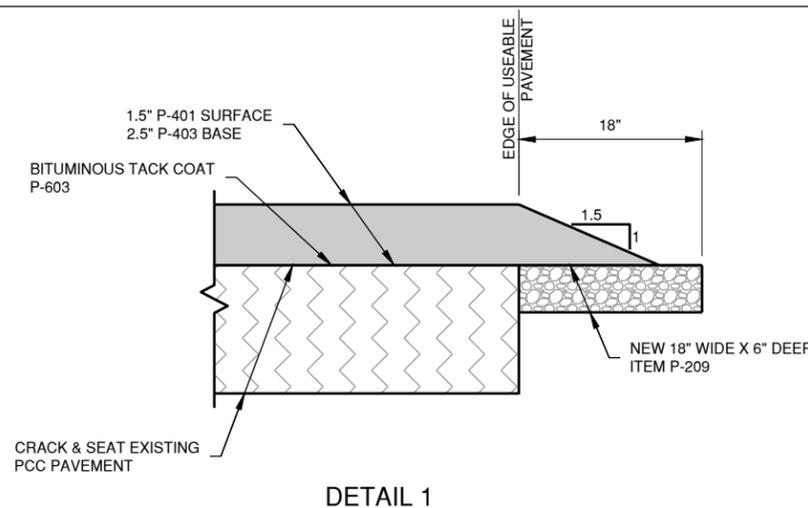
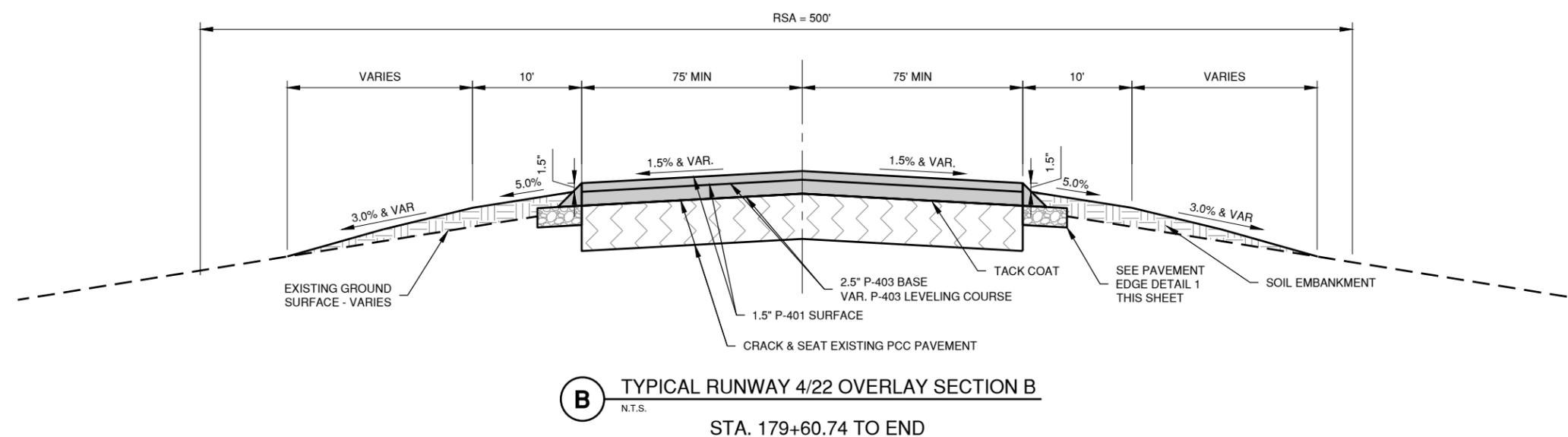
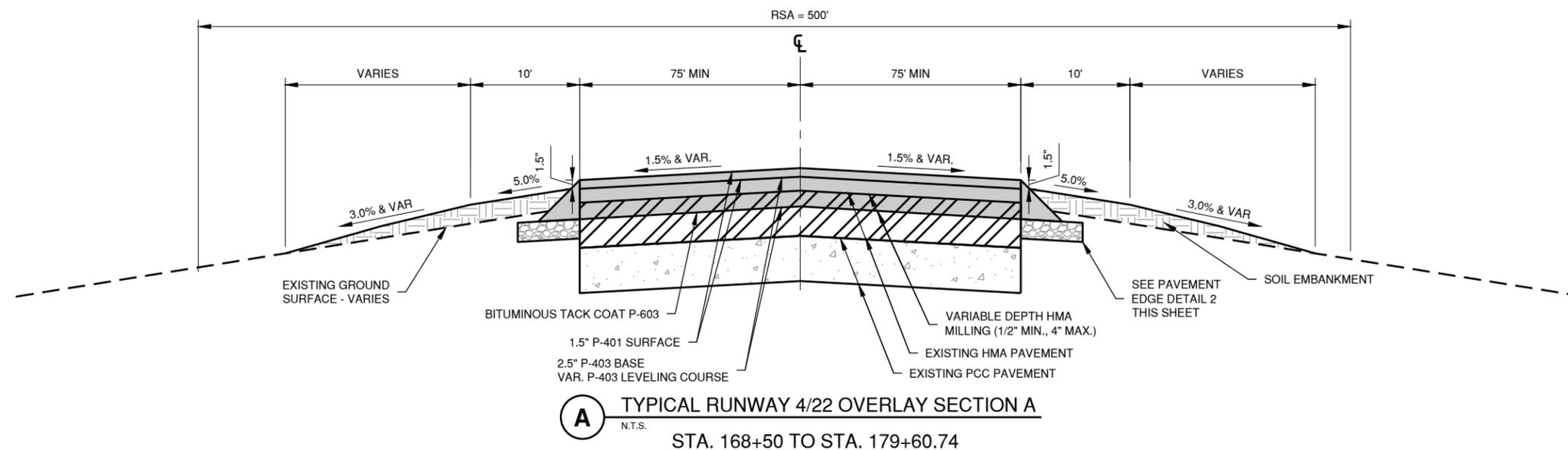
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CAD DWG FILE:	18002001-RWY422-CP201.DWG
DESIGNED BY:	HWI
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SHEET TITLE
**TAXIWAY A1 PLAN &
PROFILE**



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BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



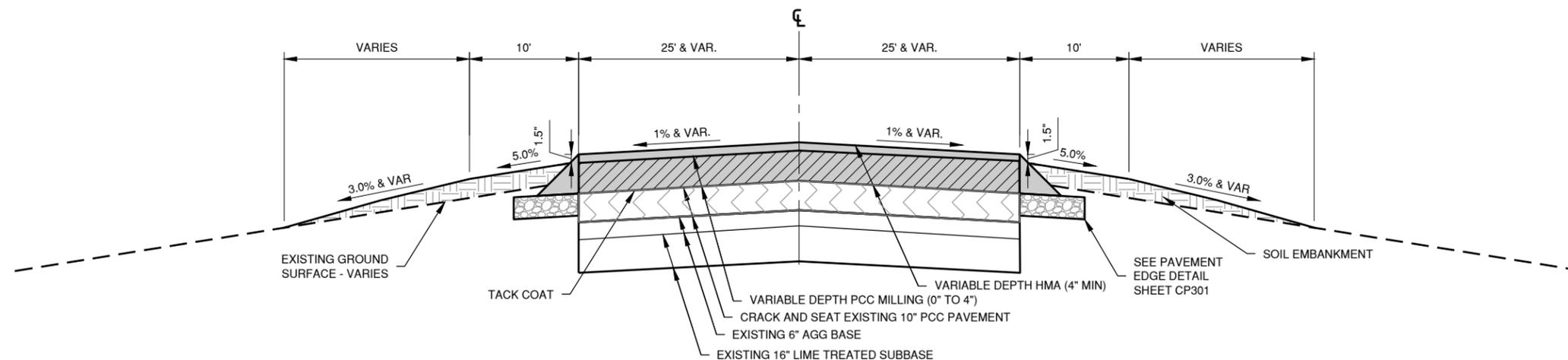
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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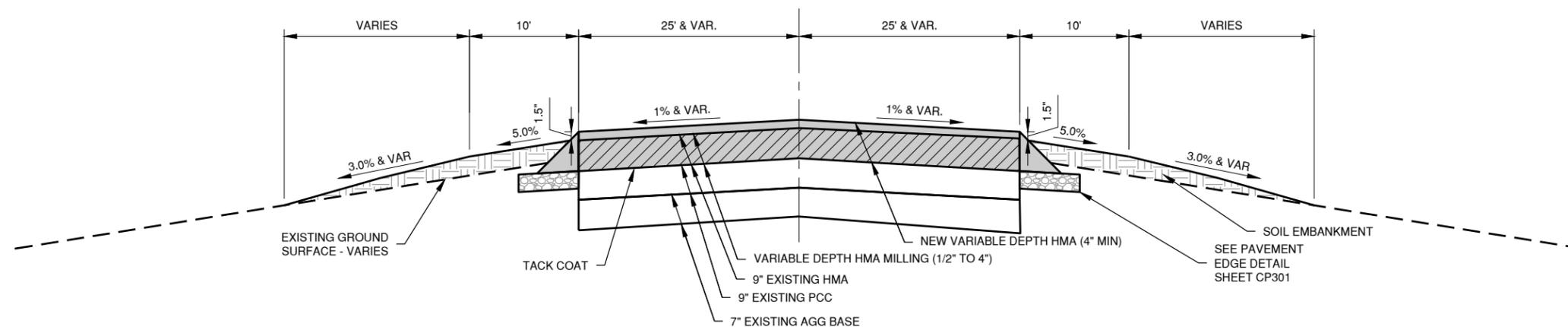
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CMT PROJECT NO: 18002001
CAD DWG FILE: 18002001-RWY22-CP301.DWG
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SHEET TITLE
TYPICAL SECTIONS 1

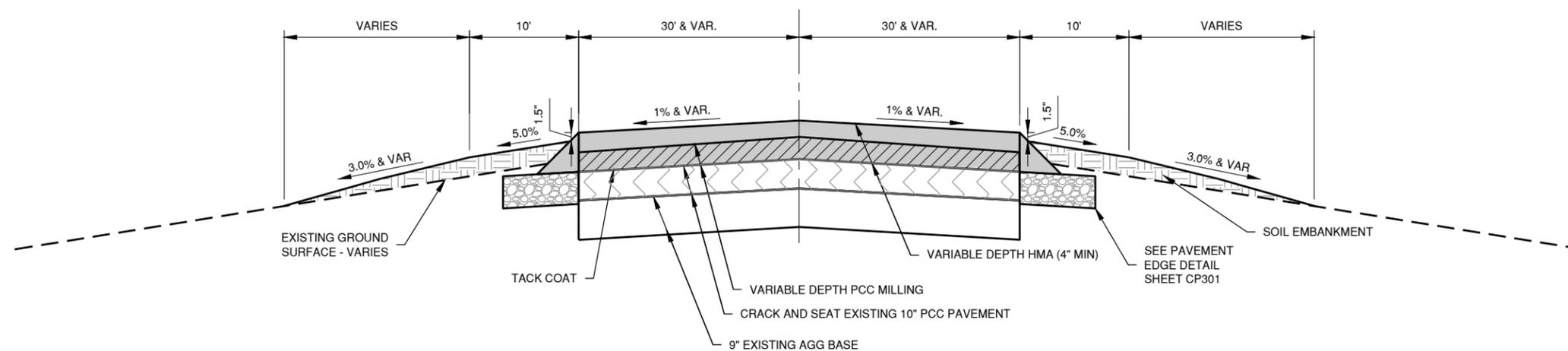
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



C TYPICAL TAXIWAY A1 SECTION C
N.T.S.
STA. 3+83.62 TO STA. 5+00



D TYPICAL TAXIWAY A1 SECTION D
N.T.S.
STA. 3+30.62 TO 3+83.62



E TYPICAL TAXIWAY A SECTION E
N.T.S.

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER

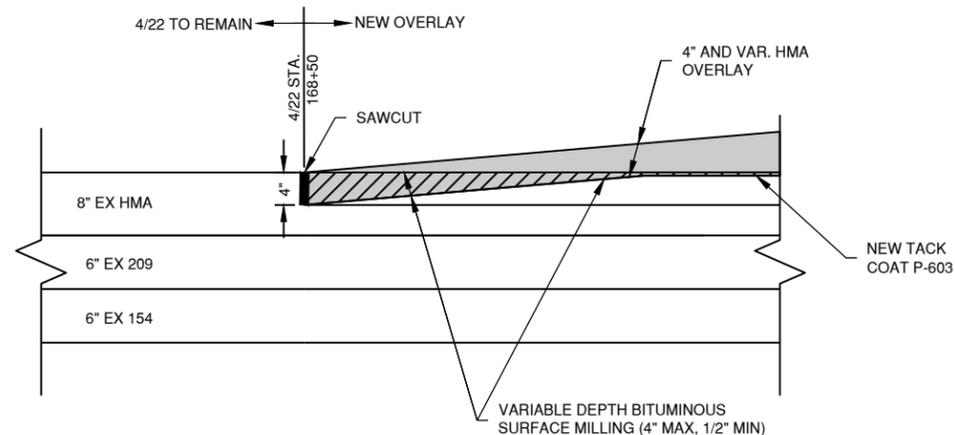


CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

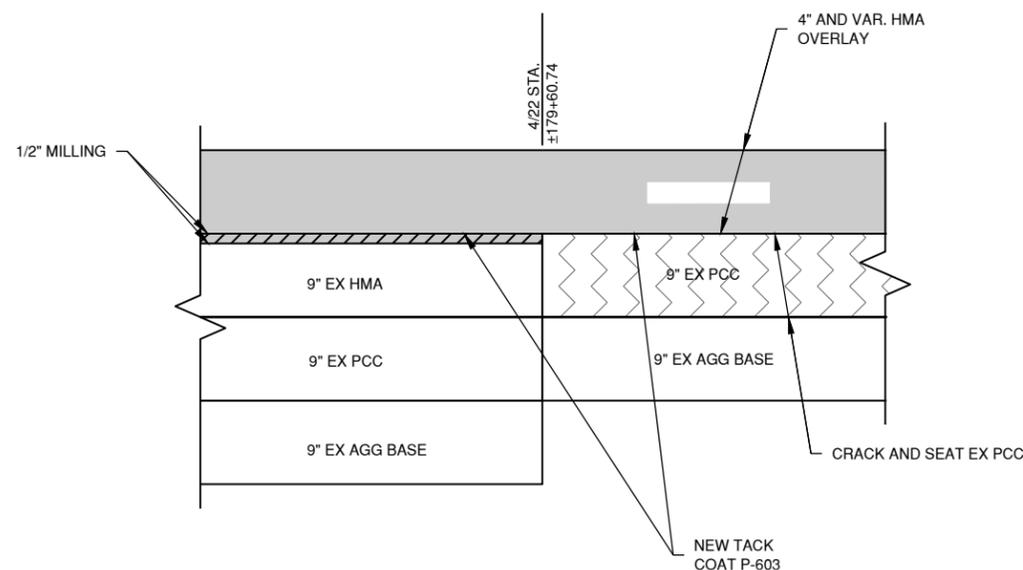
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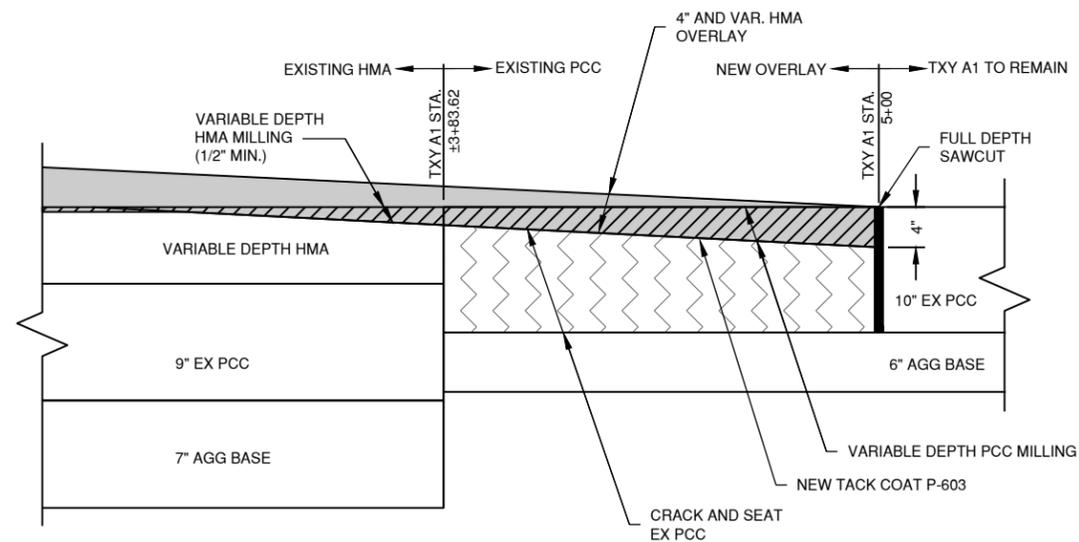
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TYPICAL SECTIONS 2



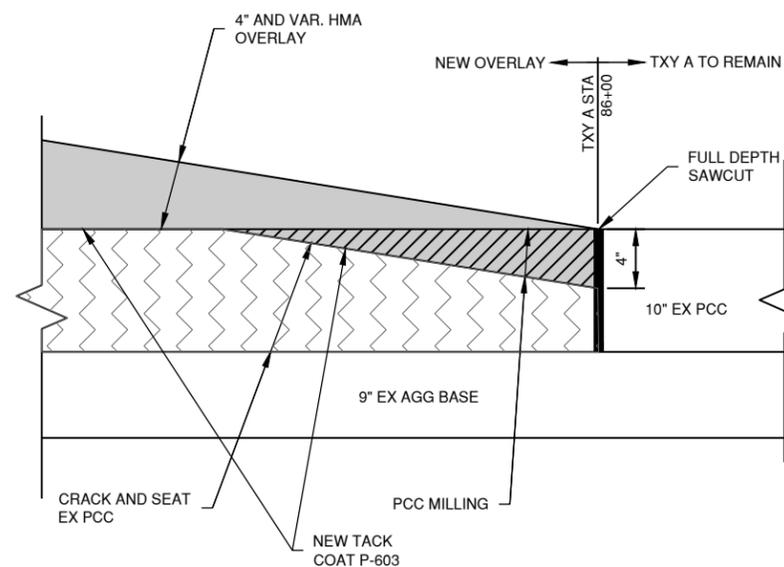
① 4/22 TRANSITION STA. 168+50
N.T.S.



② 4/22 TRANSITION STA. 179+60.74
N.T.S.



③ TXY A1 TRANSITION
N.T.S.



④ TXY A TRANSITION
N.T.S.

NOTE: EXISTING PAVEMENT DEPTHS SHOWN
WERE DEVELOPED BASED ON INFORMATION
OBTAINED FROM IDOT RECORDS.

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-0085-XX

IL PROJ. NO: UIN-XXXX

CMT PROJECT NO: 18002001

CAD DWG FILE: 18002001-RWY22-CP501.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: CHK

APPROVED BY: APR

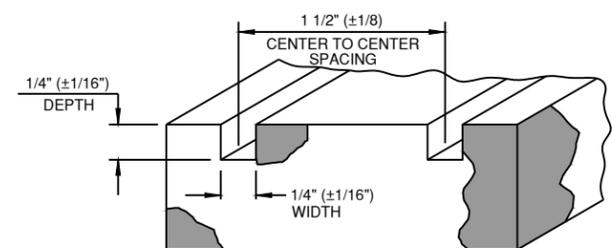
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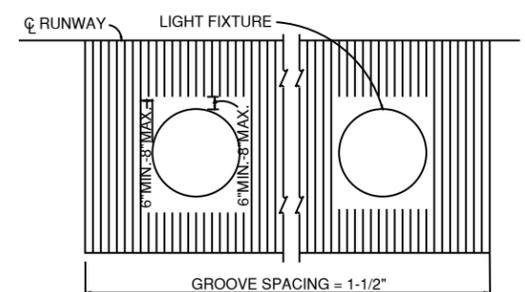
GROOVING DETAILS

GENERAL GROOVING NOTES:

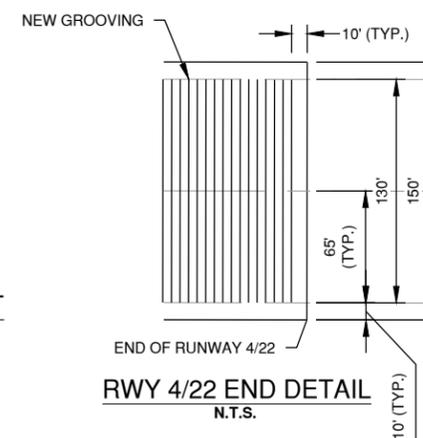
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SECURE AN APPROPRIATE WATER SOURCE FOR GROOVING OPERATIONS.
- GROOVES SHALL RUN TRANSVERSE TO DIRECTION OF TRAFFIC FLOW. GROOVES SHALL EXTEND OUTWARD 65' FROM RUNWAY CENTERLINE.
- GROOVES SHALL BE SAWS NO CLOSER THAN 6 INCHES AND NO MORE THAN 8 INCHES FROM IN-PAVEMENT LIGHT FIXTURES.
- THE CONTRACTOR SHALL GROOVE A TEST SECTION TO DEMONSTRATE THAT THE EQUIPMENT AND OPERATOR WILL PROVIDE THE REQUIRED CONFIGURATION WITHIN THE PRESCRIBED TOLERANCES.
- THE FOLLOWING TOLERANCES WILL BE PERMITTED FOR P-401:
 - $\pm 1-1/2"$ IN ALIGNMENT PER 75' GROOVE.
 - $\pm 1/16"$ IN DEPTH OF GROOVE.
 - $+1/16" - 0"$ WIDTH OF GROOVE.
 - $-1/8", +0"$ IN CENTER SPACING BETWEEN GROOVES
 - 60% OR MORE OF THE GROOVES SHALL NOT BE LESS THAN 1/8" DEPTH
- CONTRACTOR SHALL NOT AT ANY TIME, BE ALLOWED TO DUMP THE GROOVING SLURRY SEAL IN THE AIRFIELD GRASS AREA. GROOVING SHALL USE A VACUUM TRUCK TO REMOVE ALL SLURRY.
- CLEANUP IS EXTREMELY IMPORTANT AND SHALL BE CONTINUOUS THROUGHOUT GROOVING OPERATIONS. THE WASTE MATERIAL COLLECTED DURING THE GROOVING OPERATION MUST BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
- GROOVING SHALL NOT COMMENCE UNTIL THE ASPHALT SURFACE HAS CURED FOR THIRTY (30) DAYS. SURFACE SHALL BE THOROUGHLY FLUSHED AND CLEARED PRIOR TO PERMANENT PAVEMENT MARKING.
- AREAS WHERE GROOVING IS PERFORMED SHALL RECEIVE A DOUBLE APPLICATION OF PAVEMENT MARKING. THE SECOND APPLICATION SHALL BE APPLIED OPPOSITE TO THE FIRST APPLICATION.



SAW-CUT GROOVING CONFIGURATION
N.T.S.



TYPICAL GROOVING DETAIL ADJACENT
TO INPAVEMENT LIGHTING
N.T.S.



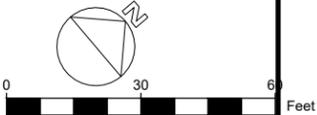
RWY 4/22 END DETAIL
N.T.S.

BITUMINOUS PAVEMENT GROOVING DETAIL
N.T.S.



