

ITEM 17A

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF AERONAUTICS  
 CONSTRUCTION PLANS

FOR

QUAD-CITY  
 INTERNATIONAL  
 AIRPORT

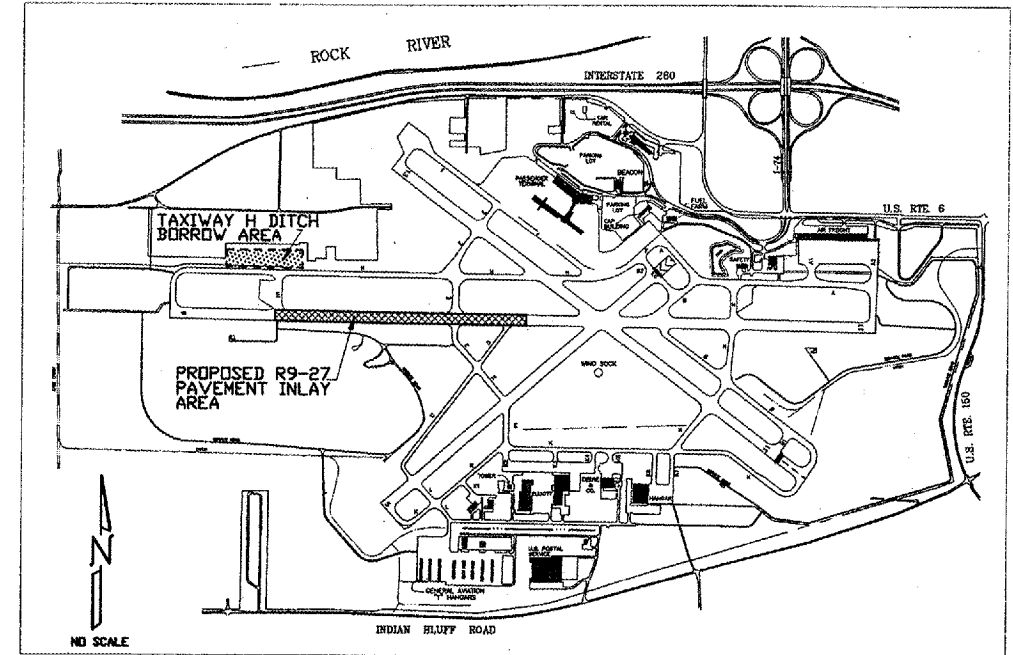
ROCK ISLAND COUNTY, ILLINOIS

RUNWAY 9-27 INLAY, PHASE I

P.C. CONCRETE INLAY (3,405' X 150') ON BITUMINOUS  
 RUNWAY 9-27 ALONG WITH TAXIWAY D, E, & H1 TIE-INS,  
 SHOULDER EMBANKMENT, UTILITY ADJUSTMENTS AND TURFING.

ILLINOIS PROJECT MLI-3791  
 A.I.P. PROJECT NO. 3-17-0068-XX  
 AIRPORT CLASSIFICATION - AIR CARRIER

AIRCRAFT APPROACH CATEGORY - D  
 AIRPLANE DESIGN GROUP - IV  
 LATITUDE 41°26'52.4", LONGITUDE 90°30'33.9", ELEVATION 589'M.S.L.



PROJECT LOCATION MAP

WARNING



CALL BEFORE  
 YOU DIG

INDEX OF SHEETS	
SHEET NO.	TITLE
1	COVER SHEET AND INDEX OF SHEETS
2	SUMMARY OF QUANTITIES / GENERAL NOTES
3-4	PROPOSED SAFETY PLAN
5-7	TYPICAL SECTIONS
8-11	RUNWAY 9-27 PLAN & PROFILES
12	TAXIWAY H DITCH AREA PLAN
13-14	RUNWAY 9-27 JOINT PLAN
15	JOINT DETAILS
16-17	RUNWAY 9-27 STAKING PLAN
18-19	PROPOSED PAVEMENT MARKINGS
20-21	LIGHTING DETAILS
22-23	MISCELLANEOUS DETAILS
24-25	PROPOSED STORM WATER POLLUTION PREVENTION PLAN
26-43	PROPOSED RUNWAY 9-27 INLAY CROSS SECTIONS
44-48	PROPOSED TAXIWAY H DITCH AREA CROSS SECTIONS

CONSULTING ENGINEERS  
 MISSMAN, STANLEY & ASSOC.

ENGINEER'S SIGNATURE *Dennis R. Martin*

SEALED & SIGNED 4/18/08

DATE OF LICENSE EXPIRATION 11/30/09

METROPOLITAN AIRPORT AUTHORITY  
 OF ROCK ISLAND COUNTY, ILLINOIS

*Bruce Carter*

4/18/08 DATE APPROVED

APRIL 15, 2008  
 OFFICIAL DATE OF PLANS

PREPARED BY  
 MISSMAN, STANLEY & ASSOCIATES  
 Consulting Civil Engineers  
 ROCK ISLAND, ILLINOIS

# SUMMARY OF QUANTITIES

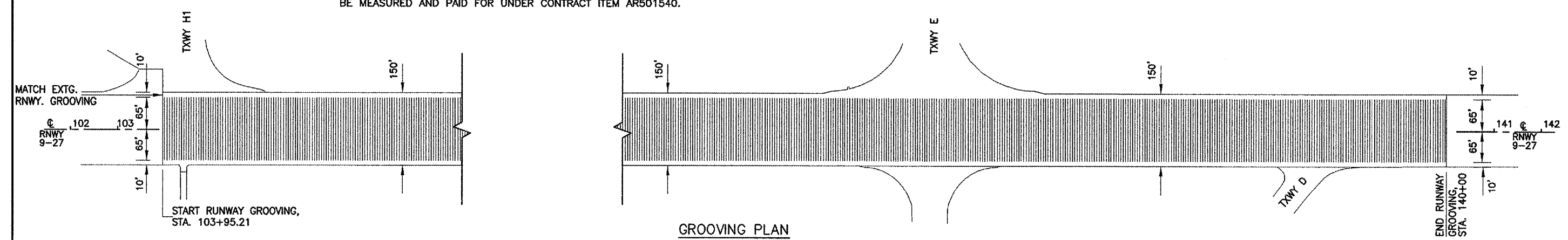
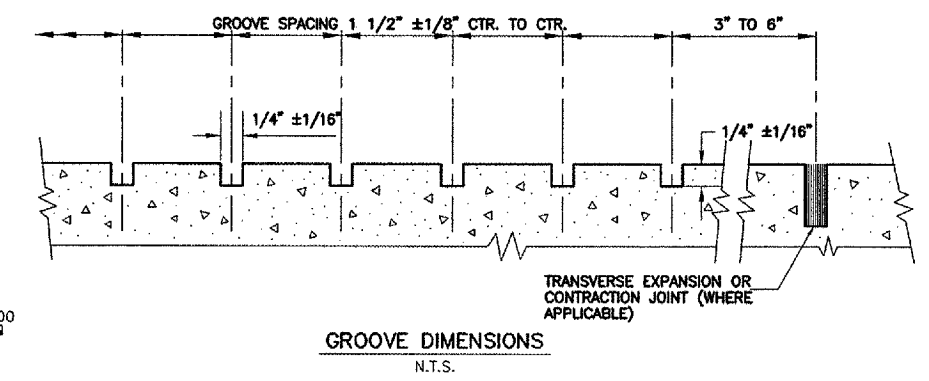
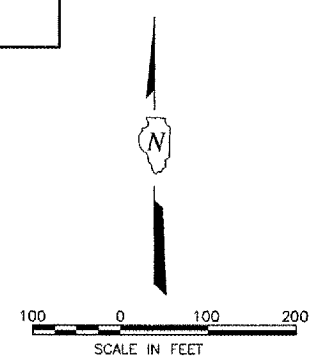
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
AR125110	SEMIFLUSH RETROREFLECTIVE MARKER	EACH	1	
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	8	
AR125943	ADJUST INPAVEMENT LIGHT	EACH	4	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	1,870	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	125	
AR209511	CRUSHED AGGREGATE BASE (CA-1)	TON	50	
AR401610	BITUMINOUS SURFACE COURSE	TON	1,060	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	63,350	
AR501512	12" PCC PAVEMENT	S.Y.	57,600	
AR501517	17" PCC PAVEMENT	S.Y.	985	
AR501530	PCC TEST BATCH	EACH	1	
AR501540	PCC PAVEMENT GROOVING	S.Y.	53,100	
AR501900	REMOVE PCC PAVEMENT	S.Y.	985	
AR602510	BITUMINOUS PRIME COAT	GAL.	135	
AR603510	BITUMINOUS TACK COAT	GAL.	565	
AR620510	PAVEMENT MARKING	S.F.	54,645	
AR751944	ADJUST MANHOLE - PAVEMENT	EACH	2	
AR751945	ADJUST MANHOLE - NON PAVEMENT	EACH	1	
AR801609	SURFACE SENSOR INSTALLATION	L.S.	1	
AR801614	SUPPLY TAXI GUIDANCE SIGN PANEL	EACH	20	
AR901510	SEEDING	ACRE	4.6	
AR908513	MULCHING - METHOD 3	ACRE	4.6	
AR908520	EXCELSIOR BLANKET	S.Y.	700	