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CONSULTANTS



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BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



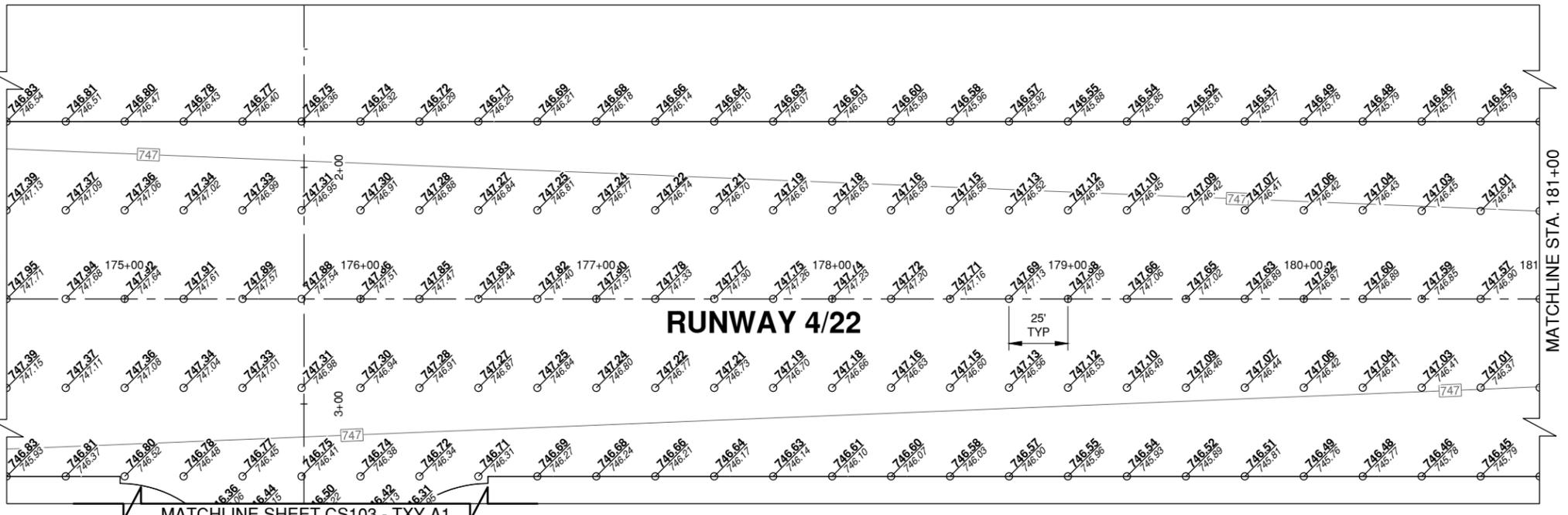
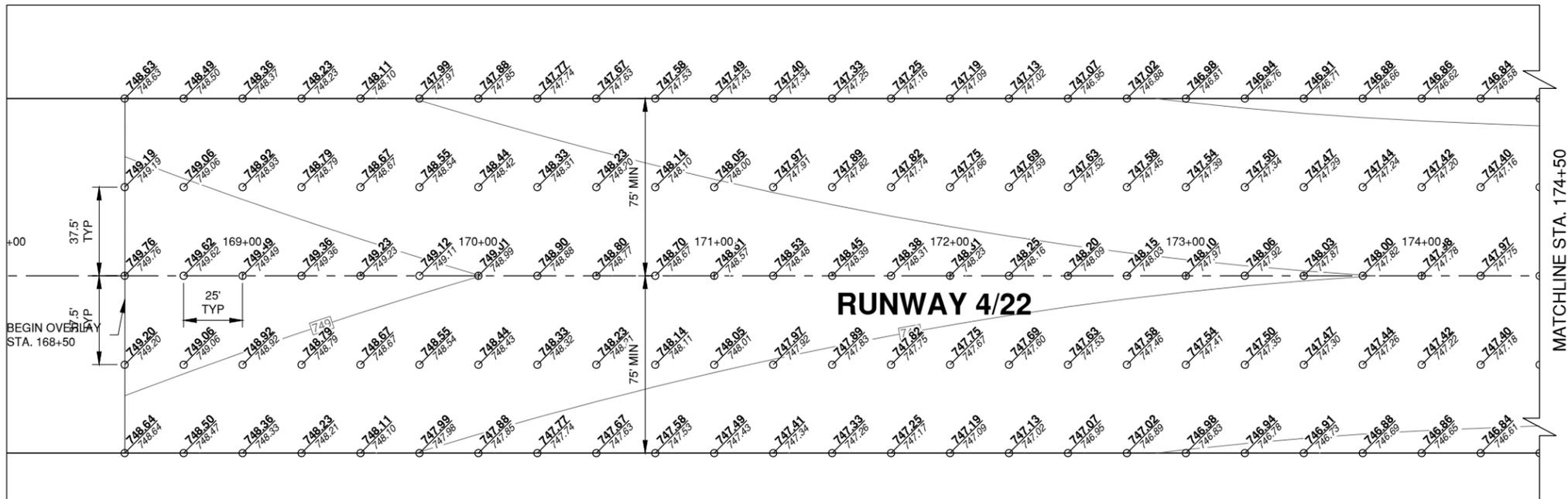
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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CHECKED BY:	CHK
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SHEET TITLE
STAKING PLAN 1

CS101
SHEET 23 OF 62



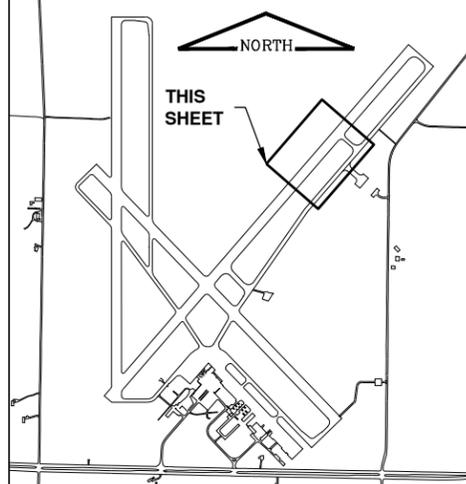
NOTES

- SPACING OF THE ELEVATIONS SHOWN ARE LOCATED AT EVEN STATIONS AND TYPICAL AT OFFSETS SHOWN.

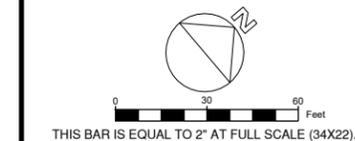
LEGEND

- NEW ELEVATION
- EXISTING ELEVATION
- NEW CONTOUR

KEYMAP



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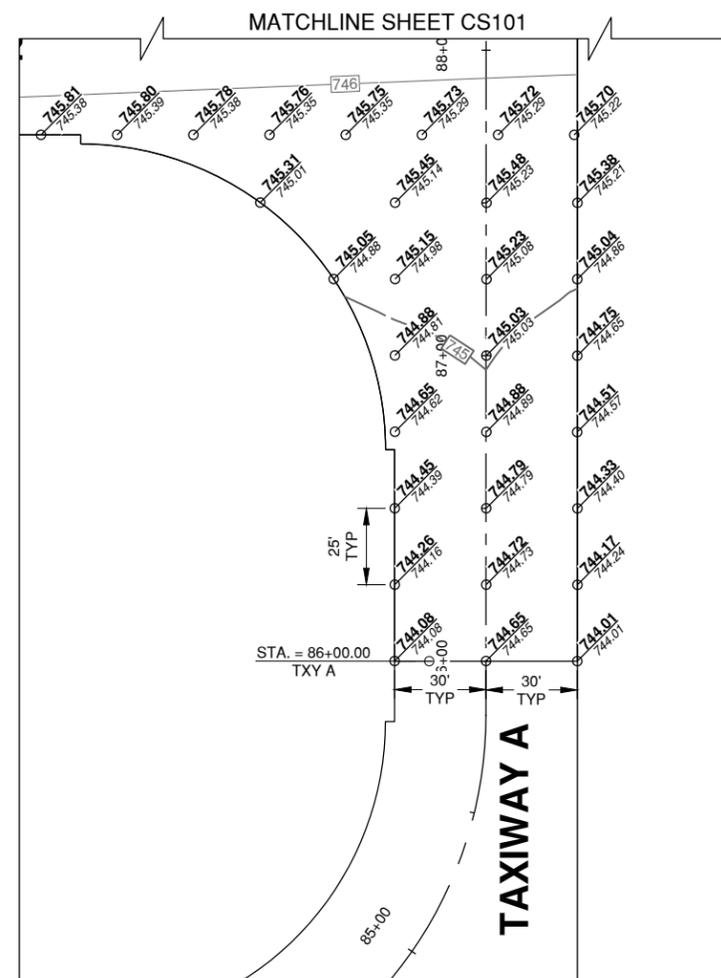
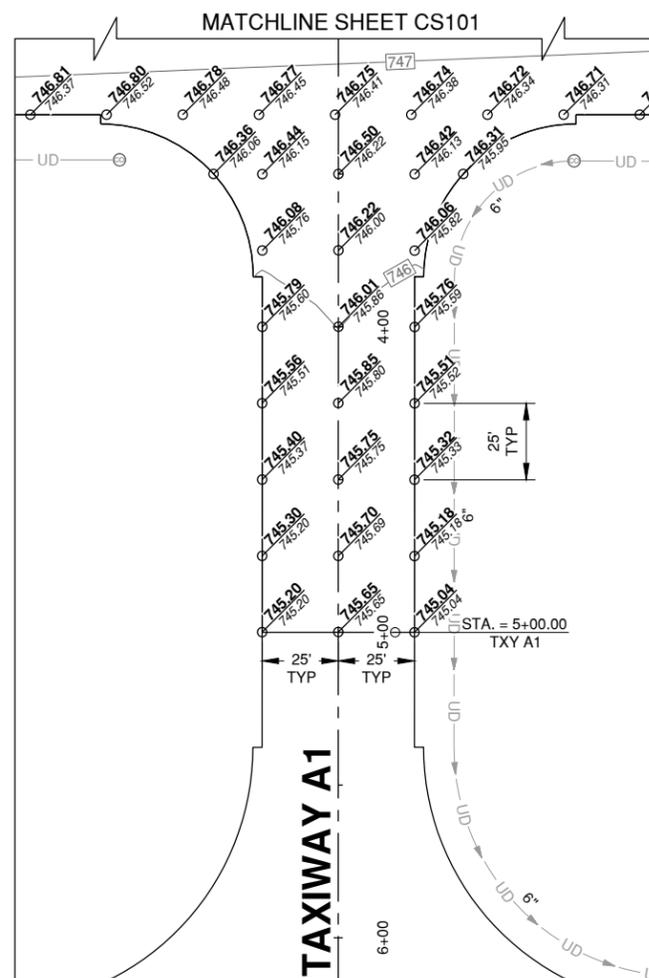
BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL



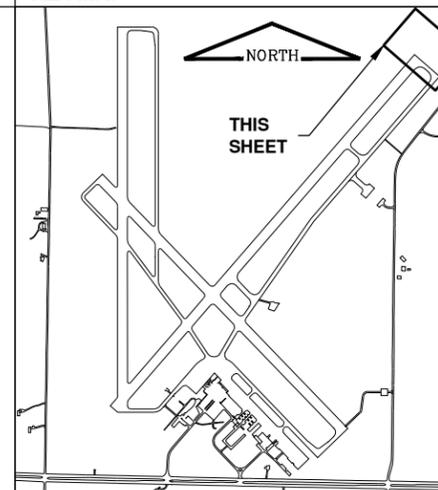
NOTES

- SPACING OF THE ELEVATIONS SHOWN ARE LOCATED AT EVEN STATIONS AND TYPICAL AT OFFSETS SHOWN.

LEGEND

- NEW ELEVATION
- EXISTING ELEVATION
- NEW CONTOUR

KEYMAP



MARK	DATE	DESCRIPTION

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IL PROJ. NO:	UIN-XXXX
CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-CS100.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
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SHEET TITLE
STAKING PLAN 3

CS103
SHEET 25 OF 62



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APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



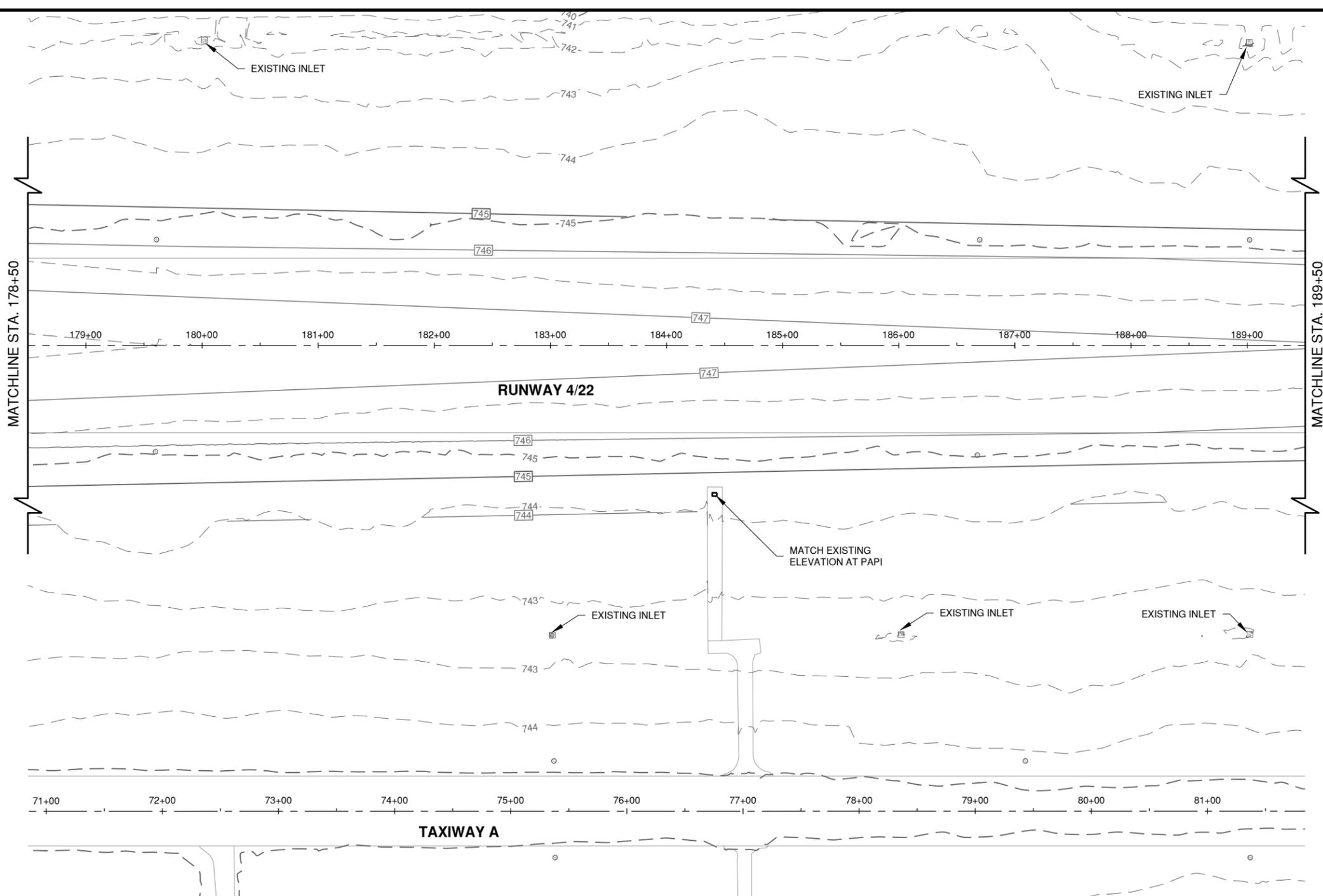
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

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SHEET TITLE
**GRADING &
DRAINAGE PLAN 2**

CG102
SHEET 27 OF 62

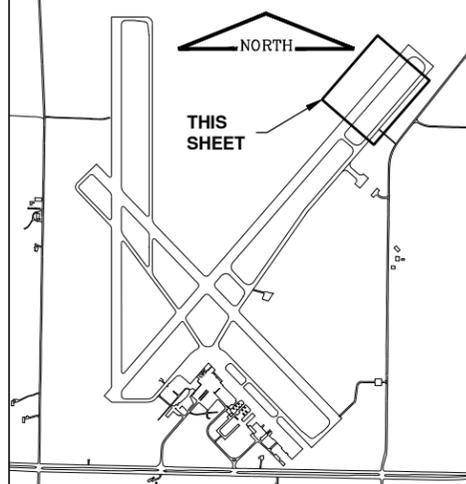


NOTES

LEGEND

- EXISTING PAVEMENT EDGE
- PROPOSED CONTOUR
- EXISTING CONTOUR
- EXISTING SEWER PIPE
- EXISTING INLET

KEYMAP



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Date: Thursday, April 21, 2022 2:38:03 PM



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0 50' 100'

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PHASE 3

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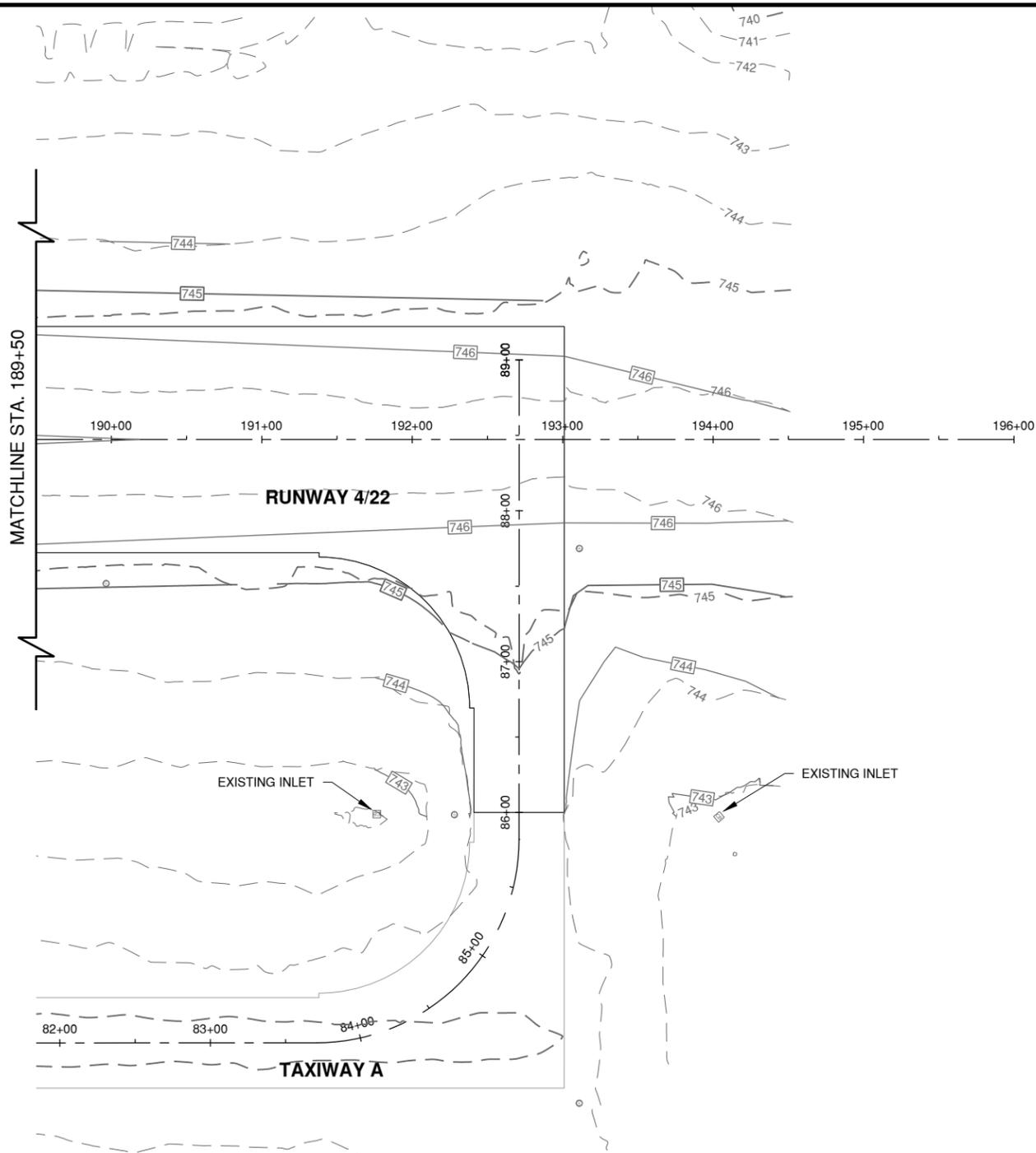
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

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CAD DWG FILE:	18002001-RWY22-CG100.DWG
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SHEET TITLE
**GRADING &
DRAINAGE PLAN 3**

CG103
SHEET 28 OF 62

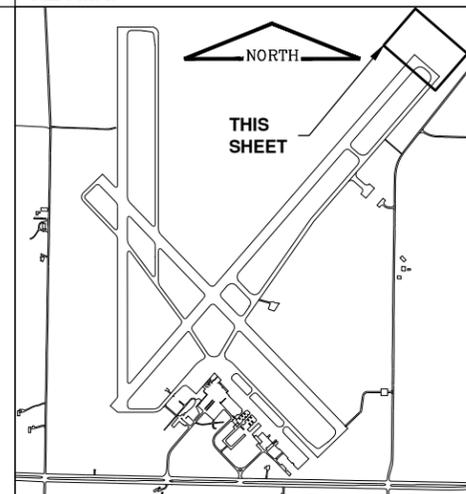


NOTES

LEGEND

- EXISTING PAVEMENT EDGE
- PROPOSED CONTOUR
- EXISTING CONTOUR
- EXISTING SEWER PIPE
- EXISTING INLET

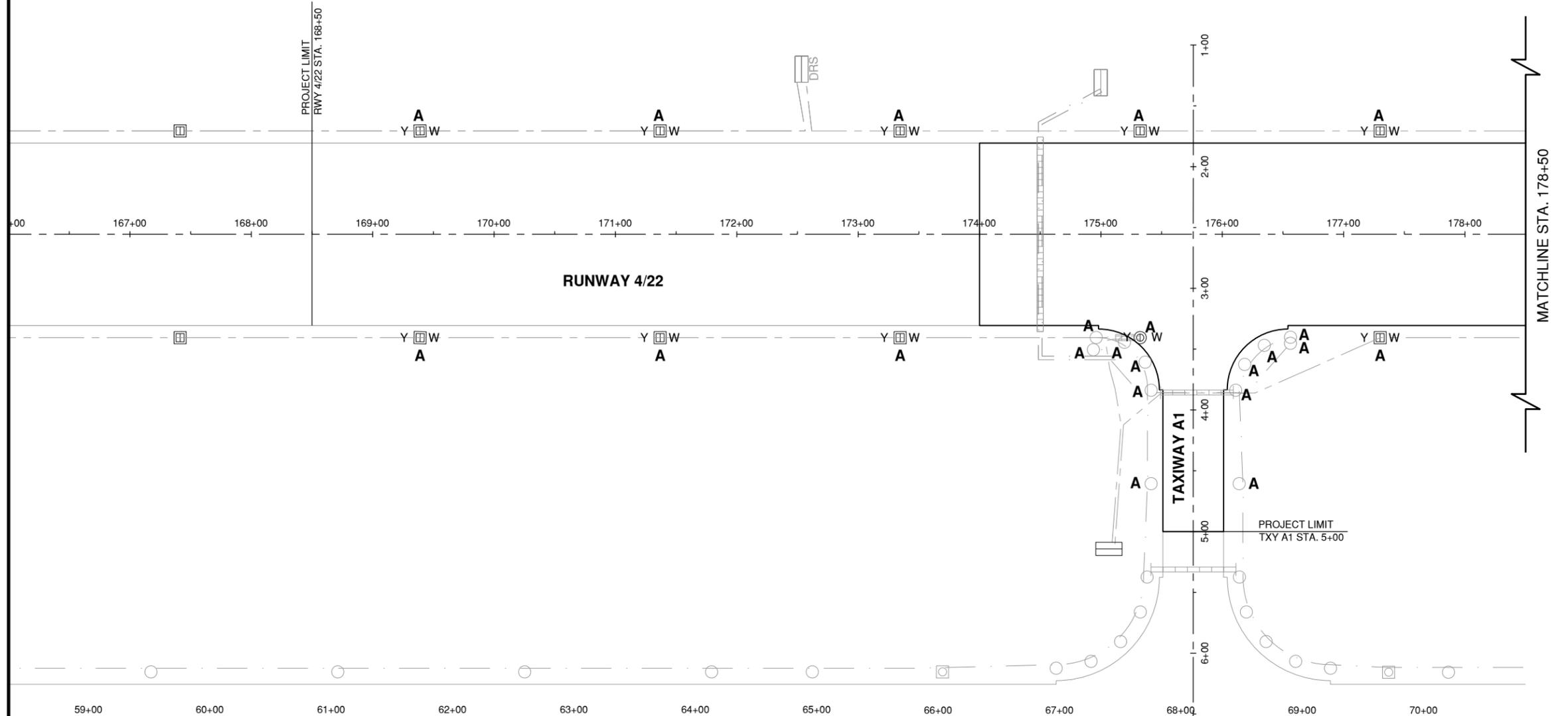
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APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

LEGEND

EXISTING	NEW	
		SPLICE CAN
		TAXIWAY GUIDANCE SIGN
		TAXIWAY EDGE LIGHT - STAKE MOUNTED
		TAXIWAY EDGE LIGHT - BASE MOUNTED
		RELOCATED RUNWAY BASE MOUNTED EDGE LIGHT W/LENS COLOR
		HANDHOLE
		DUCT BANK
		IN-PAVEMENT LIGHT
		ADJUST EXISTING LIGHT
		RUNWAY THRESHOLD LIGHT
		DUCT MARKER
		RUNWAY END INDICATOR LIGHT (REIL)
		DISTANCE REMAINING SIGN (NEW BASE ONLY)
		DRS

CIRCUIT LEGEND

EXISTING	NEW	
		RWY 4/22
		RWY 13/31
		TXY A

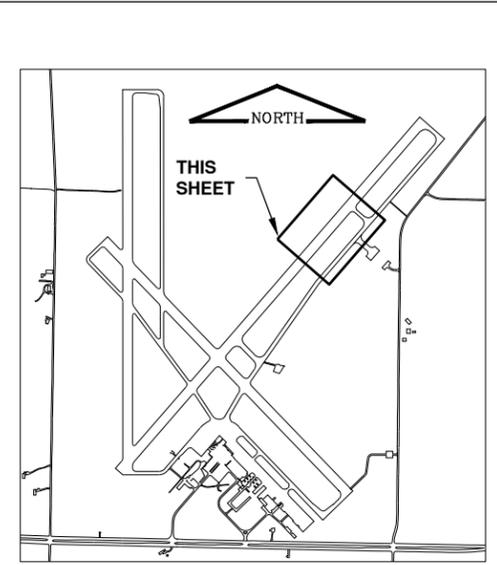
CABLE NOTES

	1/C #8 5KV UG CABLE IN UD
	2/C #8 5KV UG CABLE IN UD
	1/C #8 5KV UG CABLE
	2/C #8 5KV UG CABLE
	4" - 4-WAY CONCRETE ENCASED DUCT
	2" - 1-WAY CONCRETE ENCASED DUCT

GENERAL NOTES

- EDGE LIGHTS SHALL BE LOCATED IN A STRAIGHT LINE NO MORE THAN 10' AND NO LESS THAN 2' FROM THE FULL STRENGTH USEABLE PAVEMENT EDGE.
- THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE R.E. PRIOR TO INSTALLING.
- LIGHTS SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE P.T. OR P.C. OR TAPER POINT.
- INSTALL SALVAGED BASE MOUNTED LIGHT SHALL INCLUDE REMOVAL OF FIXTURES FROM EXISTING BASES AND REINSTALLATION OF EXISTING FIXTURES WITH NEW TRANSFORMERS ON NEW BASES.
- NEW BASES SHALL BE INSTALLED AT THE ELEVATION COMPATIBLE WITH THE NEW RUNWAY PROFILE.