**GENERAL NOTES:**

- MAXIMUM PAY WIDTH FOR ITEM 209510 CRUSHED AGGR. BASE CRSE. SHALL BE 12 INCHES BEYOND THE EDGE OF PAVEMENT. IF THE CONTRACTOR REQUIRES ADDITIONAL WIDTH FOR PAVEMENT INSTALLATION, THE ADDITIONAL MATERIALS SHALL MEET THE SAME SPECIFICATIONS, BUT WILL BE CONSIDERED INCIDENTAL.
- THE CONTRACTOR SHALL SALVAGE EXISTING AIRFIELD LIGHTING EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS PRIOR TO THE START OF EARTHWORK AND/OR PAVING ACTIVITIES. SALVAGED EQUIPMENT SHALL BE CLEANED AND REUSED OR DELIVERED TO THE METROPOLITAN AIRPORT AUTHORITY.
- CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS APPROVED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
- THE CONTRACTOR SHALL EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALES, AS REQUIRED BY THE RESIDENT ENGINEER, TO CONTROL STORM WATER RUN-OFF.
- THE CONTRACT 152410 UNCLASSIFIED EXCAVATION ITEM SHALL INCLUDE ALL COSTS ASSOCIATED WITH EXCAVATION OF SOILS, HAULING OF SOILS, STOCKPILING SOILS, INSTALLATION OF SOILS, COMPACTION OF SOILS, GRADING OF SOILS, INSTALLATION AND REMOVAL OF HAUL ROADS OR ROUTES, RESTORATION OF HAUL ROADS OR ROUTES, DISPOSAL OF WASTE SOILS, CLEANING OF PAVEMENTS, AND ALL OTHER ITEMS THAT ARE REQUIRED TO COMPLETE THE EARTHWORK. THESE ITEMS SHALL BE PAID FOR BASED UPON THE CUBIC YARDS OF MATERIALS REMOVED AS ACCEPTED BY THE RESIDENT ENGINEER. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
- AFTER CONSTRUCTION HAS BEEN COMPLETED, THE CONTRACTOR SHALL SEED AND HYDRAULIC MULCH ALL DISTURBED AREAS PER SPECIAL PROVISIONS 901 AND 908. ONLY SEED AND MULCHING AREAS WITHIN THE LIMITS OF CONSTRUCTION/SEEDING WILL BE ELIGIBLE FOR PAYMENT UNDER THESE CONTRACT PAY ITEMS. AREAS DISTURBED OUTSIDE OF THE LIMITS OF CONSTRUCTION/SEEDING SHALL BE SEEDED AND MULCHED BY THE CONTRACTOR PER SPECIAL PROVISION 901/908, BUT SHALL NOT BE MEASURED FOR PAYMENT.
- ITEM AR908513 MULCHING - METHOD 3 SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE IDOT-DOA SUPPLEMENTAL SPECIFICATIONS FOR HYDRAULIC MULCH AND IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, METHOD 3 (HYDRAULIC MULCH). THE MULCHING SHALL BE ACCOMPLISHED WITH FLEXIBLE GROWTH MEDIUM (FGM) MATERIALS.
- ITEM AR908520 EXCELSIOR BLANKET SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, EROSION CONTROL BLANKET (EXCELSIOR BLANKET). THE LOCATION OF THE PROPOSED EXCELSIOR BLANKET SHALL BE DETERMINED BY THE RESIDENT ENGINEER, IN THE FIELD, AT THE TIME OF CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

**NOTES:**

- GROOVING EXTENDS OUTWARD 65' FROM  $\phi$  OF RUNWAY UNLESS OTHERWISE NOTED.
- SUCCESSIVE PASSES OF THE GROOVING MACHINE SHALL NOT OVERLAP.
- CONTRACTOR SHALL NOT ALLOW ACCUMULATION OF CUTTINGS IN TURFED AREAS. THE GROOVING MACHINE SHALL BE EQUIPPED WITH AUTOMATIC CUTTING PICK-UP FEATURES TO PREVENT ACCUMULATION OF CUTTINGS IN THE TURFED AREAS.
- GROOVING SHALL BE COMPLETED PRIOR TO THE INSTALLATION OF NEOPRENE COMPRESSION SEALS IN THE LONGITUDINAL JOINTS.
- CONTRACTOR SHALL RE-SEAL ALL JOINTS DAMAGED BY THE PAVEMENT GROOVING OPERATIONS. THE JOINT SEALER SHALL MEET THE REQUIREMENTS OF ASTM D6690 - JOINT SEALANT, HOT - POURED. COSTS TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT.
- BOTH PCC PAVEMENT GROOVING AND BITUMINOUS PAVEMENT GROOVING SHALL BE MEASURED AND PAID FOR UNDER CONTRACT ITEM AR501540.