KEYMAP



MARK	DATE	DESCRIPTION

AIP PROJ. NO:	3-17-0085-XX
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LIGHTING AND SIGNAGE PLAN 1

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Date: Thursday, April 21, 2022 2:39:27 PM

**FIXTURE TABLE
RUNWAY 422 LIGHTS - PH3**

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
R422-30	SALVAGED HIRL	RWY 422 STA 181+25.58
R422-31	SALVAGED HIRL	RWY 422 STA 183+23.33
R422-32	SALVAGED HIRL	RWY 422 STA 185+21.08
R422-33	SALVAGED HIRL	RWY 422 STA 187+18.83
R422-34	SALVAGED HIRL	RWY 422 STA 189+16.58
R422-35	SALVAGED HIRL	RWY 422 STA 191+14.33
R422-65	SALVAGED HIRL	RWY 422 STA 181+25.58
R422-66	SALVAGED HIRL	RWY 422 STA 183+23.33
R422-67	SALVAGED HIRL	RWY 422 STA 185+21.08
R422-68	SALVAGED HIRL	RWY 422 STA 187+18.83
R422-69	SALVAGED HIRL	RWY 422 STA 189+16.58
R422-70	SALVAGED HIRL	RWY 422 STA 191+14.33
R422-79	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-80	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-81	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-82	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-83	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-84	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-85	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-86	NEW L-862 THRESHOLD	RWY 422 STA 193+12.03
R422-87	NEW L-849I REIL	RWY 422 STA 193+12.03
R422-88	NEW L-849I REIL	RWY 422 STA 193+12.06

**FIXTURE TABLE
DIST. REMAINING SIGNS - PH3**

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
DRS-6	BASE ONLY NO FIXTURE	RWY 422 STA 182+52.11

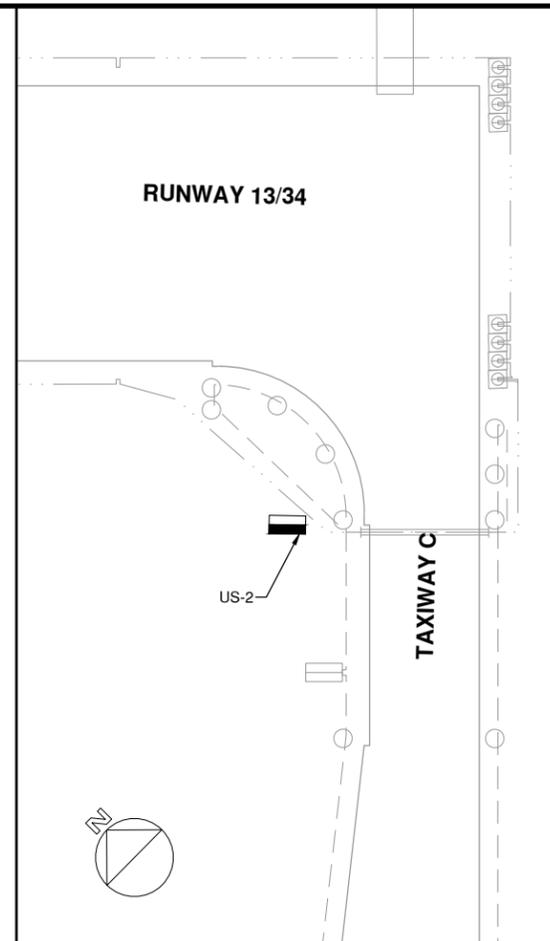
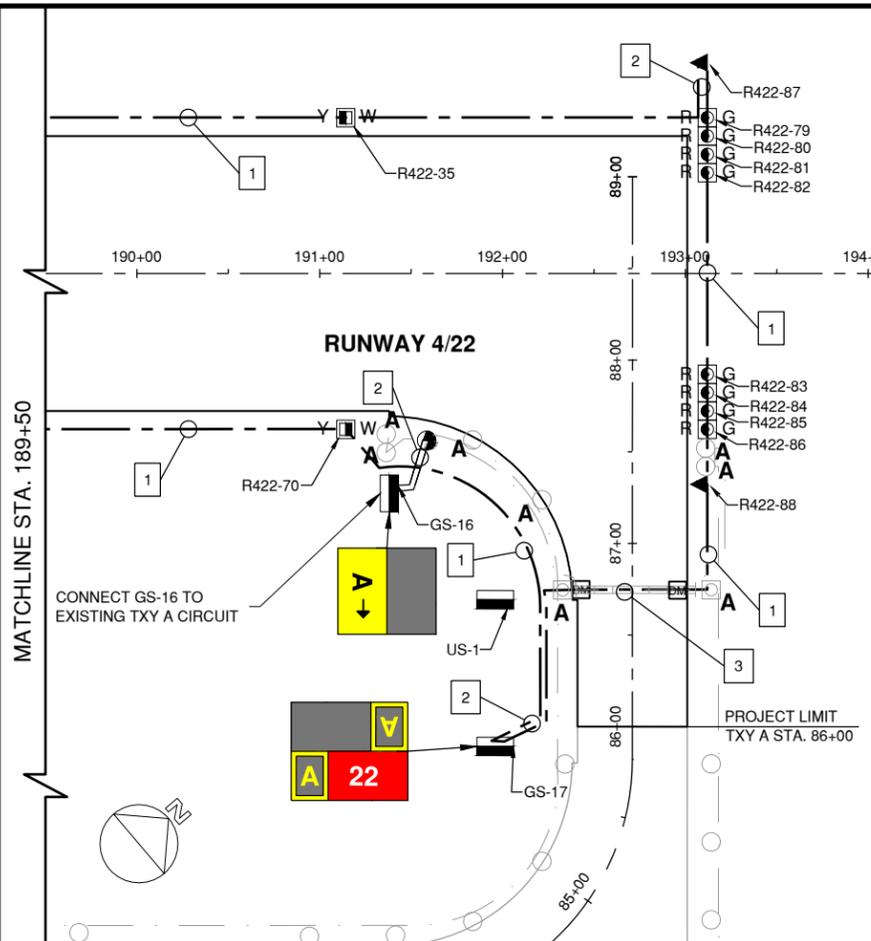
SEE SHEET EL506 FOR DETAILS

**FIXTURE TABLE
GUIDANCE SIGNS - PH3**

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
GS-16	L-858 (LED)	RWY 422 STA 191+38.12
GS-17	L-858 (LED)	TXY A STA 85+89.24

**FIXTURE TABLE
UNLIGHTED SIGNS - PH3**

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
US-1	L-858 (UNLIGHTED)	SIGN LOCATION TO BE VERIFIED BY THE AIRPORT PRIOR TO CONSTRUCTION
US-2	L-858 (UNLIGHTED)	SIGN LOCATION TO BE VERIFIED BY THE AIRPORT PRIOR TO CONSTRUCTION



GUIDANCE SIGN SCHEDULE

SIGN #	SIDE	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED	BLACK LEGEND ON YELLOW	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	POWER CIRCUIT	SIGN TYPE	SIGN SIZE	SIGN STYLE	SIGN CLASS	CIRCUIT INTENSITY	REG OUTPUT	SIGN MODE
GS-16	NE	A →		A →		2	TXY A	L-858	1	2	2	MEDIUM	6.6	2
	SW	A			A									
GS-17	NW	A			A									
	SE	A 2 2	2 2		A	3	RWY 4-22	L-858	1	3	2	HIGH	6.6	2
US-1	NW	SEE SHEET		SEE SHEET										
	SE	EL506		EL506			UNLIT	L-858	1	4				2
US-2	NW	SEE SHEET		SEE SHEET										
	SE	EL506		EL506			UNLIT	L-858	1	4				2

LEGEND

EXISTING	NEW	
		SPLICE CAN
		TAXIWAY GUIDANCE SIGN
		TAXIWAY EDGE LIGHT - STAKE MOUNTED
		TAXIWAY EDGE LIGHT - BASE MOUNTED
		RELOCATED RUNWAY BASE MOUNTED EDGE LIGHT W/LENS COLOR
		HANDHOLE
		DUCT BANK
		IN-PAVEMENT LIGHT
		ADJUST EXISTING LIGHT
		RUNWAY THRESHOLD LIGHT
		DUCT MARKER
		RUNWAY END INDICATOR LIGHT (REIL)
		DISTANCE REMAINING SIGN (NEW BASE ONLY)

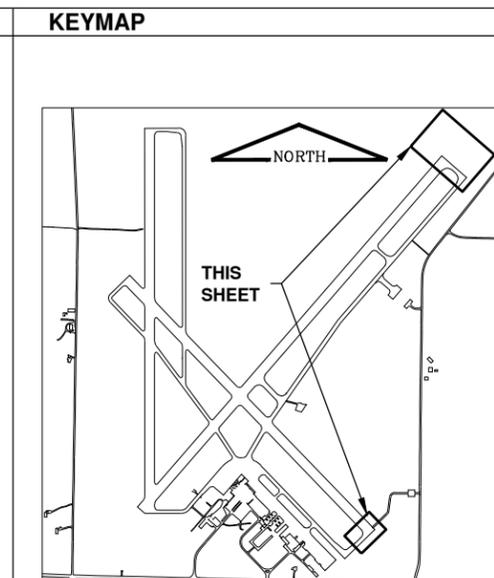
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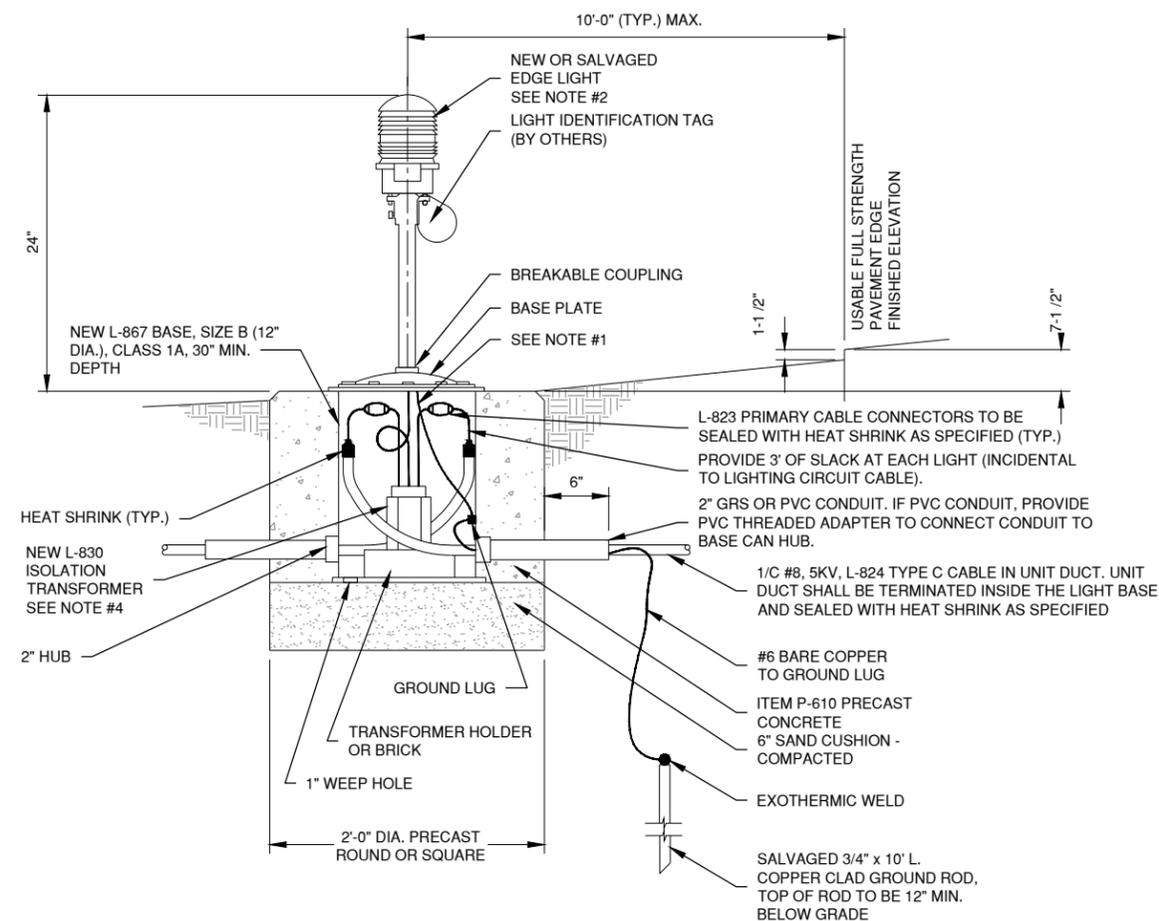
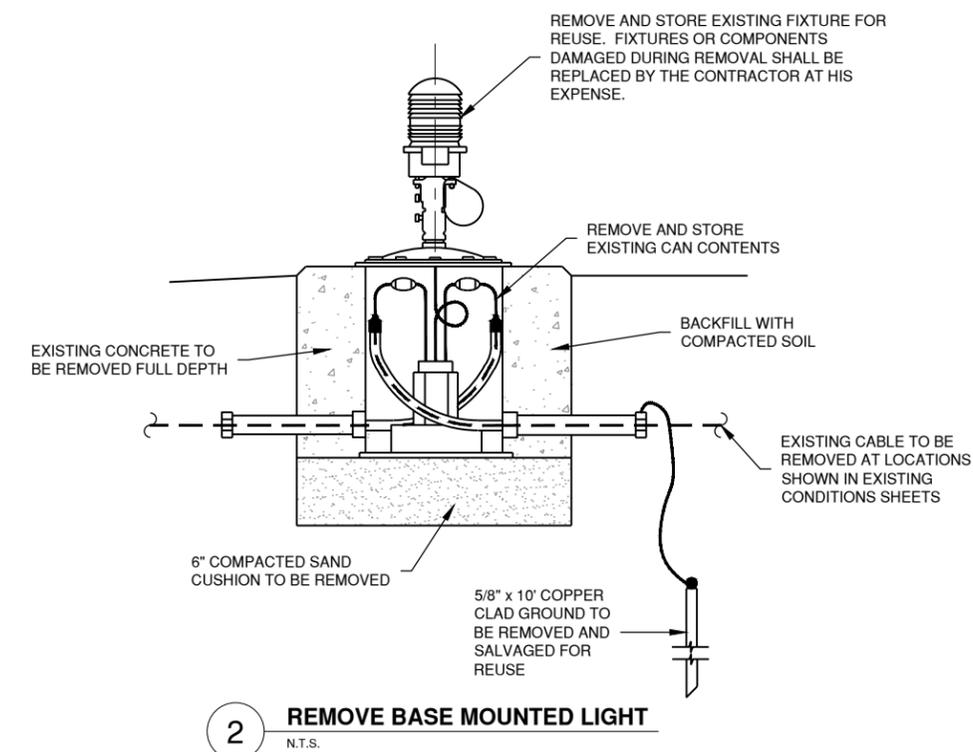
EXISTING	NEW	
		RWY 4/22
		RWY 13/31
		TXY A

CABLE NOTES

1	1/C #8 5KV UG CABLE IN UD
2	2/C #8 5KV UG CABLE IN UD
3	1/C #8 5KV UG CABLE
4	2/C #8 5KV UG CABLE
5	4" - 4-WAY CONCRETE ENCASED DUCT
6	2" - 1-WAY CONCRETE ENCASED DUCT

- GENERAL NOTES**
- EDGE LIGHTS SHALL BE LOCATED IN A STRAIGHT LINE NO MORE THAN 10' AND NO LESS THAN 2' FROM THE FULL STRENGTH USEABLE PAVEMENT EDGE.
 - THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE R.E. PRIOR TO INSTALLING.
 - LIGHTS SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE P.T. OR P.C. OR TAPER POINT.
 - INSTALL SALVAGED BASE MOUNTED LIGHT SHALL INCLUDE REMOVAL OF FIXTURES FROM EXISTING BASES AND REINSTALLATION OF EXISTING FIXTURES WITH NEW TRANSFORMERS ON NEW BASES.
 - NEW BASES SHALL BE INSTALLED AT THE ELEVATION COMPATIBLE WITH THE NEW RUNWAY PROFILE.





1 BASE MOUNTED ELEVATED LIGHT
N.T.S.

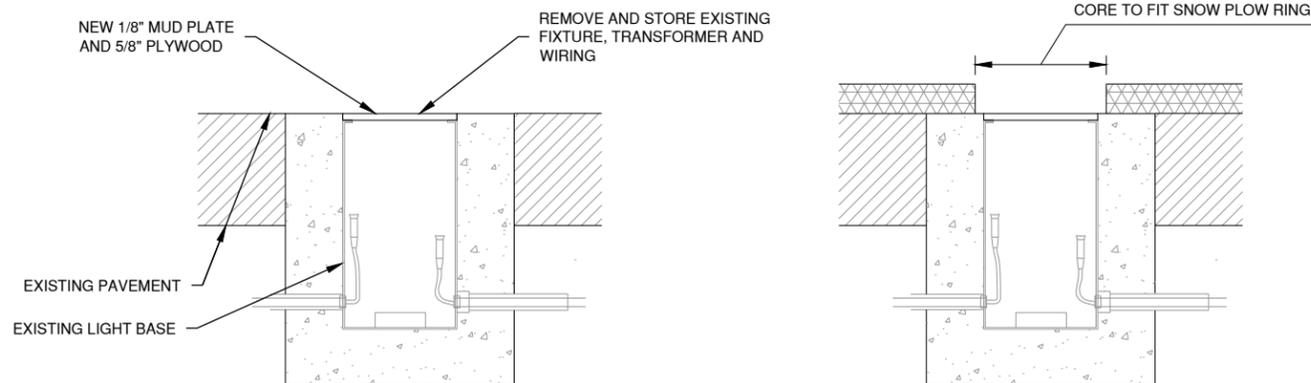
EDGE LIGHT NOTES

1. THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
2. LIGHT FIXTURES SHALL BE NEW OR SALVAGED FROM EXISTING LIGHTS TO BE REMOVED. SEE LIGHT SCHEDULE. REINSTALLED RUNWAY LENSES SHALL BE ORIENTED AS SHOWN ON THE PLANS.
3. NEW LIGHT FIXTURES SHALL BE L-861T, AS INDICATED ON THE PLANS AND SPECIFICATIONS. ALL NEW LIGHTS SHALL BE QUARTZ.
4. NEW TRANSFORMERS FOR EDGE LIGHTS AND SIGNS SHALL BE COMPATIBLE WITH THE REGULATORS SERVING THE CIRCUIT.
5. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH.
6. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE.
7. APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
8. ELECTRICAL INSULATING GREASE MUST BE APPLIED WITHIN THE L-830 ISOLATION TRANSFORMER SECONDARY TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THE CONNECTORS MUST NOT BE TAPED.
9. ENTRANCES IN L-867 BASES MUST BE PLUGGED FROM THE INSIDE WITH DUCT SEAL TO MAKE WATERTIGHT.
10. LIGHT BASES SHALL BE PRECAST.
11. RUNWAY EDGE LIGHTS WITHIN THE LAST 2000' OF EACH END OF THE RUNWAY SHALL HAVE YELLOW (AMBER) AND WHITE LENSES. YELLOW LENS FACES SHALL BE VISIBLE IN THE DIRECTION OF LANDING AIRCRAFT APPROACHING THE END OF THE RUNWAY.

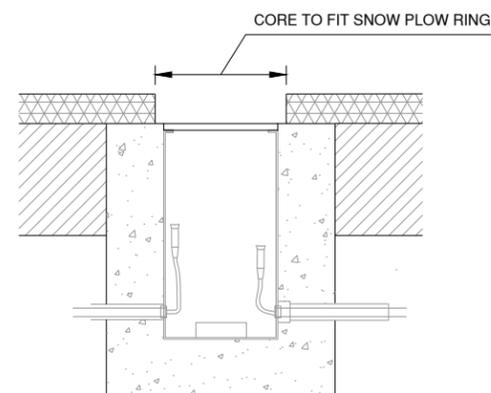
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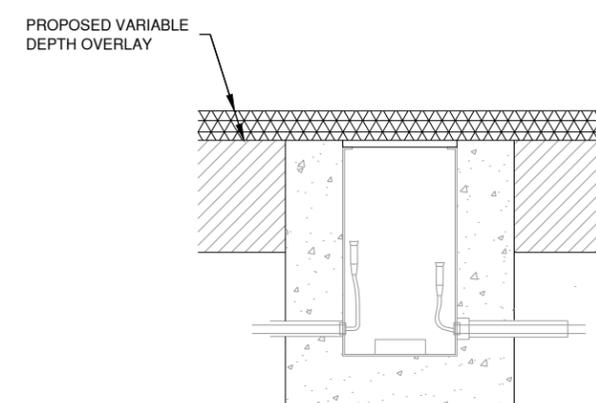
SHEET TITLE
ELECTRICAL DETAILS
3



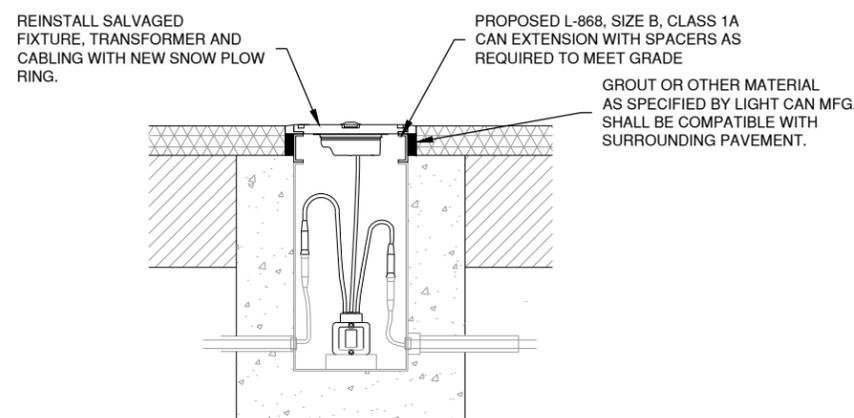
STEP 1



STEP 4



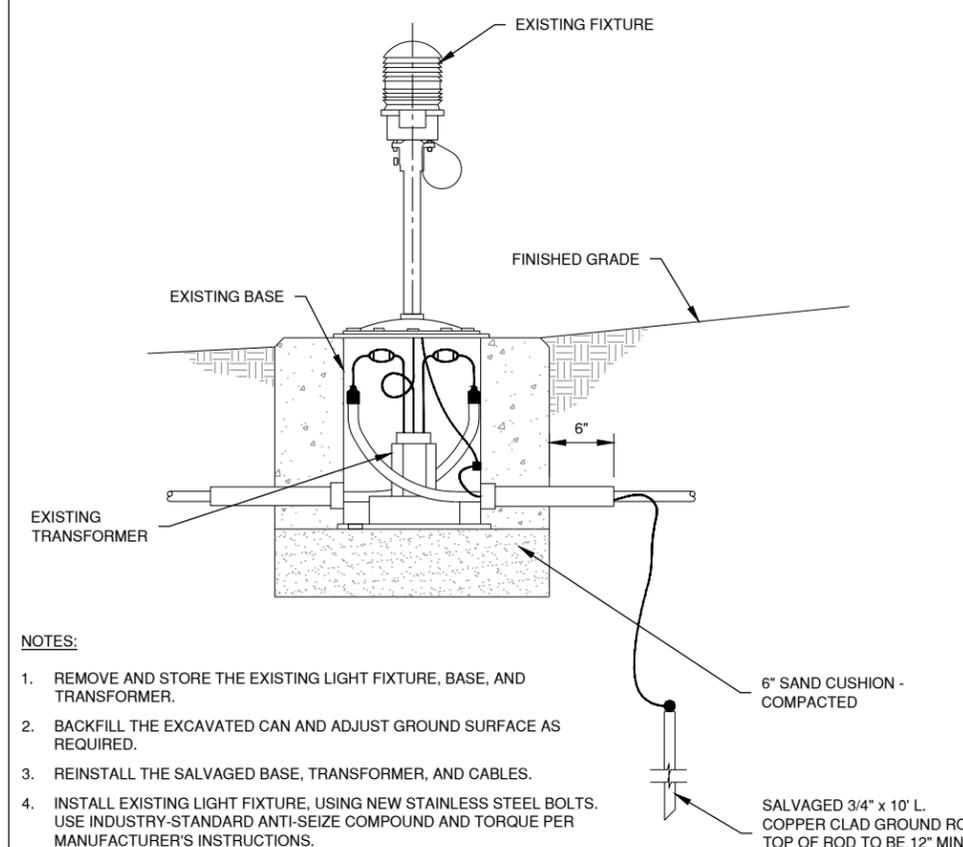
STEP 2



STEP 5

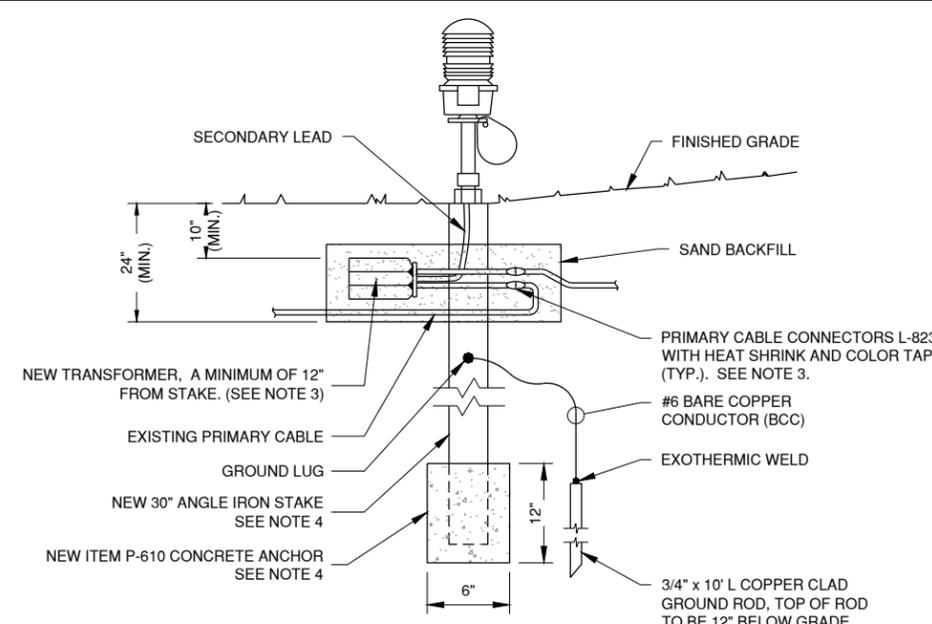
- NOTES:**
1. INSTALLATION SEQUENCE SHALL BE AS DETAILED IN STEPS 1 THROUGH 5 AND AS DESCRIBED BELOW.
 2. REMOVE AND STORE THE EXISTING LIGHT FIXTURE, TRANSFORMER AND WIRING.
 3. INSTALL MUD PLATE AND SURVEY LOCATION OF BULLSEYE.
 4. AFTER FINAL PAVING AT THE FIXTURE LOCATION, CORE A 4" DIA. PILOT HOLE TO LOCATE THE CENTER OF THE BULLSEYE PLATE.
 5. CORE A HOLE OF SUFFICIENT DIAMETER TO ACCOMMODATE THE NEW SNOW PLOW RING CENTERED ON THE LIGHT BASE.
 6. USING A MANUFACTURER'S SETTING JIG (OR OTHER DEVICE APPROVED BY THE ENGINEER), INSTALL THE CAN EXTENSION AND ADJUST TO THE REQUIRED ELEVATION WITH SPACER RINGS IF NECESSARY.
 7. FILL THE ANNULAR SPACE AROUND THE CAN EXTENSION WITH GROUT OR OTHER MATERIAL AS APPROVED BY THE LIGHT CAN MANUFACTURER.
 8. INSTALL THE NEW SNOW PLOW RING AND SALVAGED LIGHT FIXTURE, TRANSFORMER AND WIRING. USING NEW STAINLESS STEEL BOLTS. USE INDUSTRY-STANDARD ANTI-SEIZE COMPOUND AND TORQUE PER MANUFACTURER'S INSTRUCTIONS.
 9. LIGHT BEAM TO BE ORIENTED PER MANUFACTURER AND FAA CRITERIA.

1 **ADJUST IN-PAVEMENT LIGHT**
N.T.S.



- NOTES:**
1. REMOVE AND STORE THE EXISTING LIGHT FIXTURE, BASE, AND TRANSFORMER.
 2. BACKFILL THE EXCAVATED CAN AND ADJUST GROUND SURFACE AS REQUIRED.
 3. REINSTALL THE SALVAGED BASE, TRANSFORMER, AND CABLES.
 4. INSTALL EXISTING LIGHT FIXTURE. USING NEW STAINLESS STEEL BOLTS. USE INDUSTRY-STANDARD ANTI-SEIZE COMPOUND AND TORQUE PER MANUFACTURER'S INSTRUCTIONS.

2 **ADJUST BASE MOUNTED LIGHT**
N.T.S.



- NOTES:**
1. REMOVE THE EXISTING LIGHT FIXTURE, TRANSFORMER AND WIRING. STORE THE EXISTING FIXTURE FOR REINSTALLATION.
 2. ADJUST GROUND SURFACE AS REQUIRED.
 3. REINSTALL THE SALVAGED LIGHT FIXTURE WITH NEW TRANSFORMER AND WIRING IN ACCORDANCE WITH THE DETAIL.
 4. NEW ANGLE IRON STAKE AND CONCRETE ANCHOR TO BE PROVIDED.

3 **ADJUST STAKE MOUNTED LIGHT**
N.T.S.

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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RECONSTRUCT RUNWAY 4/22
PHASE 3

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CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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ELECTRICAL DETAILS
6

EL506
SHEET 37 OF 62

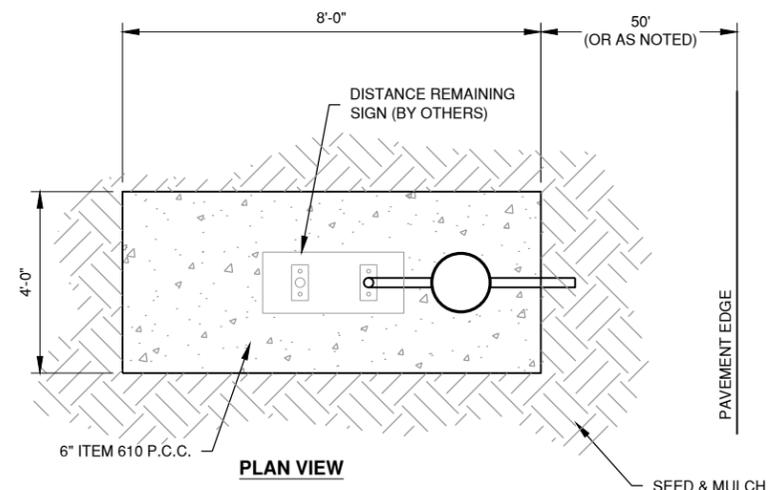
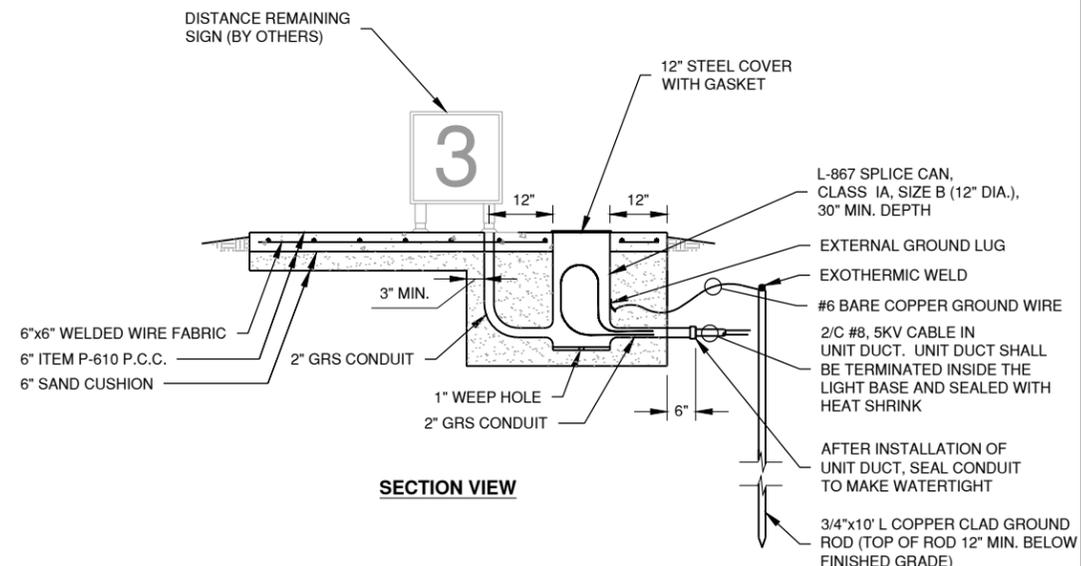
CAUTION
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SIGHT ISSUES
CTAF 123.0

SIGN US-1

CAUTION
RWY 4-22 LINE
OF SIGHT ISSUES
CTAF 123.0

SIGN US-2

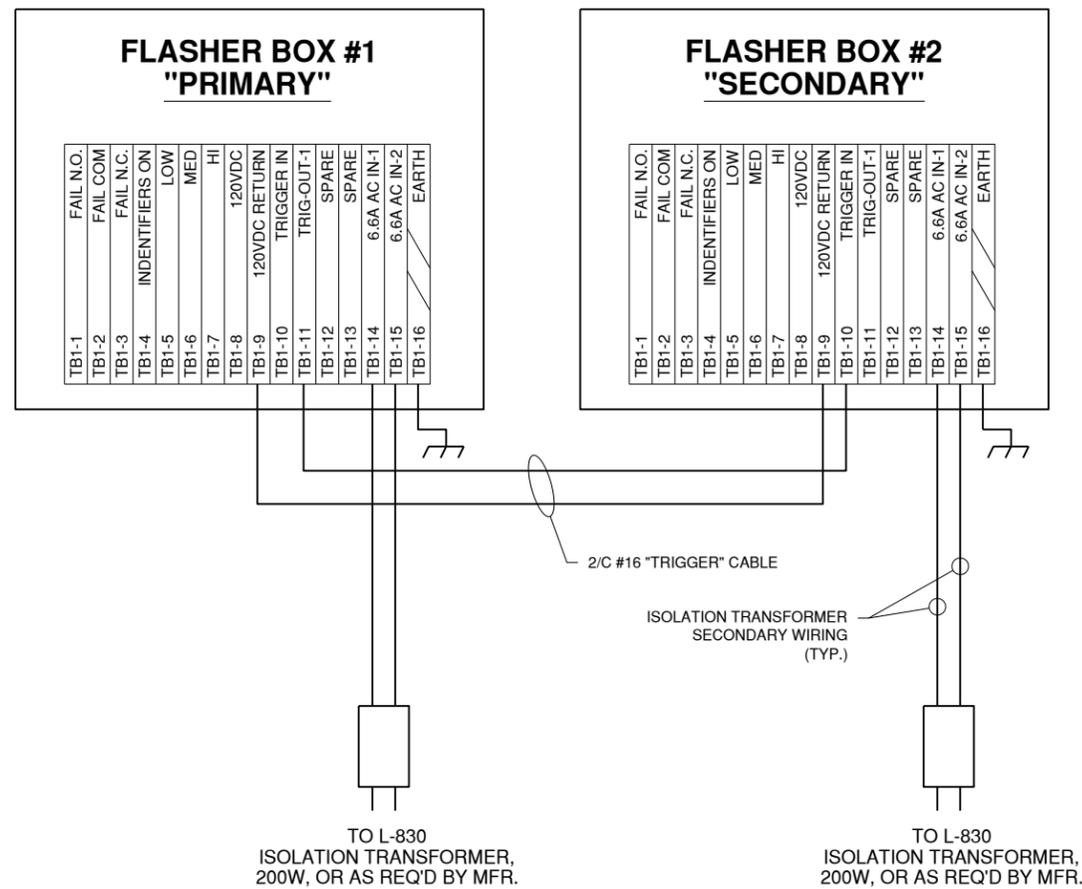
1 UNLIT TAXI GUIDANCE SIGN LEGENDS
N.T.S.



2 DISTANCE REMAINING SIGN BASE
N.T.S.

DISTANCE REMAINING SIGN BASE NOTES

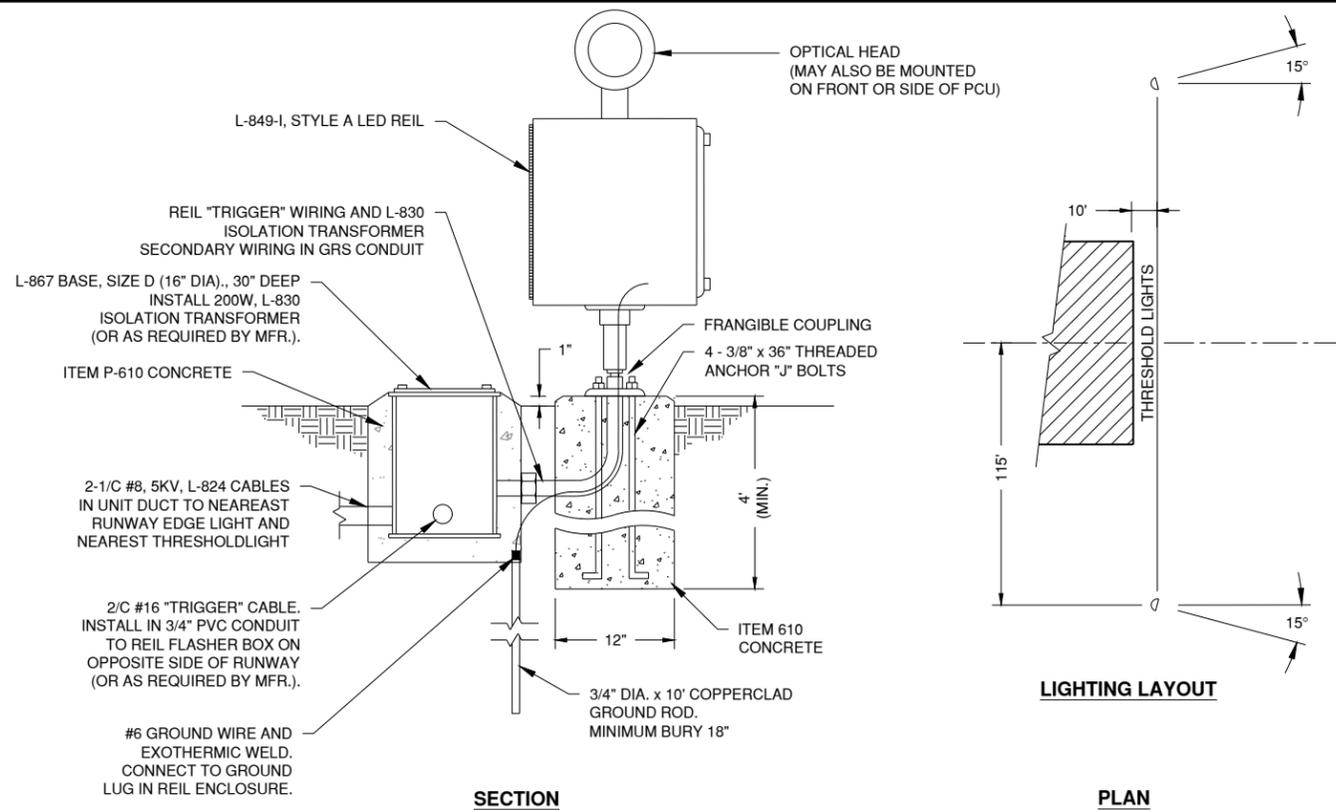
1. THIS PAY ITEM WILL INCLUDE THE CONSTRUCTION OF A NEW SIGN BASE ONLY. THE DISTANCE REMAINING SIGN, TRANSFORMER AND CABLE BETWEEN THE SPLICE CAN AND THE SIGN WILL BE BY OTHERS UNDER SUBSEQUENT PROJECT.



1 REIL EXTERNAL WIRING DIAGRAM
N.T.S.

REIL WIRING NOTES

- REIL WIRING SHOWN IS BASED ON ONE MANUFACTURER. REQUIRED REIL WIRING FROM ANOTHER REIL MANUFACTURER MAY VARY FROM WIRING SHOWN. CONTRACTOR SHALL OBTAIN REIL WIRING DIAGRAM FROM MANUFACTURER OF REIL TO BE INSTALLED AND VERIFY REIL WIRING PRIOR TO INSTALLATION OF WIRING. INCLUDE WIRING DIAGRAM WITH REIL SUBMITTAL.



REIL NOTES

- ORIENT THE BEAM AXIS OF AN UN-BAFFLED REIL UNIT 15 DEGREES OUTWARD FROM A LINE PARALLEL TO THE RUNWAY AND INCLINED AT AN ANGLE 10 DEGREES ABOVE THE HORIZONTAL (AS SHOWN).
- THE OPTIMUM LOCATION OF THE LIGHTS IS 40 FT. FROM THE RUNWAY EDGE AND IN LINE WITH THE EXISTING RUNWAY THRESHOLD LIGHTS (AS SHOWN).
- STENCIL HORIZONTAL AND VERTICAL AIMING ANGLES ON EACH REIL FLASH HEAD OR EQUIPMENT ENCLOSURE. THE NUMERALS MUST BE BLACK AND ONE INCH (1") MINIMUM HEIGHT.
- BOTH REIL UNITS MUST BE AT THE SAME ELEVATION AND WITHIN 3 FT OF THE HORIZONTAL PLANE THROUGH THE RUNWAY CENTERLINE.
- INSTALLATION, COMPONENTS, WIRING, CONTROLLER MODULES, SELECTOR SWITCHES, CIRCUIT ADAPTERS, AND SENSING OPTIONS SHALL BE PROVIDED AND INSTALLED PER MANUFACTURER'S REQUIREMENTS TO PROVIDE A FUNCTIONAL AND RELIABLE SYSTEM.
- CONTRACTOR SHALL VERIFY THE EXISTING CIRCUIT REGULATOR FOR RUNWAY 4/22 CAN ACCOMMODATE A PULSING LOAD FROM THE SELECTED REIL UNIT.

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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RECONSTRUCT RUNWAY 4/22
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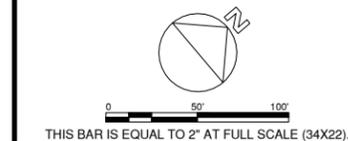


CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

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IL PROJ. NO:	UIN-XXXX
CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-EL500.DWG
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SHEET TITLE
ELECTRICAL DETAILS
7



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RECONSTRUCT RUNWAY 4/22
PHASE 3

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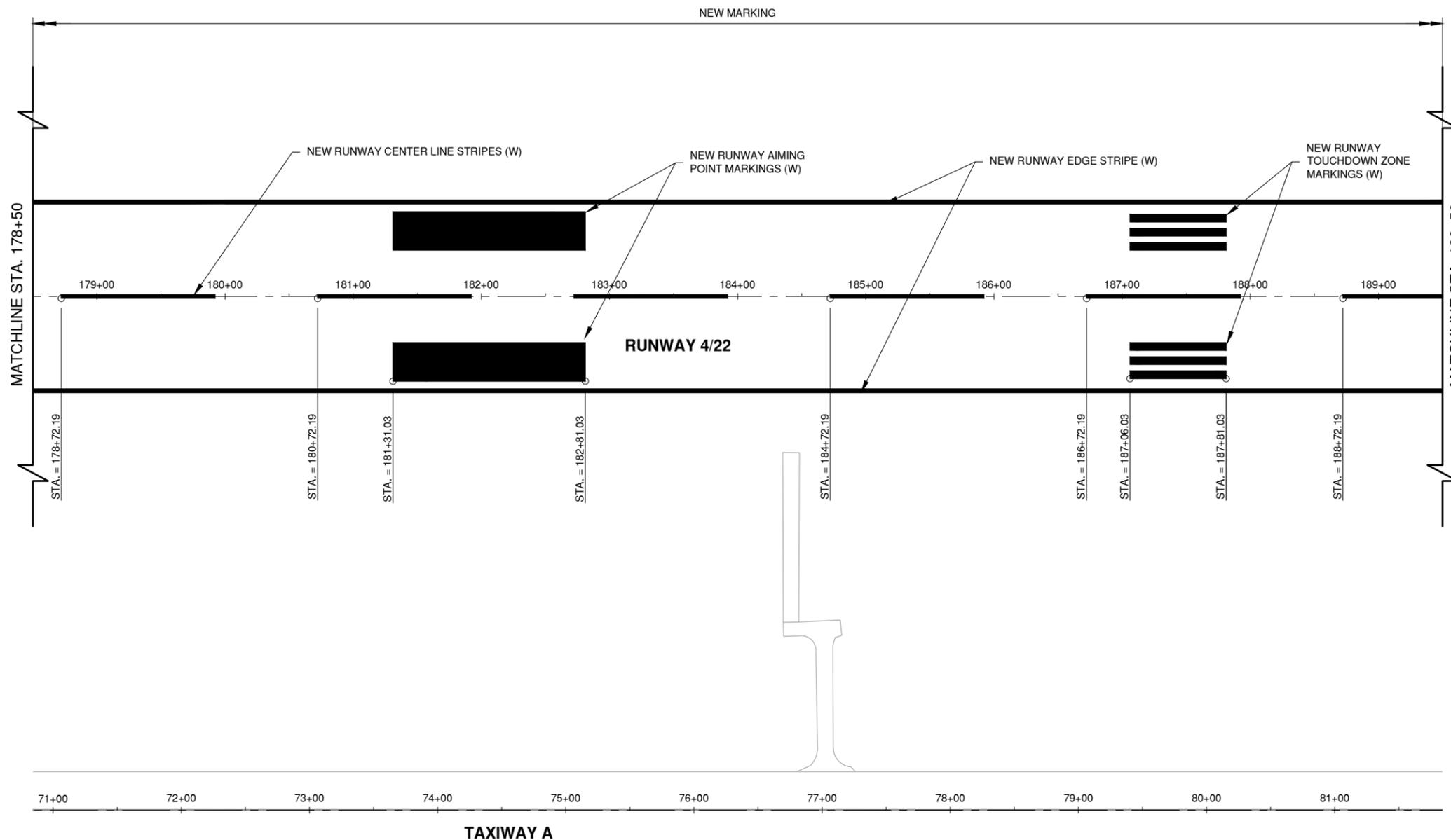
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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SHEET TITLE
MARKING PLAN 2

CM102
SHEET 40 OF 62

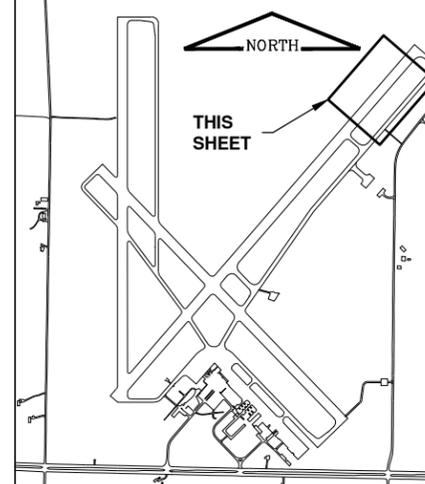


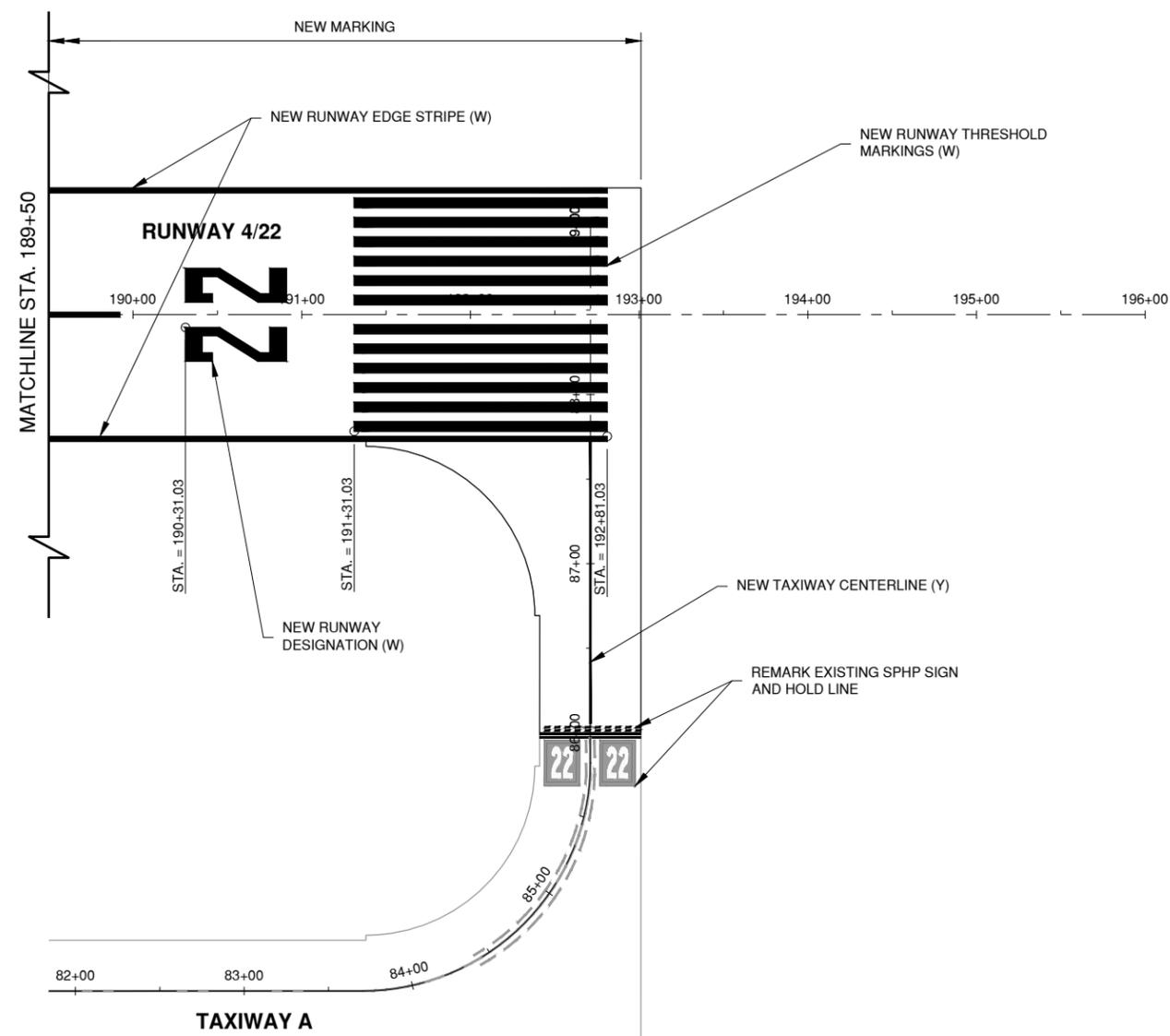
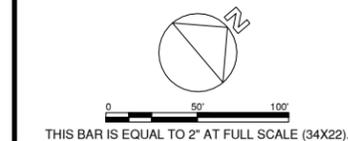
NOTES

LEGEND

- PROPOSED TAXIWAY CENTERLINE MARKING
- PROPOSED ENHANCED TAXIWAY CENTERLINE
- PROPOSED HOLDING POSITION MARKING
- REMOVE EXISTING MARKING
- EXISTING MARKING
- EXISTING MARKING TO REMAIN
- NEW MARKING

KEYMAP





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APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

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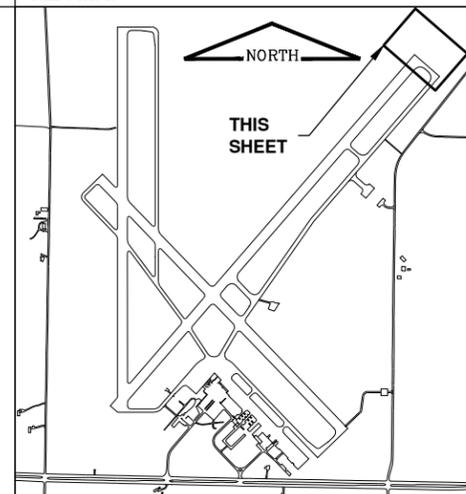
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

NOTES

LEGEND

- PROPOSED TAXIWAY CENTERLINE MARKING
- PROPOSED ENHANCED TAXIWAY CENTERLINE
- PROPOSED HOLDING POSITION MARKING
- REMOVE EXISTING MARKING
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- EXISTING MARKING TO REMAIN
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KEYMAP



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SHEET TITLE
MARKING PLAN 3

CM103
SHEET 41 OF 62

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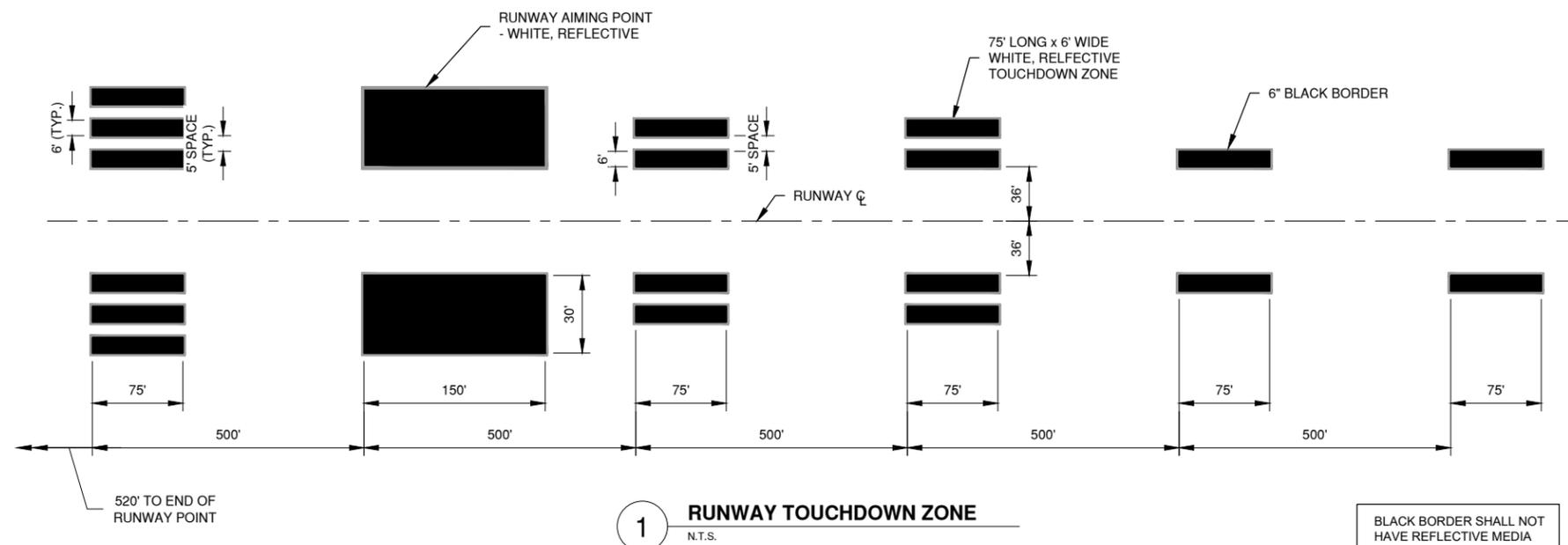
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QUINCY REGIONAL AIRPORT
QUINCY, IL

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SHEET TITLE
MARKING DETAILS 1

CM501
SHEET 42 OF 62



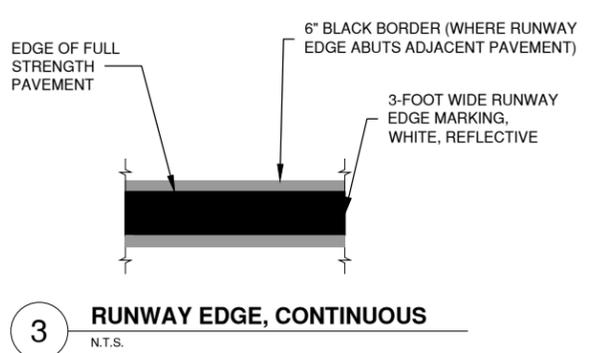
1 RUNWAY TOUCHDOWN ZONE
N.T.S.

BLACK BORDER SHALL NOT HAVE REFLECTIVE MEDIA

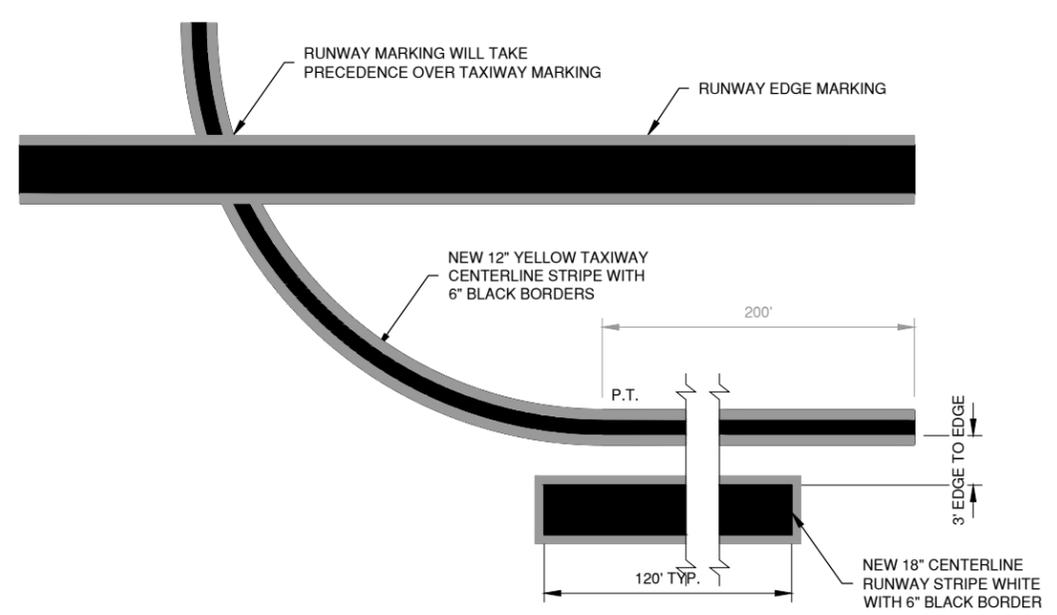
2 RUNWAY CENTERLINE, DASHED
N.T.S. (360 SF WHITE, 124 SF BLACK PER EACH FULL LENGTH DASH)

RUNWAY CENTERLINE NOTE

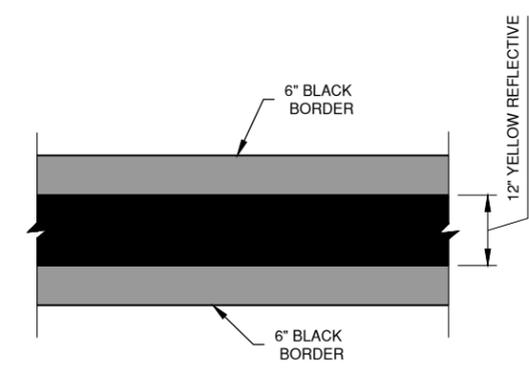
1. THE DISTANCE BETWEEN STRIPES SHALL BE 80' OR AS NOTED ON THE PROPOSED MARKING SHEETS.
2. CENTERLINE STRIPES ARE CENTERED ABOUT THE RUNWAY CENTERLINE.



3 RUNWAY EDGE, CONTINUOUS
N.T.S.



4 TAXIWAY CENTERLINE MARKING
N.T.S.



5 TAXIWAY CENTERLINE DETAIL
N.T.S.

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CITY OF QUINCY
QUINCY REGIONAL AIRPORT
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CMT PROJECT NO: 18002001

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DESIGNED BY: HWI

DRAWN BY: DPA

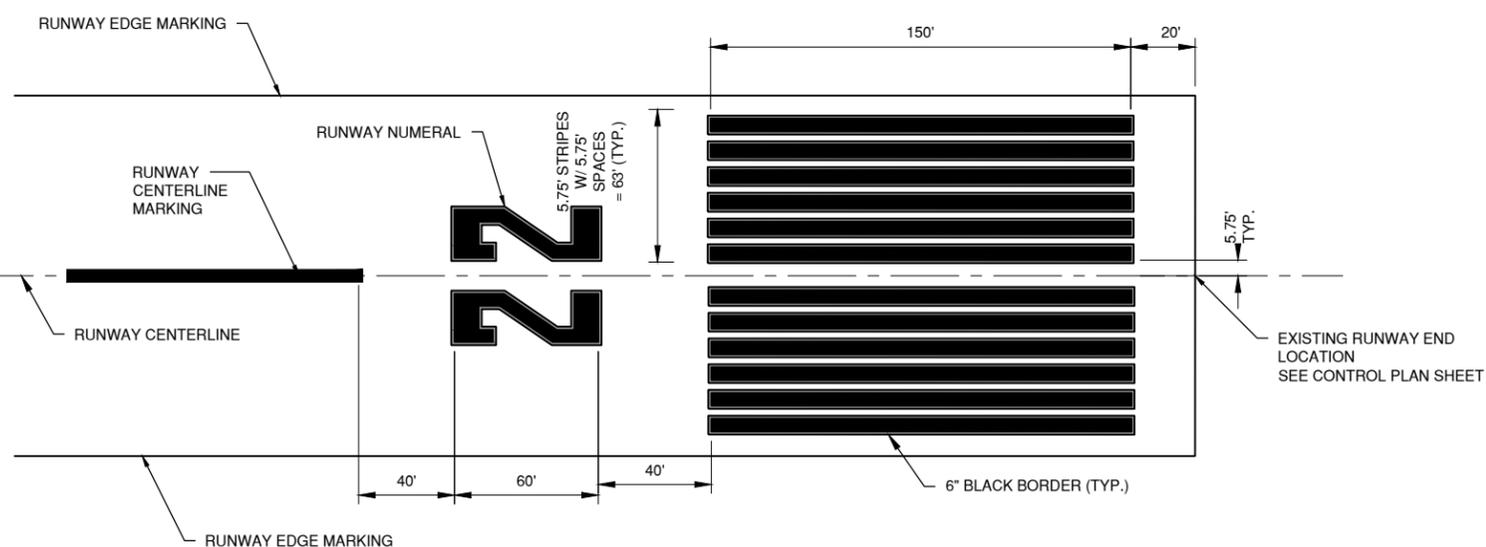
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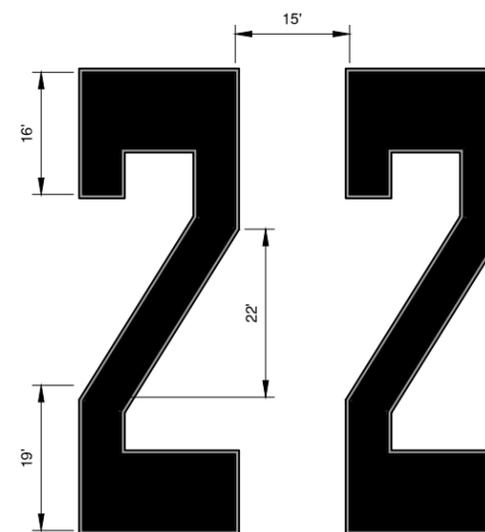
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SHEET TITLE

MARKING DETAILS 2



1 RUNWAY THRESHOLD
N.T.S.



2 RUNWAY DESIGNATION - 22
N.T.S. (1308 SF WHITE; 214 SF BLACK)

RUNWAY DESIGNATION NOTE

- ALL CHARACTER HAVE THE FOLLOWING FEATURES UNLESS OTHERWISE SPECIFIED.
 - 60' HIGH
 - 20' WIDE
 - VERTICAL STROKE 5'
 - HORIZONTAL STROKE 10'
 - DIAGONAL STROKE 5'
 - 6" BLACK BORDER
- ALL NUMERALS ARE SPACED 15' APART.
- SINGLE DIGITS MUST NOT BE PRECEDED BY ZERO.
- SINGLE DESIGNATIONS ARE LOCATED ON THE RUNWAY PAVEMENT CENTERLINE. FOR DOUBLE DESIGNATIONS, THE OUTER EDGES OF THE TWO NUMERALS IS CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.

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RECONSTRUCT RUNWAY 4/22
PHASE 3

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CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-0085-XX

IL PROJ. NO: UIN-XXXX

CMT PROJECT NO: 18002001

CAD DWG FILE: 18002001-RWY22-LG501.DWG

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SHEET TITLE

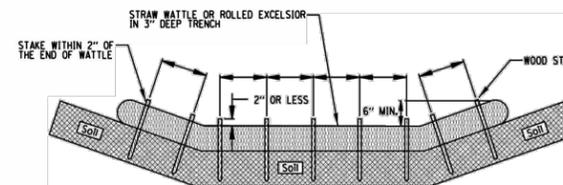
**EROSION CONTROL
DETAILS**

LG501

SHEET 48 OF 62

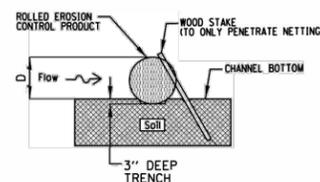
ROLLED EROSION CONTROL PRODUCTS

STAKING PATTERN GUIDE



- NOTES:
1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
 2. 4' SPACING FOR WATTLES.
 3. 2' SPACING FOR ROLLED EXCELSIOR.
 4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

STAKE DETAIL



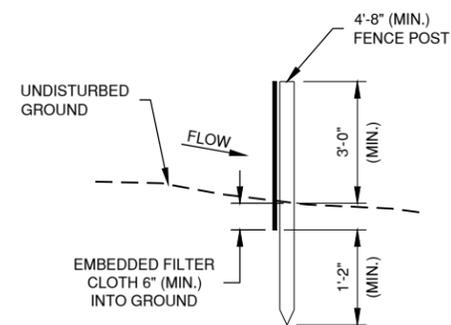
- NOTES:
1. DRAWINGS ARE NOT TO SCALE.
 2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
 3. RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG.
 4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
 5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.

REFERENCE	Project	Date
Designed		
Checked		
Approved		

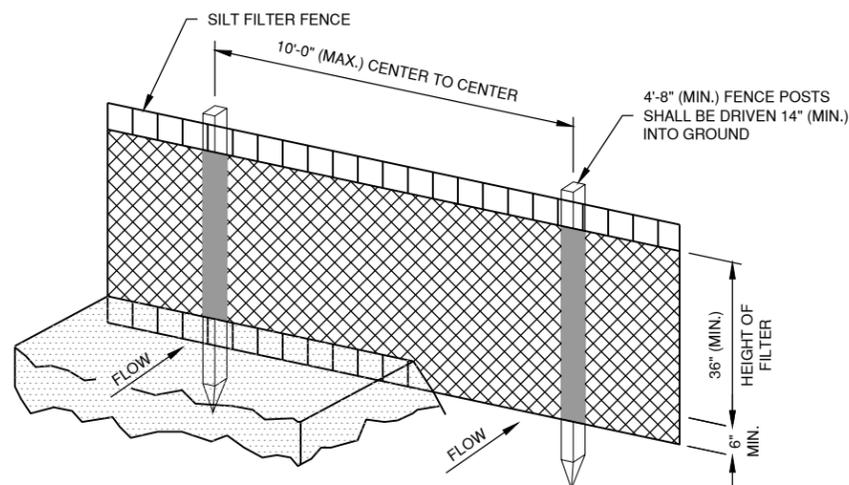


STANDARD DWG. NO.
IUM-514
SHEET 1 OF 1
DATE 08-2-2019

2 DITCH CHECK
N.T.S.



SECTION

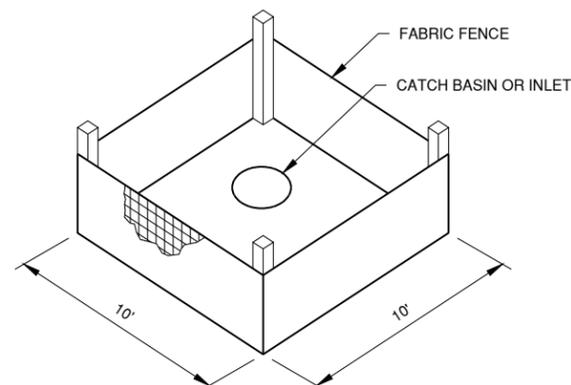


PERSPECTIVE VIEW

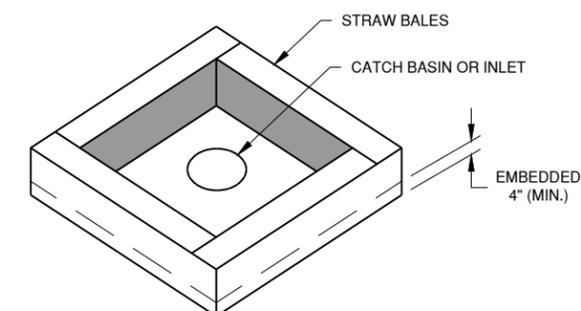
1 SILT FENCE
N.T.S.

EROSION CONTROL FABRIC FENCE NOTES

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 2'-0" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.



3 INLET PROTECTION WITH FABRIC
N.T.S.



4 INLET PROTECTION WITH STRAW BALES
N.T.S.



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PHASE 3

OWNER



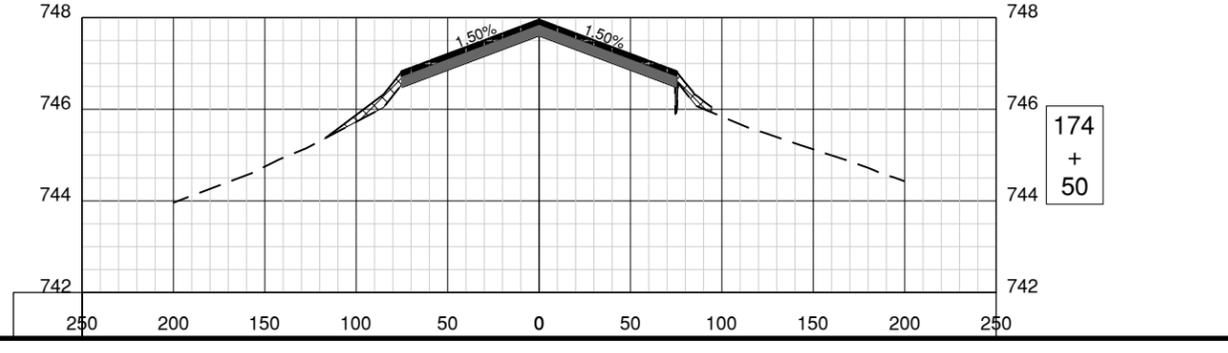
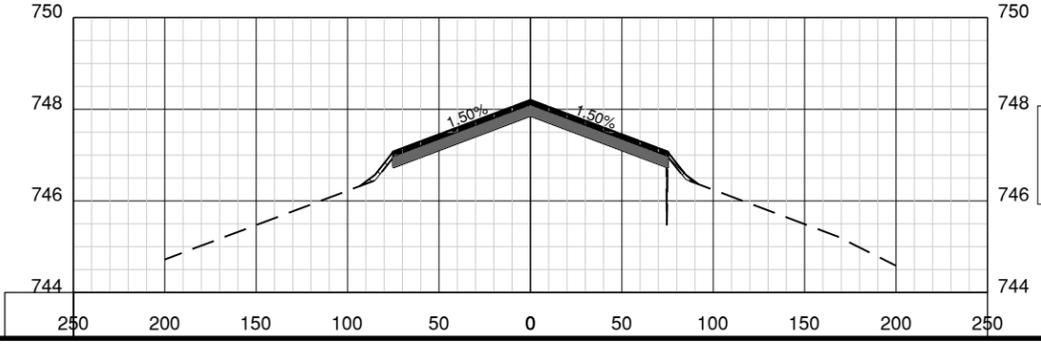
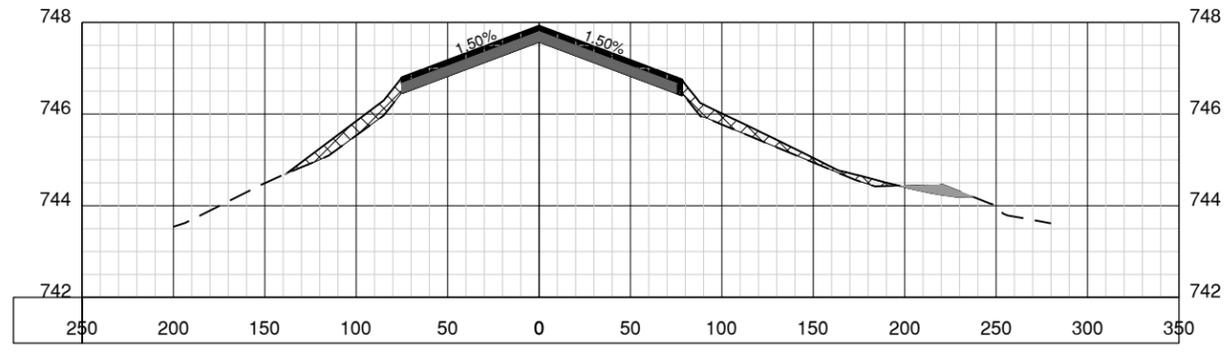
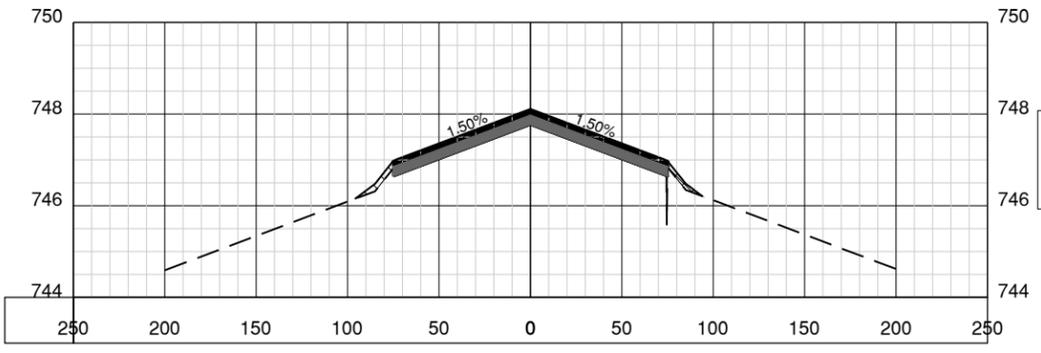
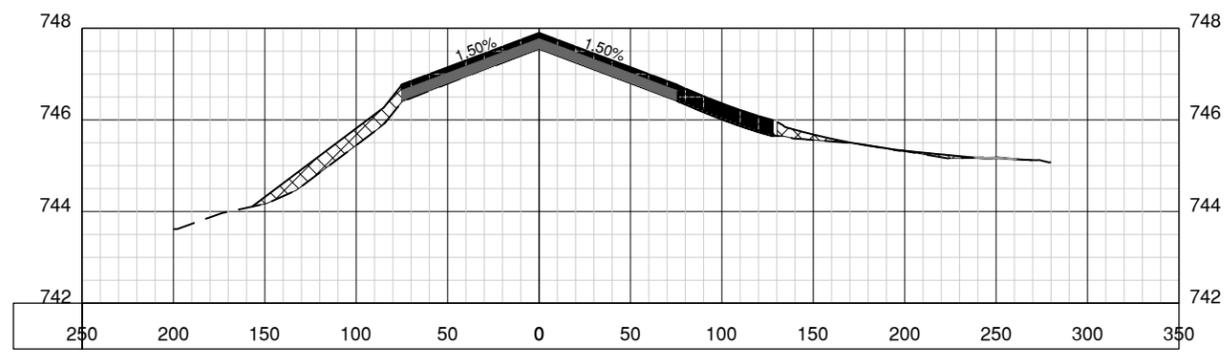
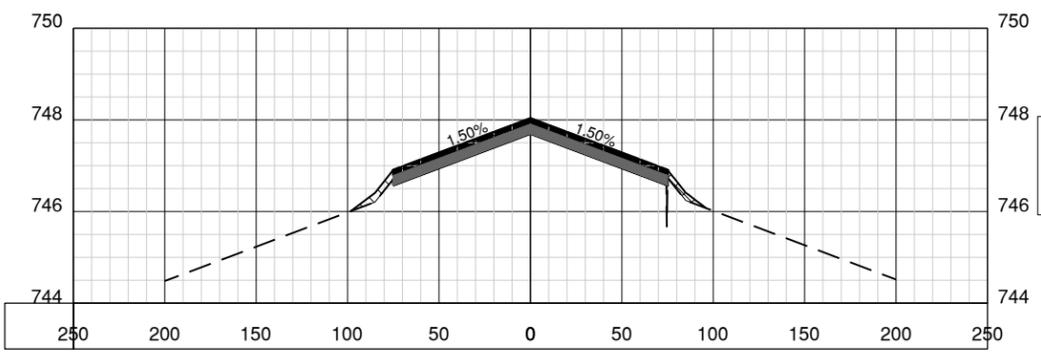
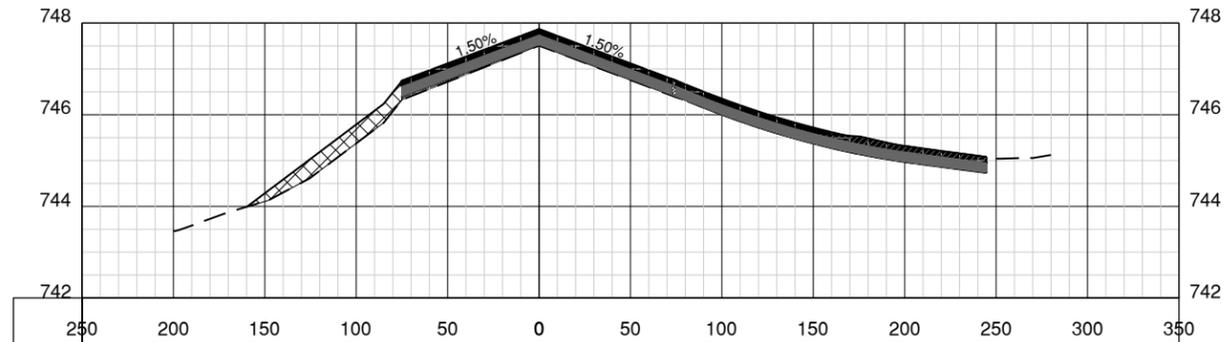
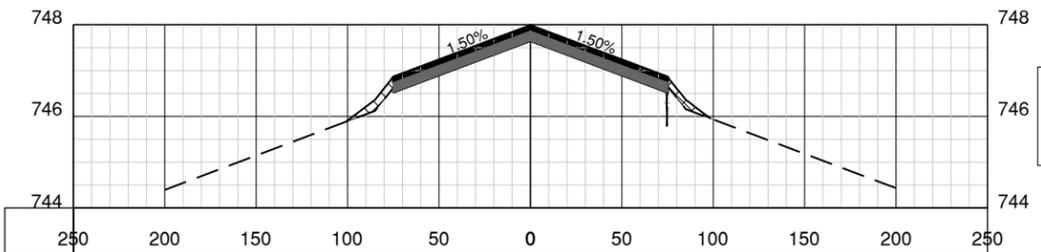
CITY OF QUINCY
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SHEET TITLE
CROSS SECTIONS 2

CG602
SHEET 51 OF 62



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RECONSTRUCT RUNWAY 4/22
PHASE 3

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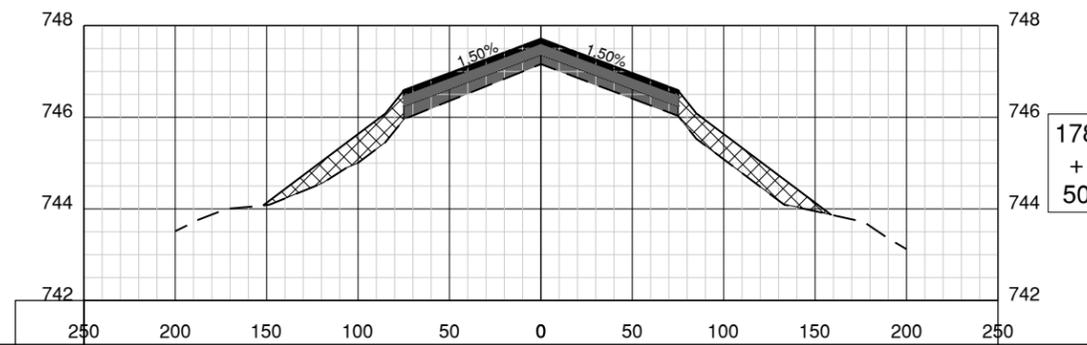
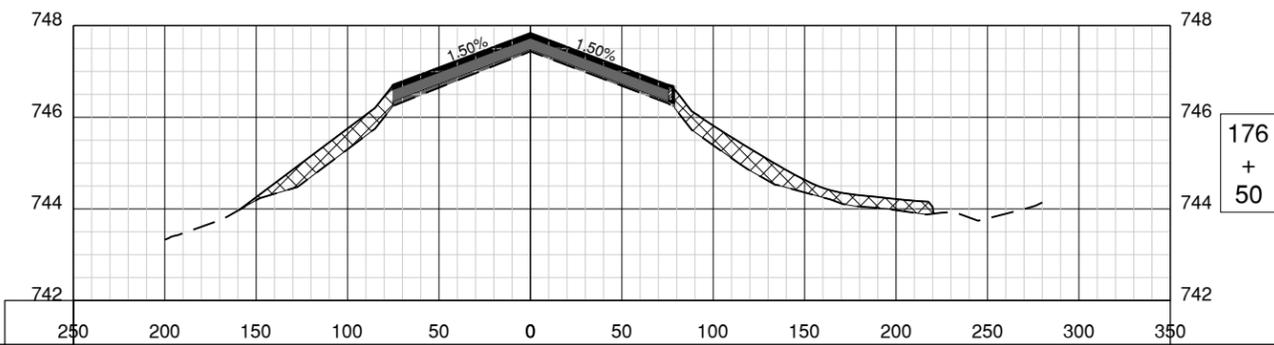
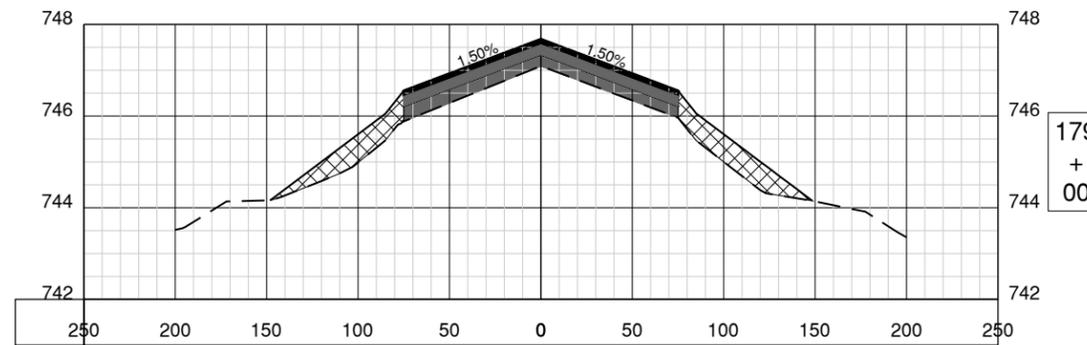
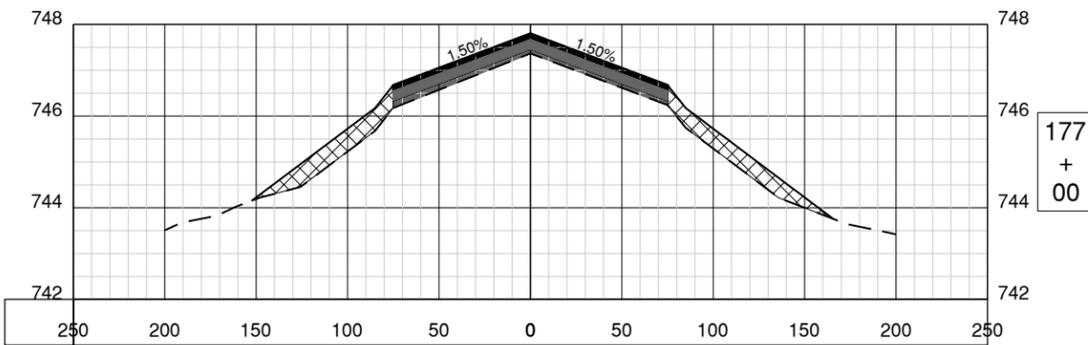
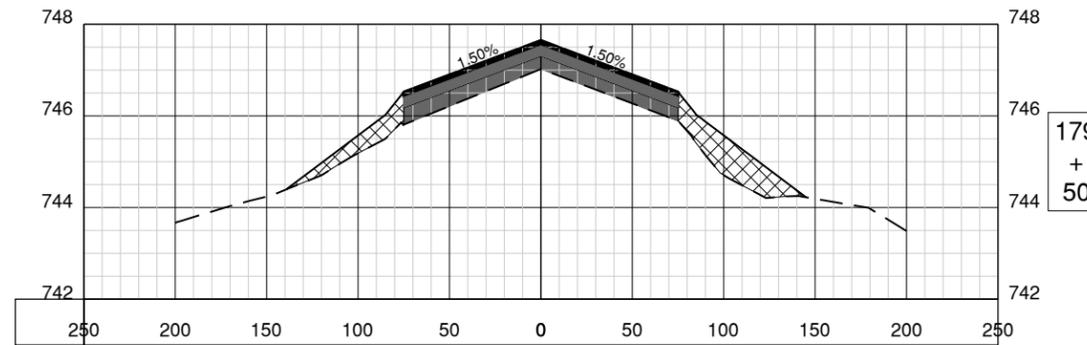
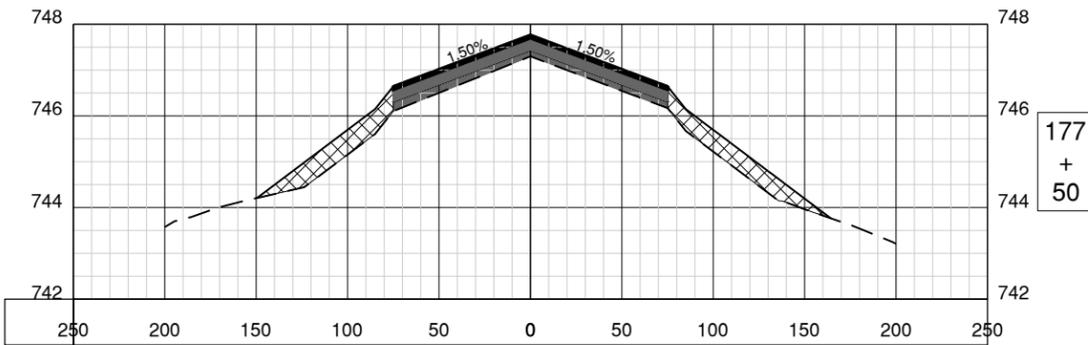
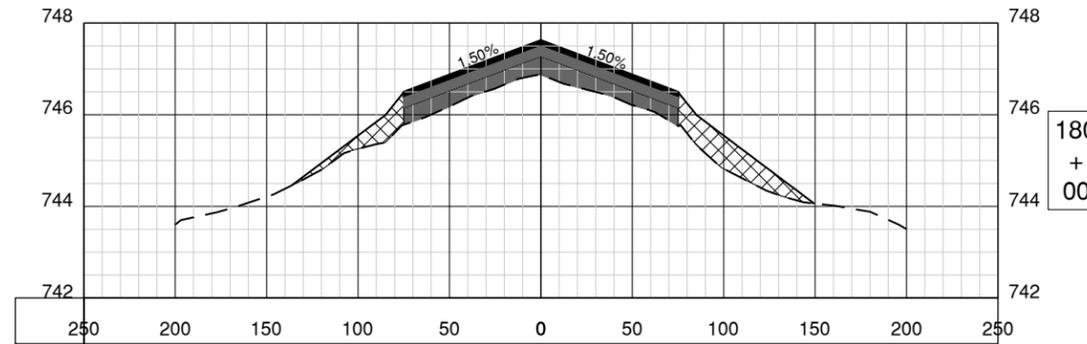
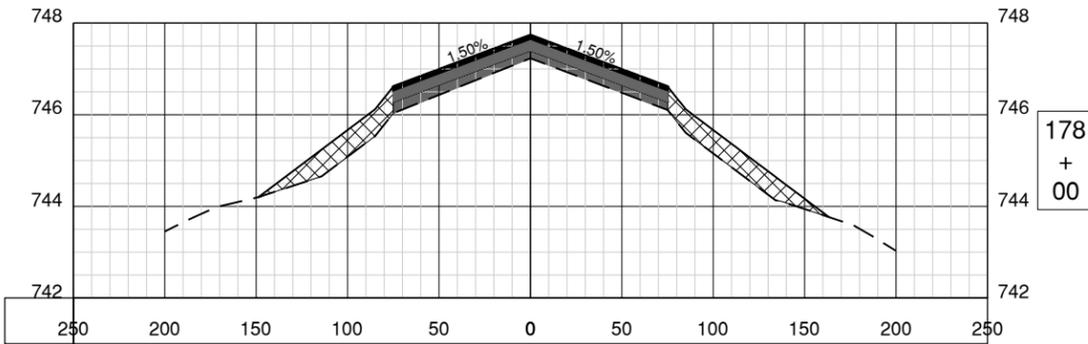


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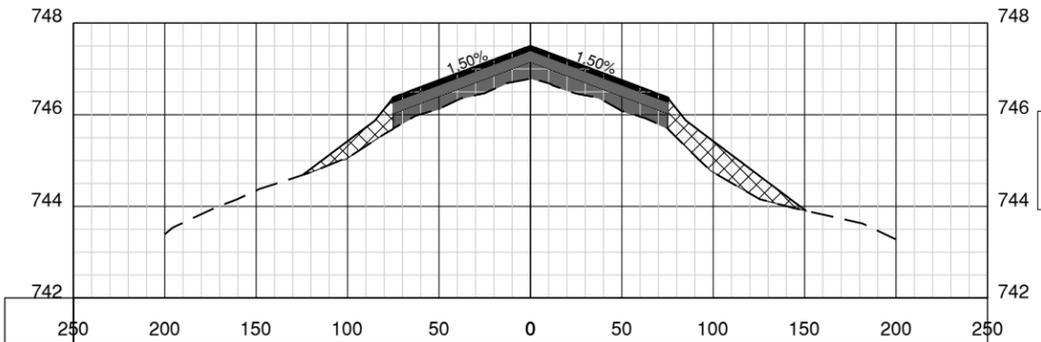
CITY OF QUINCY
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QUINCY, IL

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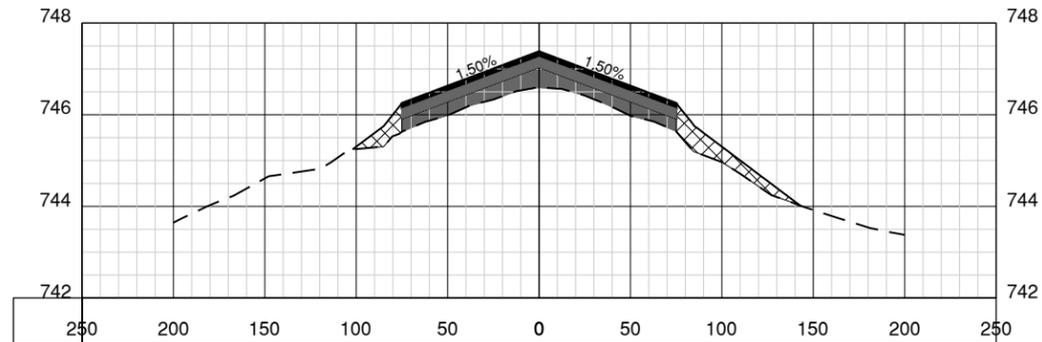
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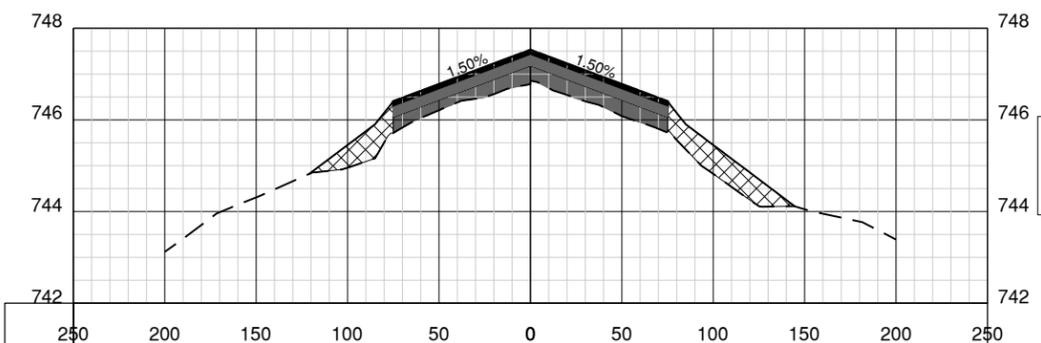
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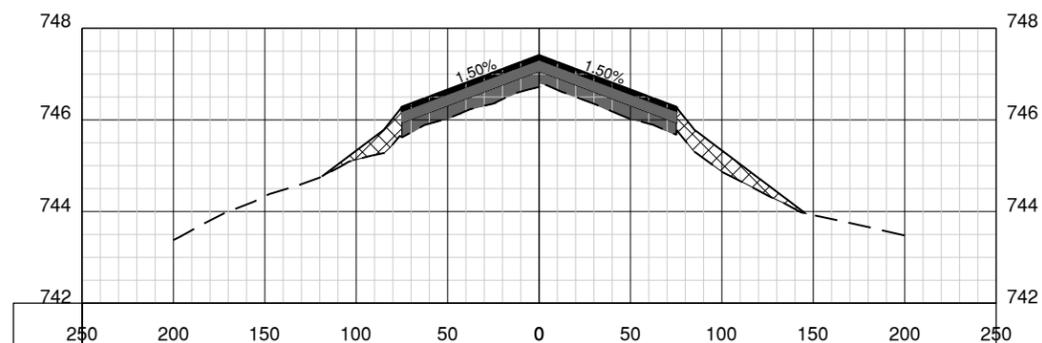
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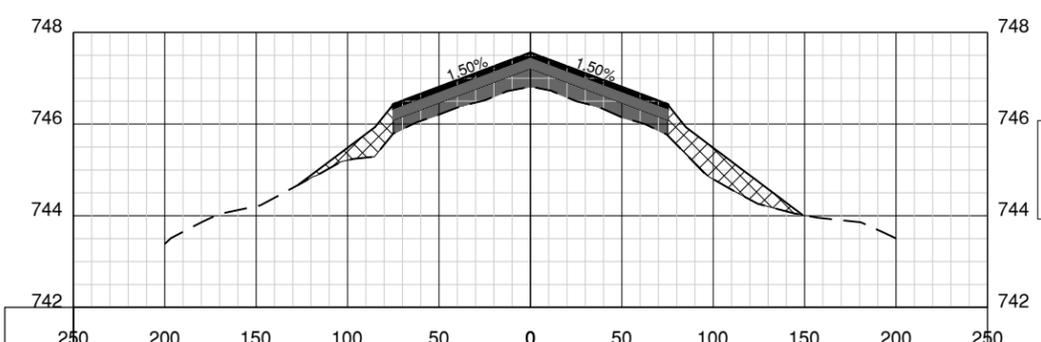
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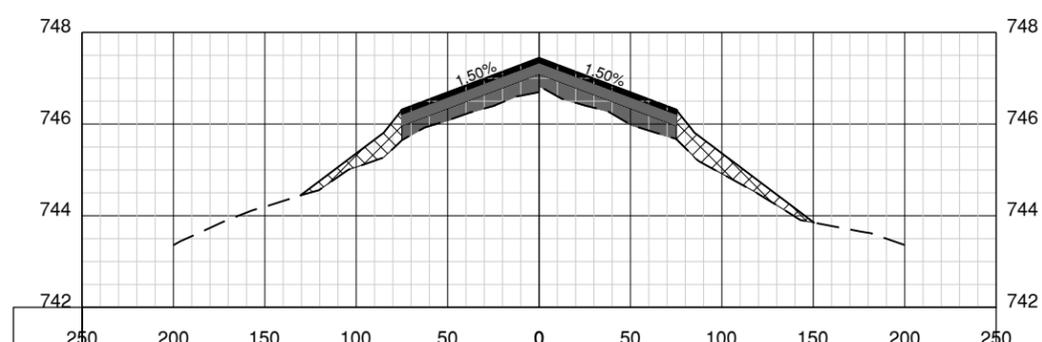
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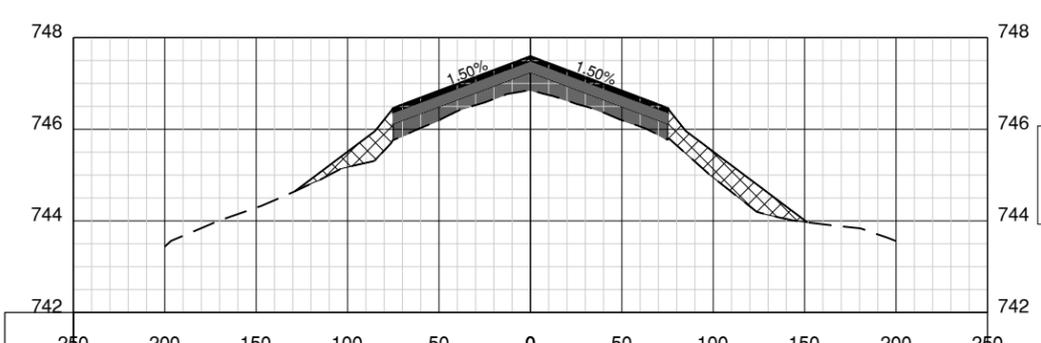
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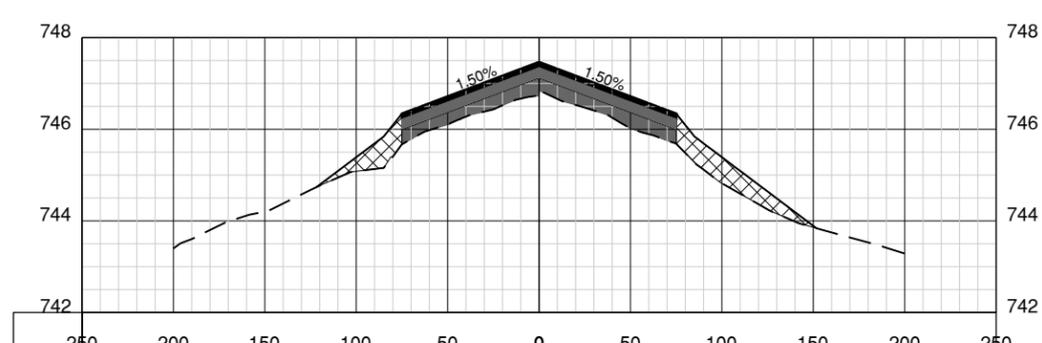
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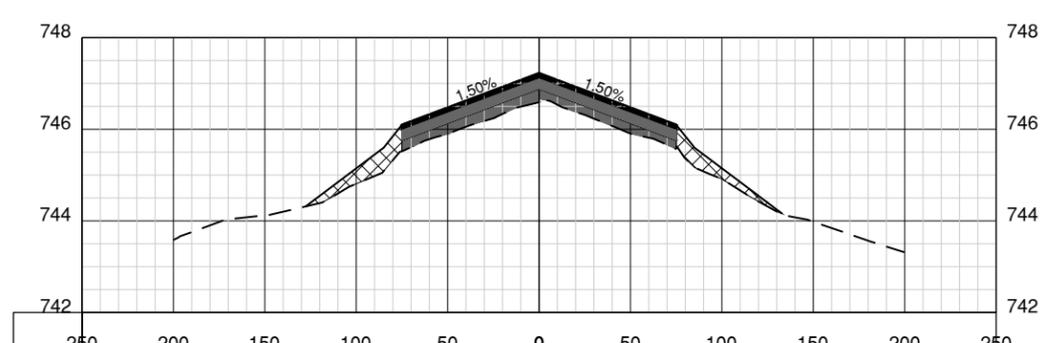
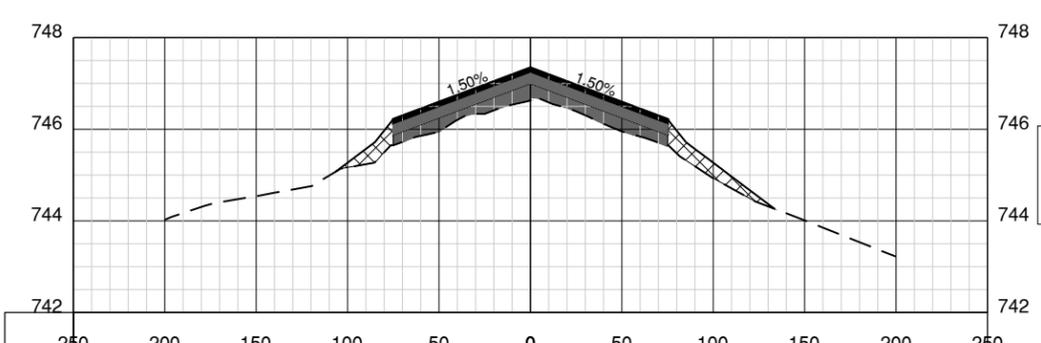
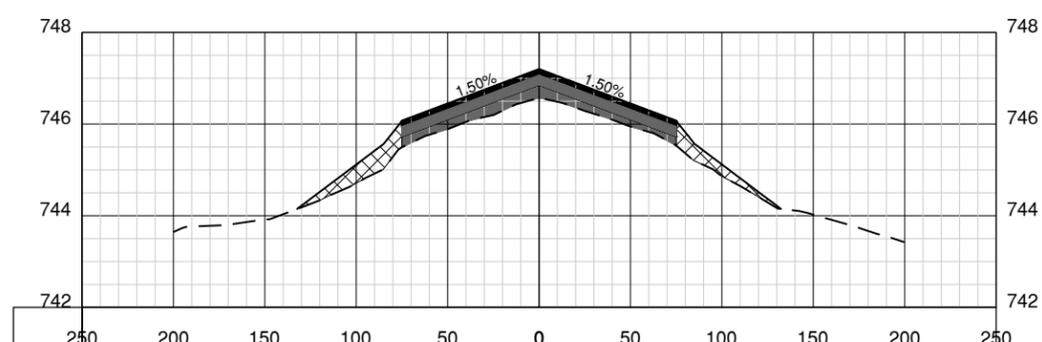
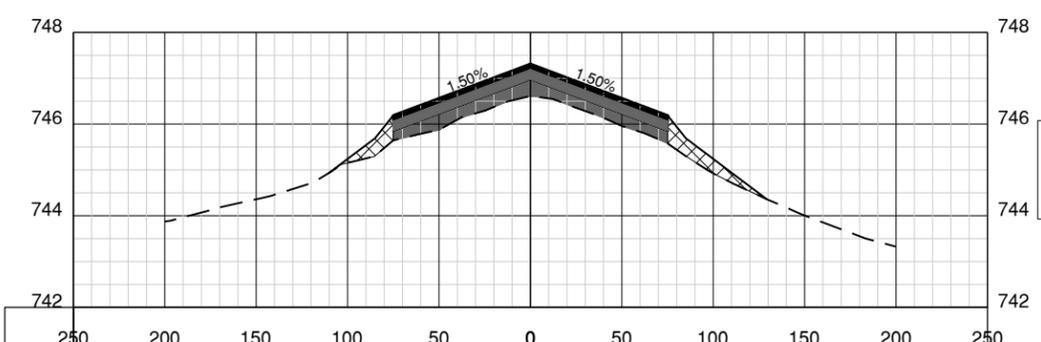
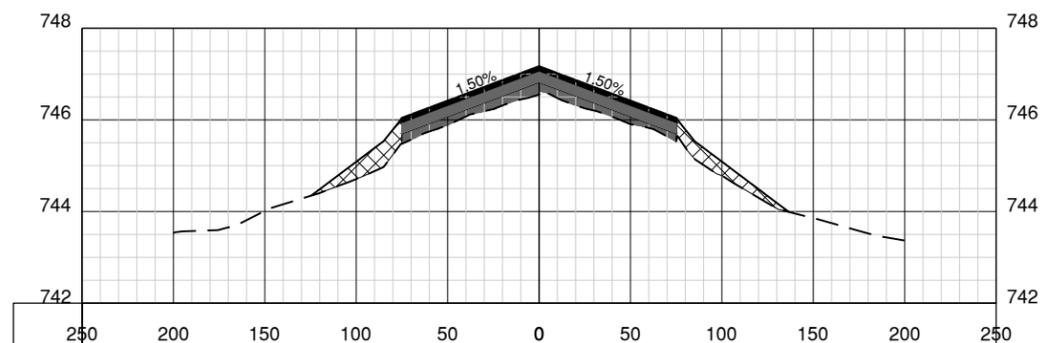
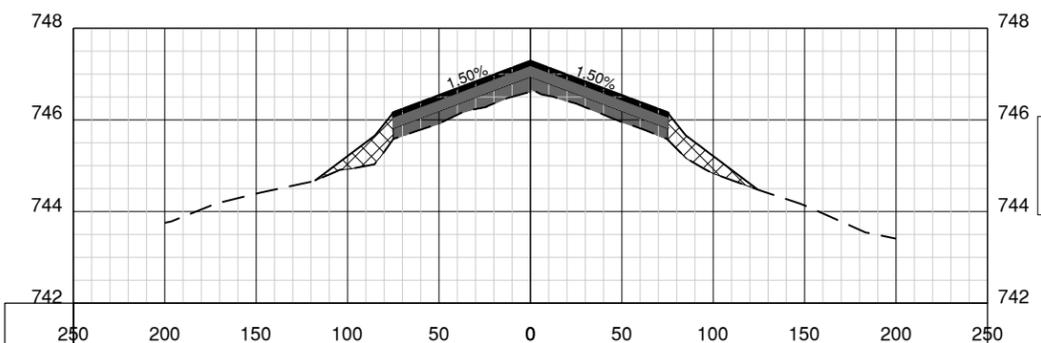
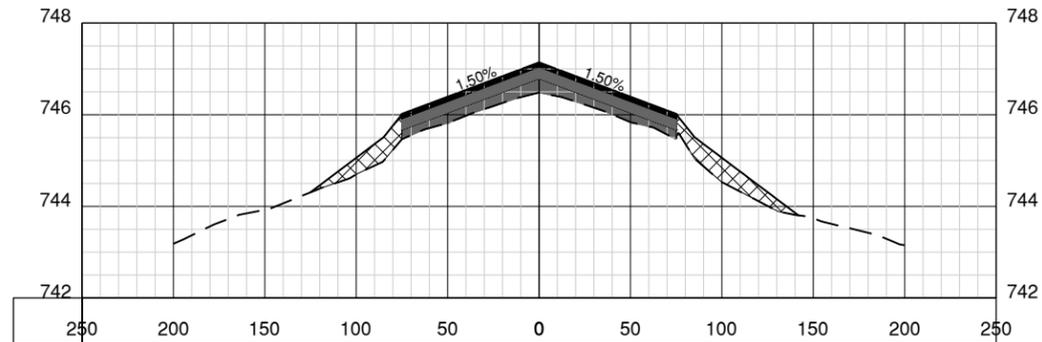
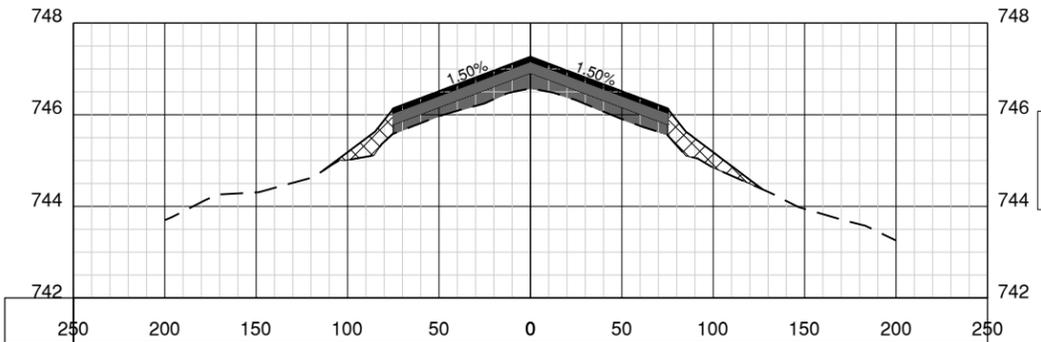
CITY OF QUINCY
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SHEET TITLE
CROSS SECTIONS 5

CG605
SHEET 54 OF 62



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RECONSTRUCT RUNWAY 4/22
PHASE 3

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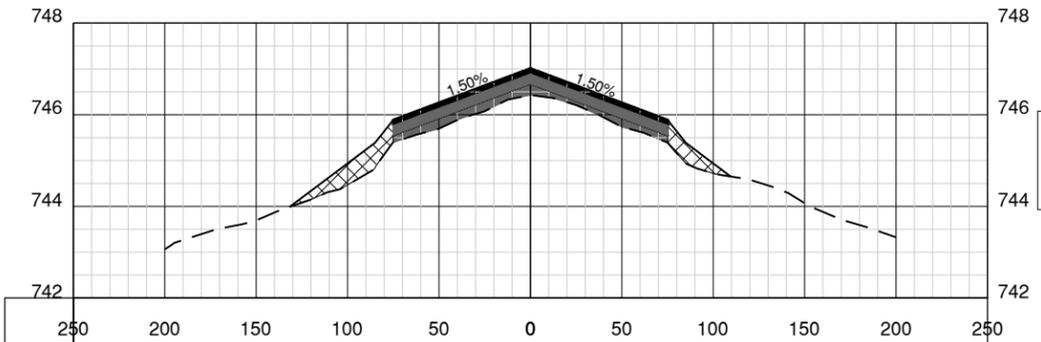
CITY OF QUINCY
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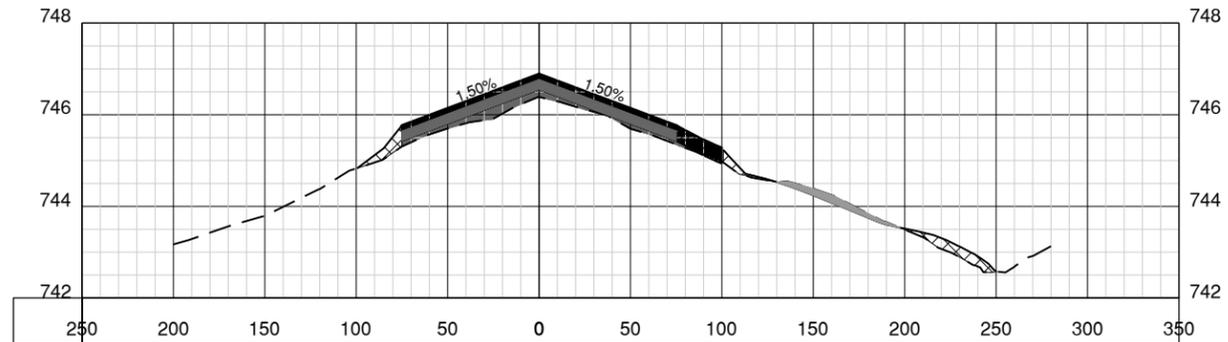
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SHEET TITLE
CROSS SECTIONS 6

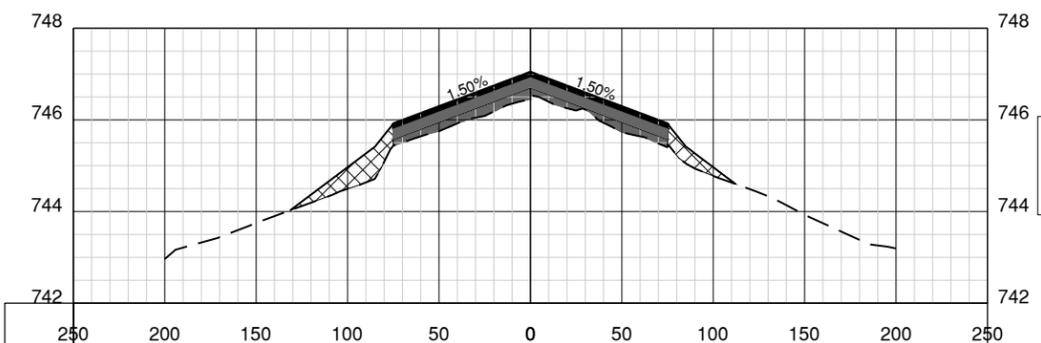
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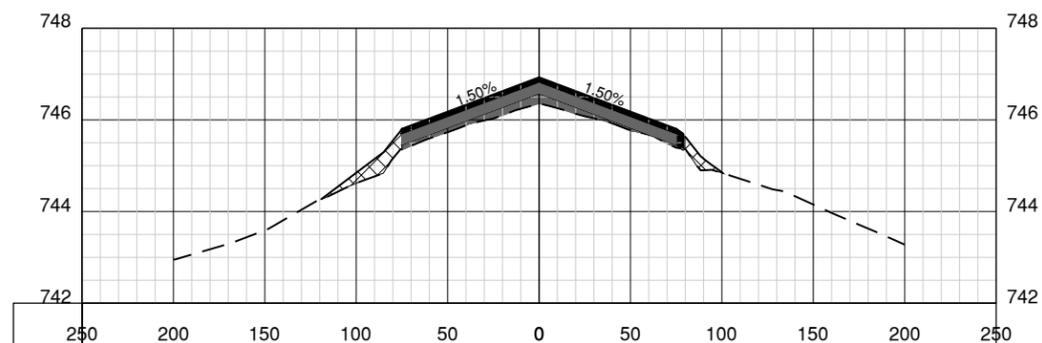
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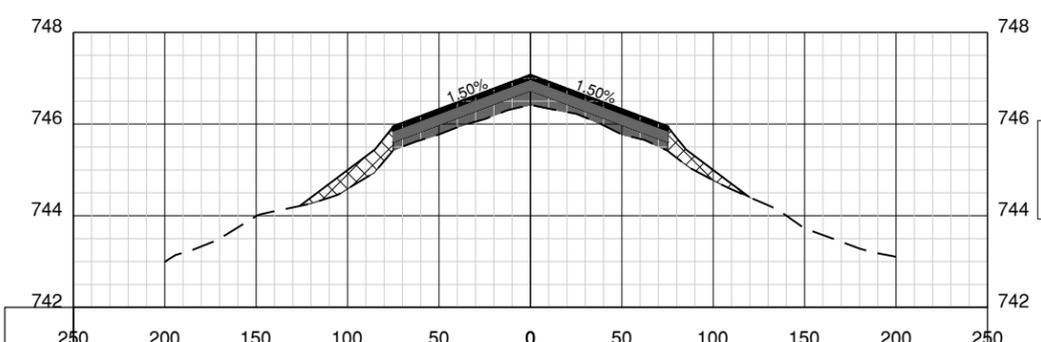
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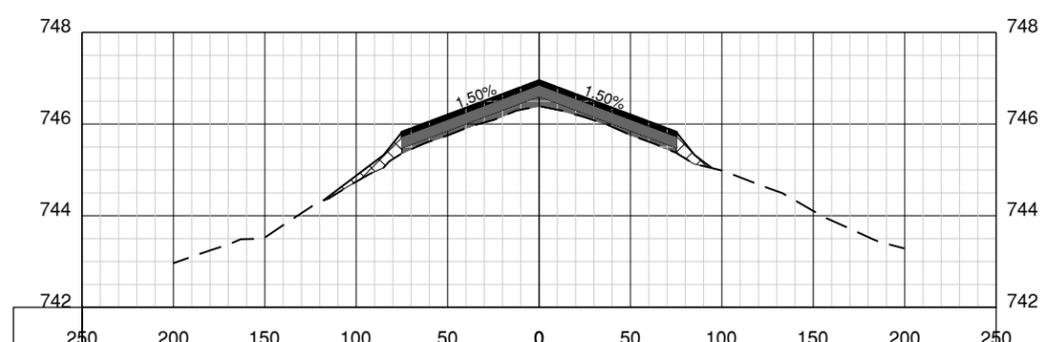
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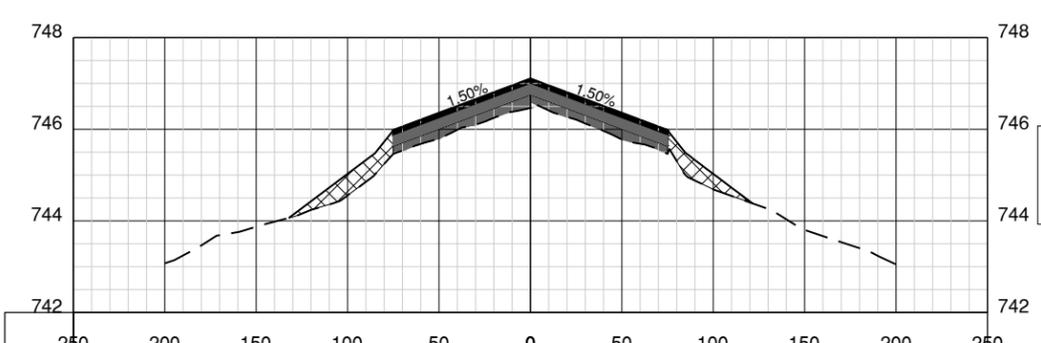
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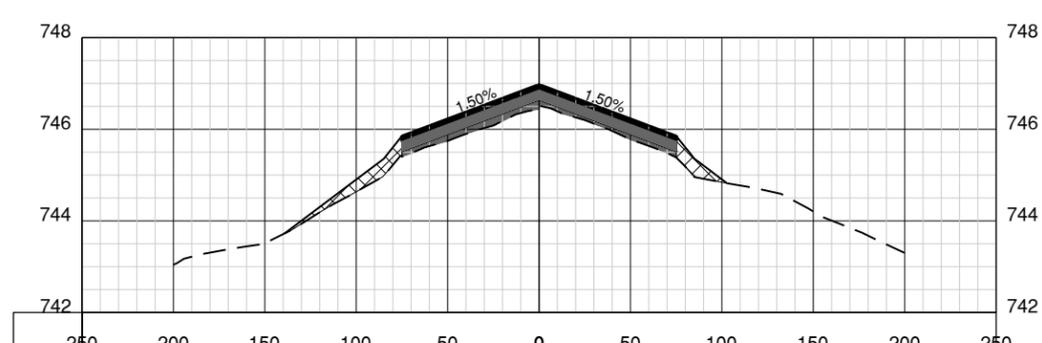
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191
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188
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190
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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER

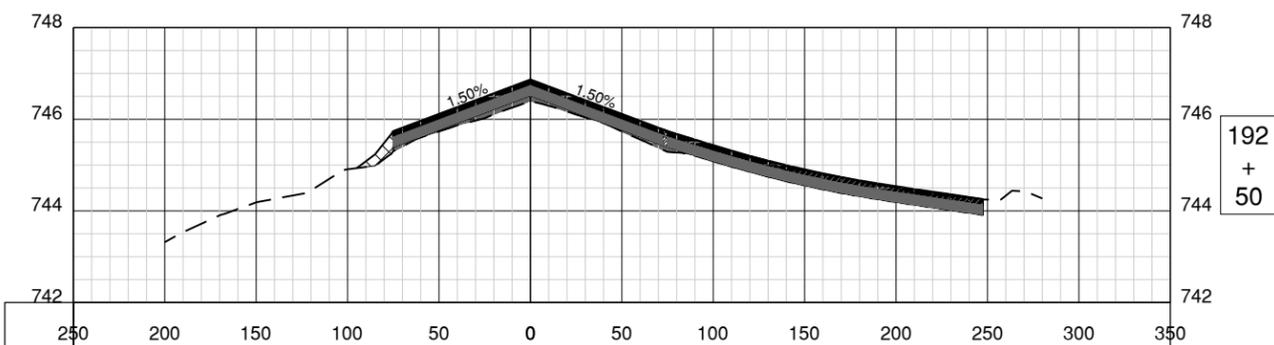
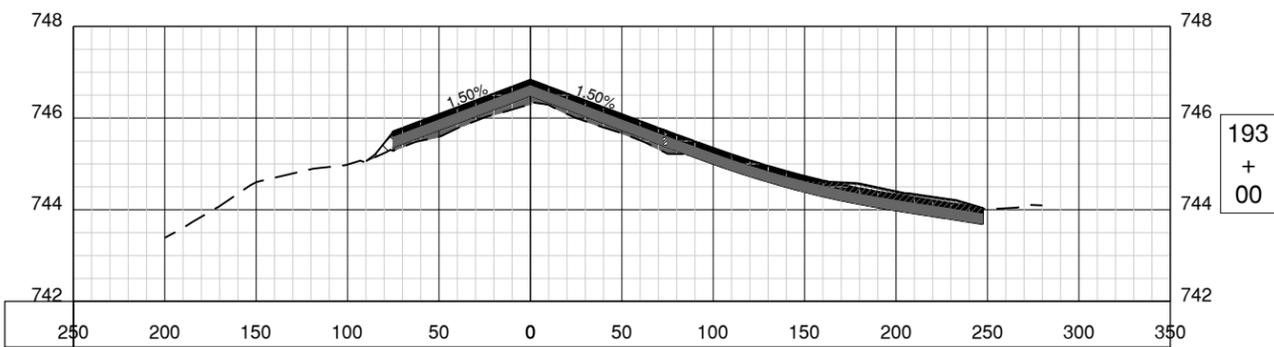
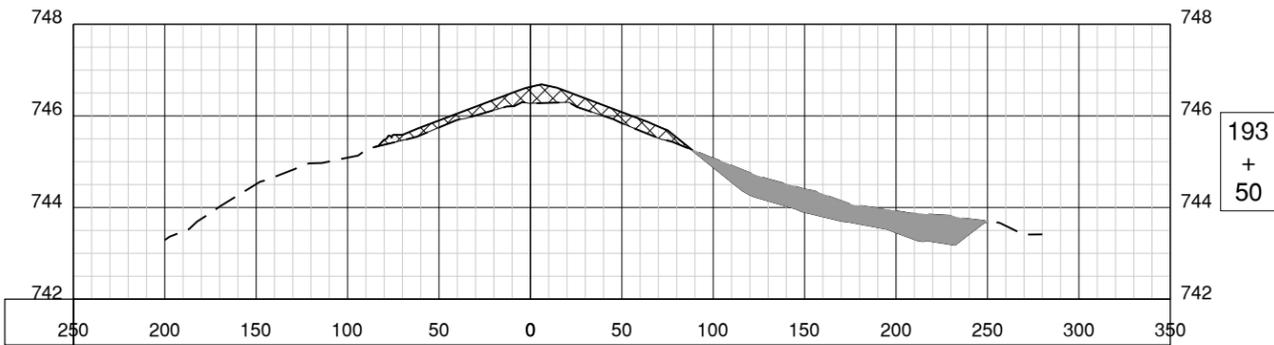
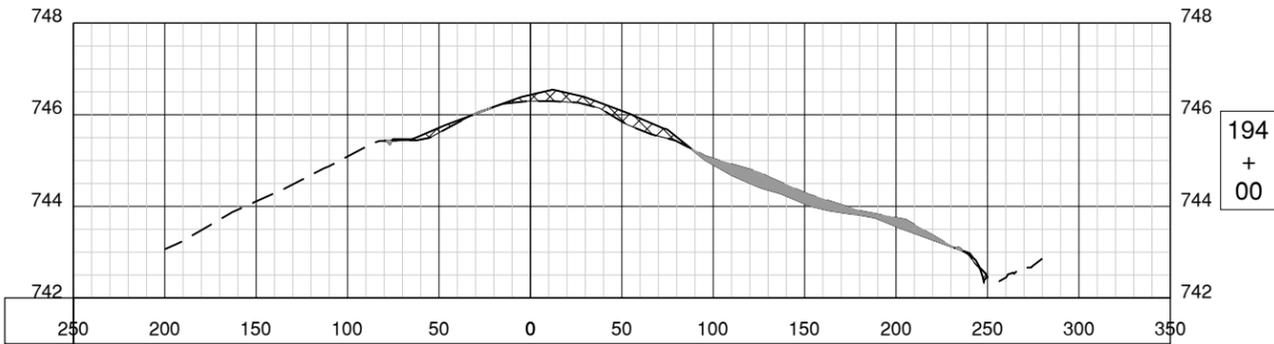


CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO:	3-17-0085-XX
IL PROJ. NO:	UIN-XXXX
CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-CG600.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
APPROVED BY:	APR
COPYRIGHT:	

SHEET TITLE
CROSS SECTIONS 7



RWY 4/22 STATION	FILL			CUT (IN-SITU)		
	AREA (SF)	VOL (CY)	CUM VOL (CY)	AREA (SF)	VOL (CY)	CUM VOL (CY)
168+50.00	0	0	0	0	0	0
169+00.00	0	0	0	0.1	1	1
169+50.00	0.1	1	1	0	0	1
170+00.00	0.5	1	2	0	0	1
170+50.00	0.7	2	4	0	0	1
171+00.00	1.2	3	7	0	0	1
171+50.00	1.9	4	11	0	0	1
172+00.00	2.4	5	16	0	0	1
172+50.00	3.2	6	22	0	0	1
173+00.00	4.6	9	31	0	0	1
173+50.00	6.1	12	43	0	0	1
174+00.00	7.9	15	58	0	0	1
174+50.00	11.1	21	79	0	0	1
175+00.00	35.6	66	145	4.7	9	10
175+50.00	34	63	208	0.4	1	11
176+00.00	30	56	264	0	0	11
176+50.00	79.1	147	411	0	0	11
177+00.00	66.6	124	535	0	0	11
177+50.00	70.8	132	667	0	0	11
178+00.00	72.7	135	802	0	0	11
178+50.00	75.8	141	943	0	0	11
179+00.00	70.5	131	1074	0	0	11
179+50.00	66	123	1197	0	0	11
180+00.00	58.1	108	1305	0	0	11
180+50.00	56.7	105	1410	0	0	11
181+00.00	54.8	102	1512	0	0	11
181+50.00	59.1	110	1622	0	0	11
182+00.00	55.1	103	1725	0	0	11
182+50.00	51.2	95	1820	0	0	11
183+00.00	45.7	85	1905	0	0	11
183+50.00	36.6	68	1973	0	0	11
184+00.00	32.2	60	2033	0	0	11
184+50.00	26.9	50	2083	0	0	11
185+00.00	24.3	45	2128	0	0	11
185+50.00	32.7	61	2189	0	0	11
186+00.00	27.6	52	2241	0	0	11
186+50.00	32.6	61	2302	0	0	11
187+00.00	34	63	2365	0	0	11
187+50.00	34.9	65	2430	0	0	11
188+00.00	43	80	2510	0	0	11
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189+00.00	30.1	56	2632	0	0	11
189+50.00	33	62	2694	0	0	11
190+00.00	32.6	61	2755	0	0	11
190+50.00	22.3	42	2797	0	0	11
191+00.00	12.4	23	2820	0	0	11
191+50.00	16	30	2850	0	0	11
192+00.00	17.4	33	2883	7.3	14	25
192+50.00	4.9	10	2893	0	0	25
193+00.00	2.4	5	2898	0	0	25
193+50.00	38.5	72	2970	68.7	128	153
194+00.00	21.6	40	3010	25.6	48.0	201



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0 50 100

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



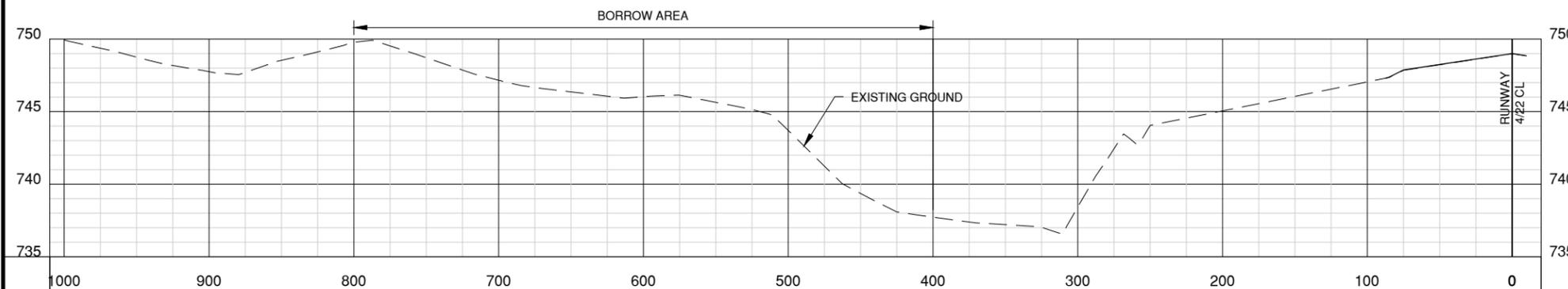
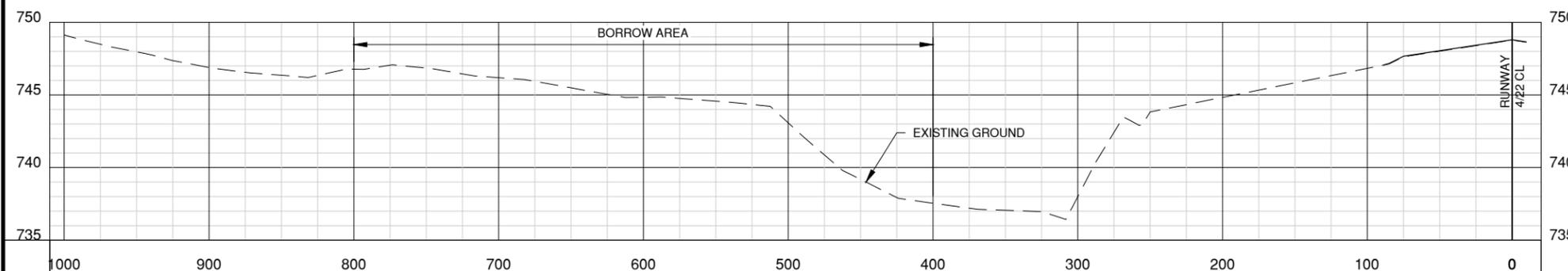
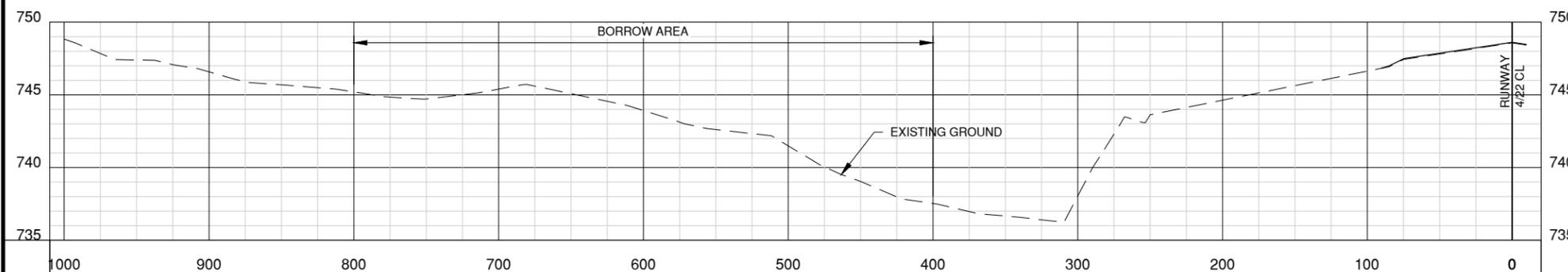
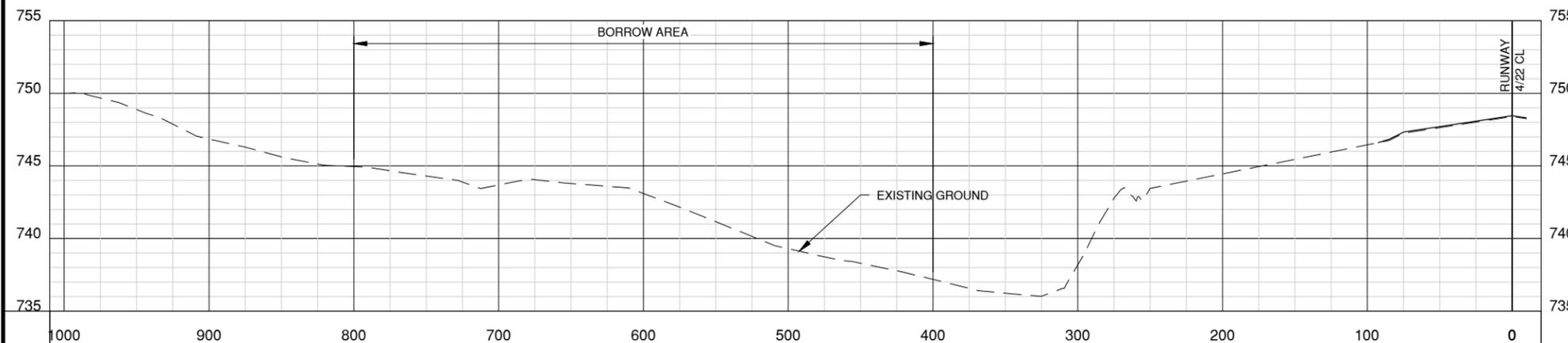
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO:	3-17-0085-XX
IL PROJ. NO:	UIN-XXXX
CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-CG650.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
APPROVED BY:	APR
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SHEET TITLE
**BORROW AREA
CROSS SECTIONS 2**

CG652
SHEET 59 OF 62



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Date: Thursday, April 21, 2022 2:45:22 PM



0 50' 100'

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER

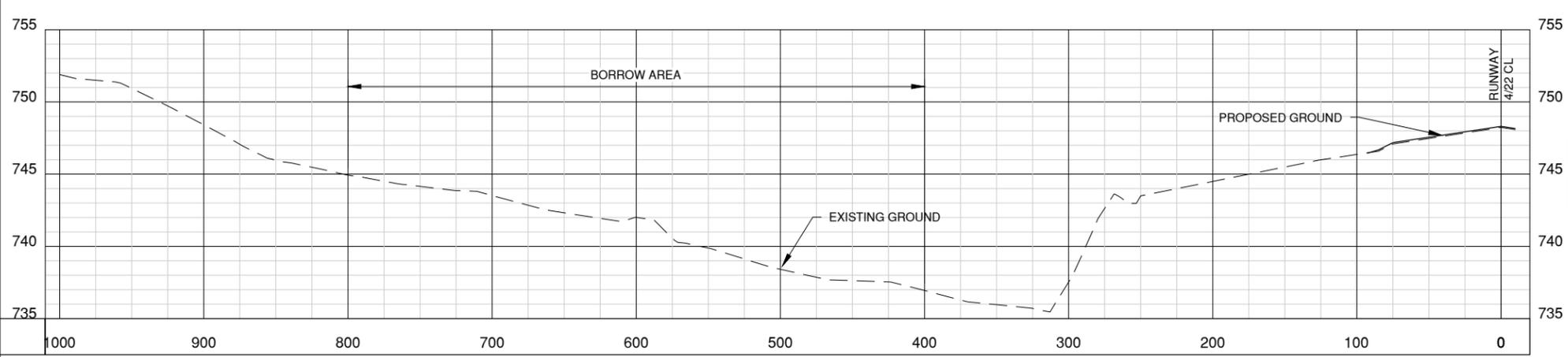
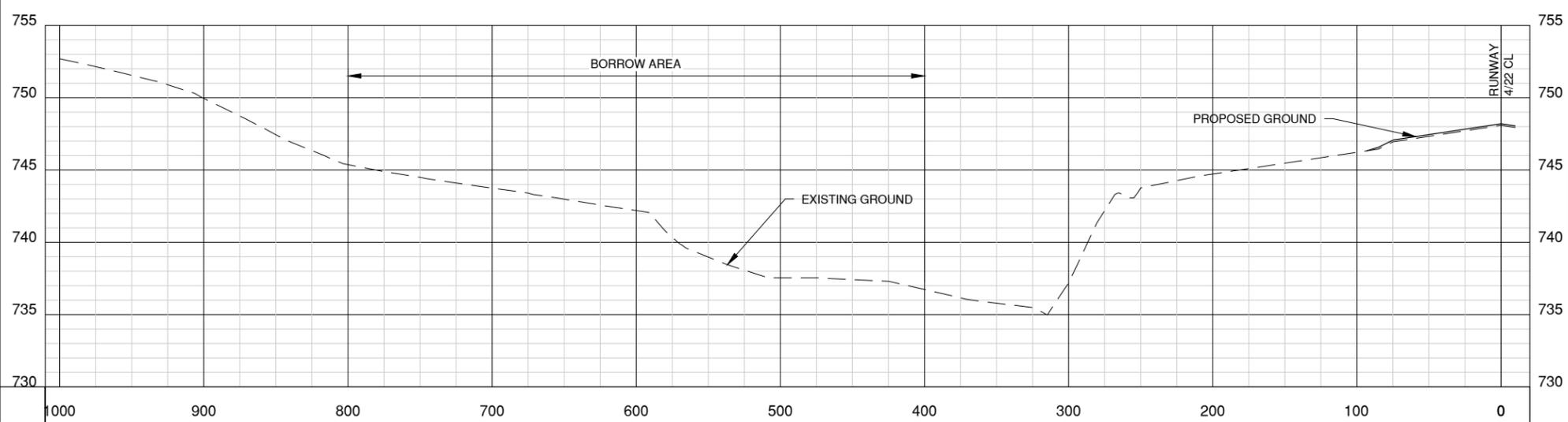
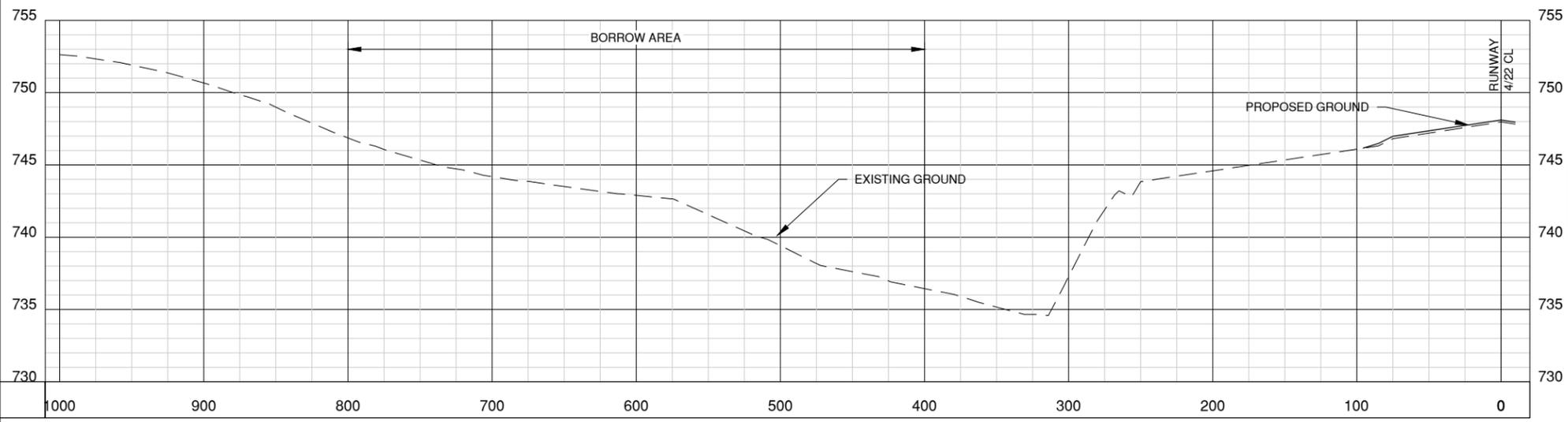


CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO:	3-17-0085-XX
IL PROJ. NO:	UIN-XXXX
CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-CG650.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
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SHEET TITLE
**BORROW AREA
CROSS SECTIONS 3**



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0 50 100
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APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



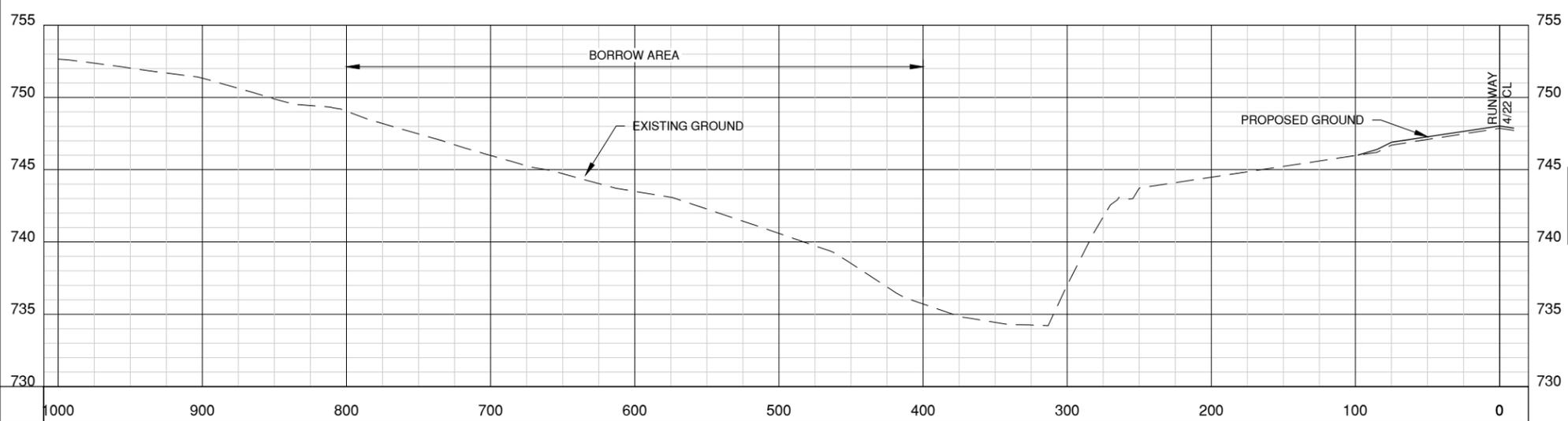
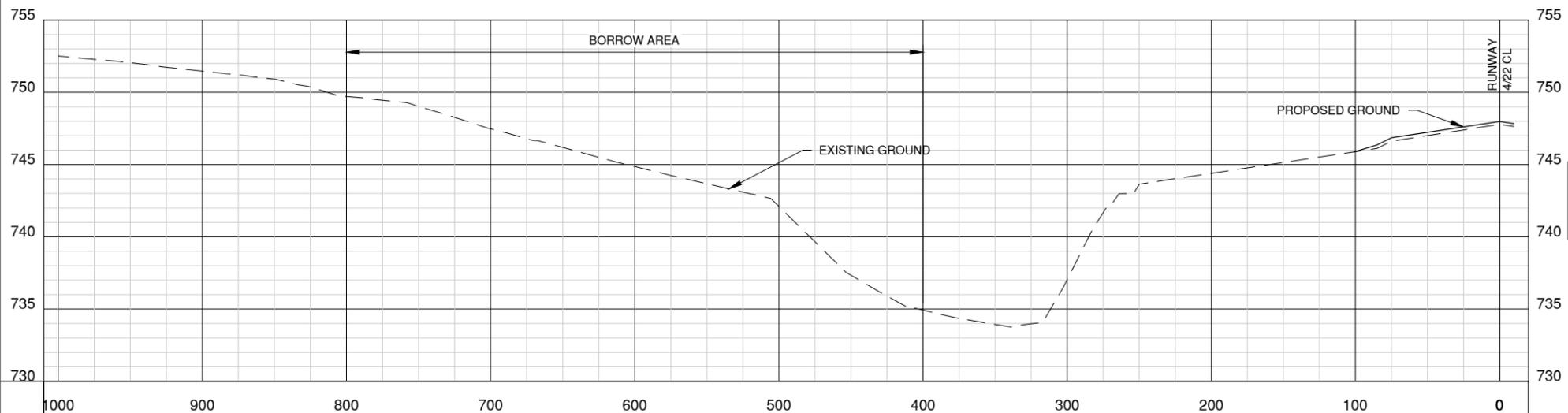
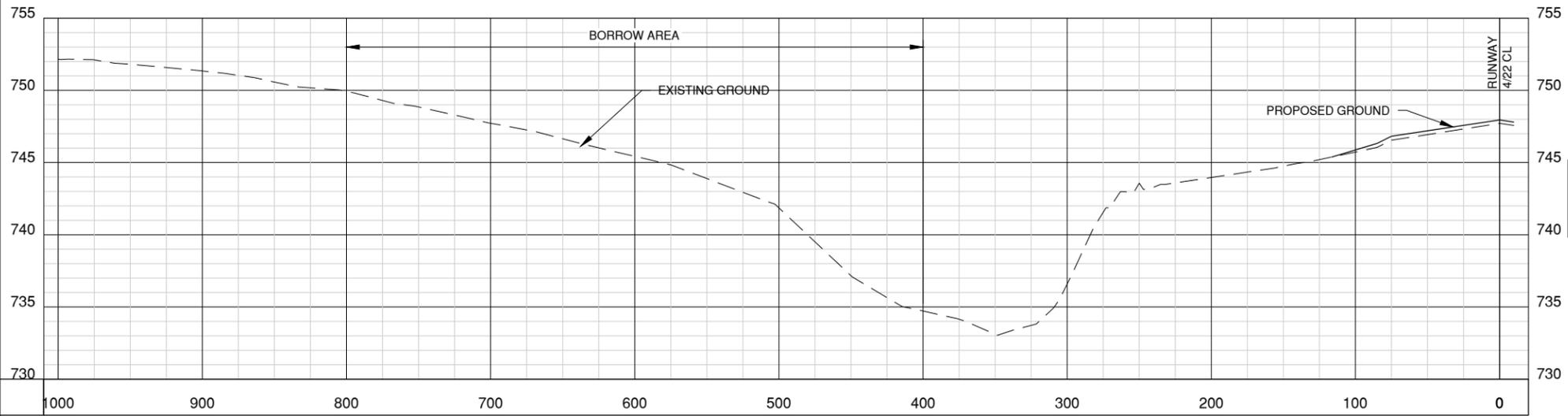
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

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IL PROJ. NO:	UIN-XXXX
CMT PROJECT NO:	18002001
CAD DWG FILE:	18002001-RWY22-CG650.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
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SHEET TITLE
**BORROW AREA
CROSS SECTIONS 4**

CG654
SHEET 61 OF 62



Path: K:\Quincy\AP\18002001_ReconRWY4-22\DrawRehab22\Sheets\18002001-RWY22-CG650.dwg
Date: Thursday, April 21, 2022 2:45:32 PM



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0 50 100

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BID ISSUE
APRIL 22, 2022

RECONSTRUCT RUNWAY 4/22
PHASE 3

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

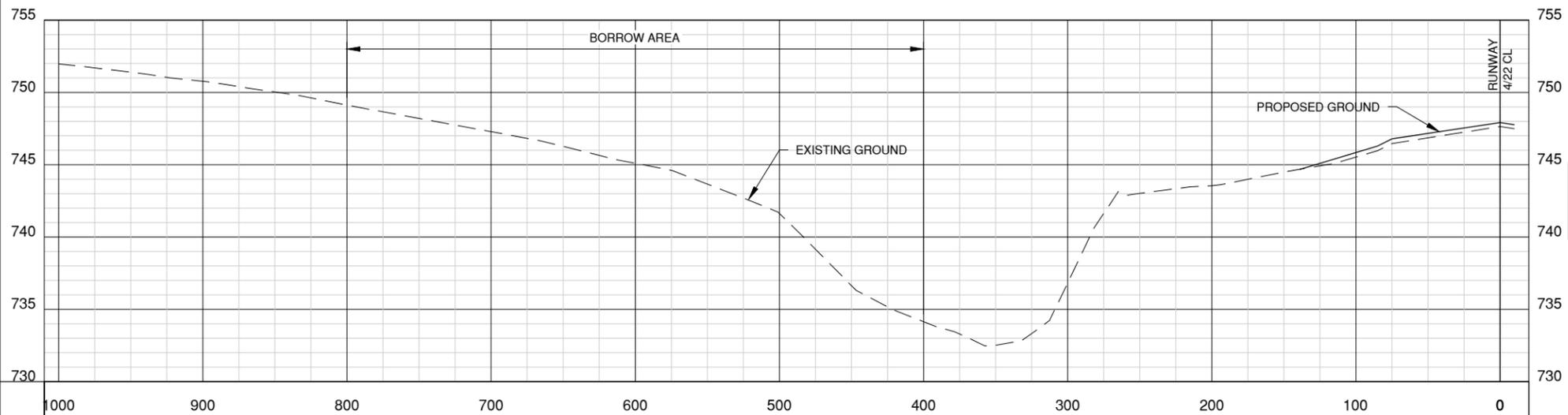
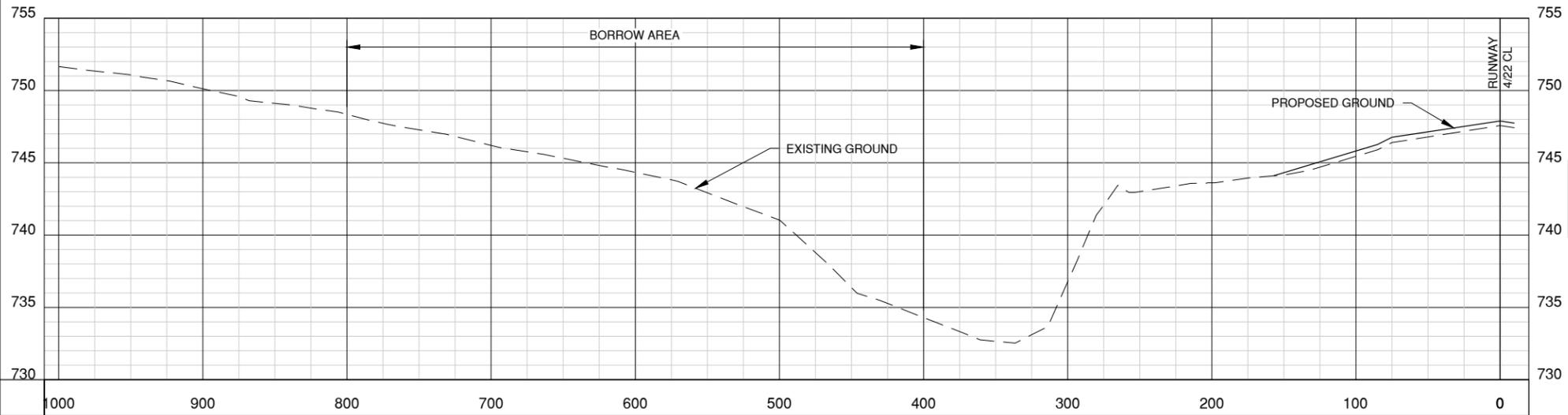
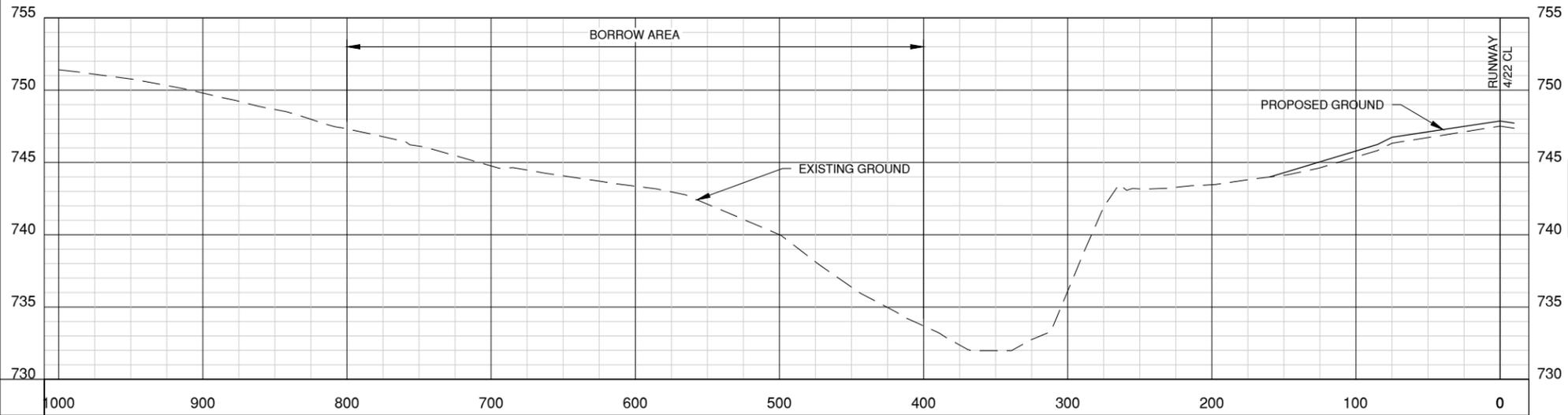
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CAD DWG FILE:	18002001-RWY22-CG650.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
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SHEET TITLE

**BORROW AREA
CROSS SECTIONS 5**

CG655

SHEET 62 OF 62



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