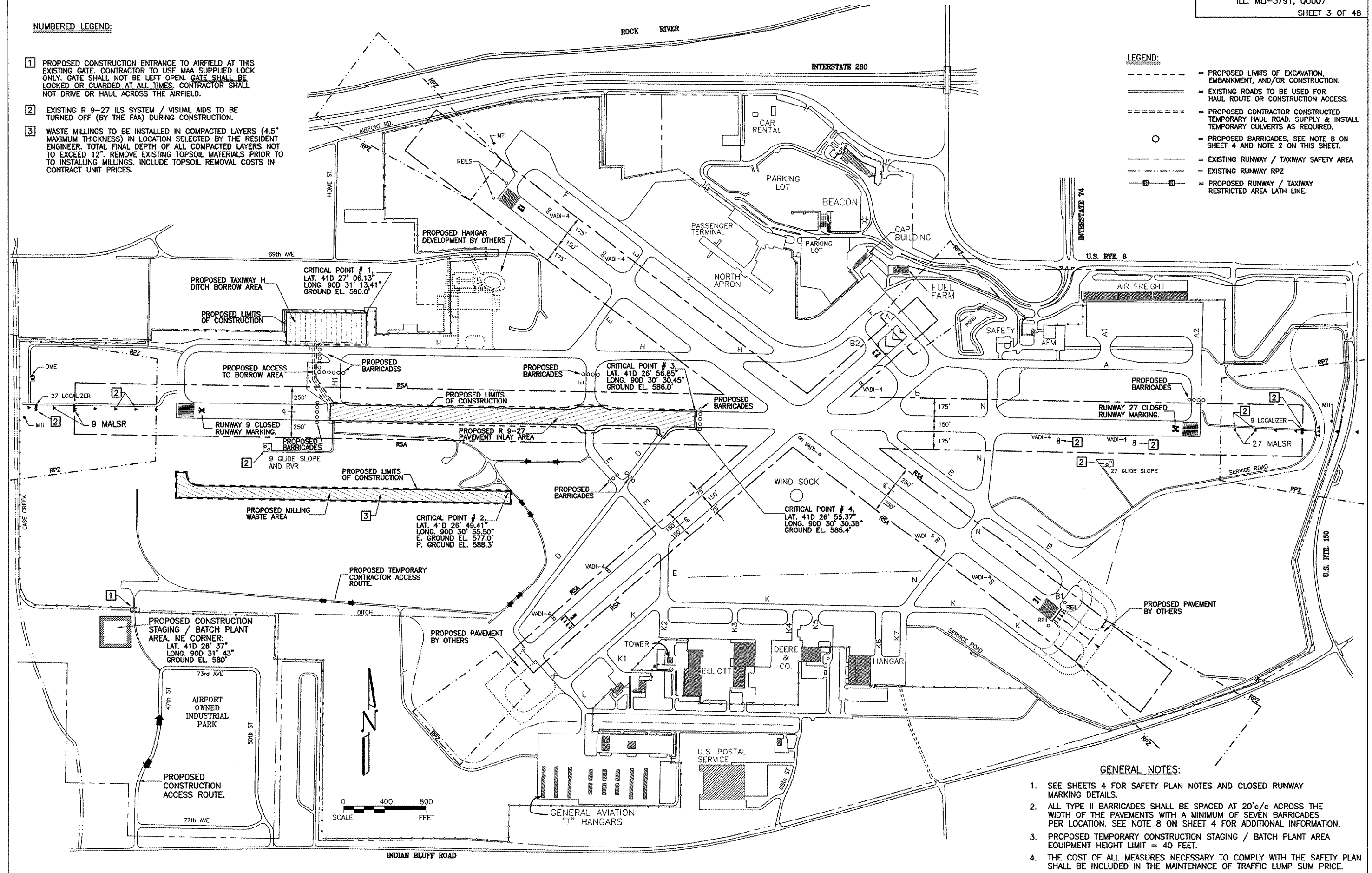
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**NUMBERED LEGEND:**

- 1 PROPOSED CONSTRUCTION ENTRANCE TO AIRFIELD AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES. CONTRACTOR SHALL NOT DRIVE OR HAUL ACROSS THE AIRFIELD.
- 2 EXISTING R 9-27 ILS SYSTEM / VISUAL AIDS TO BE TURNED OFF (BY THE FAA) DURING CONSTRUCTION.
- 3 WASTE MILLINGS TO BE INSTALLED IN COMPACTED LAYERS (4.5" MAXIMUM THICKNESS) IN LOCATION SELECTED BY THE RESIDENT ENGINEER. TOTAL FINAL DEPTH OF ALL COMPACTED LAYERS NOT TO EXCEED 12". REMOVE EXISTING TOPSOIL MATERIALS PRIOR TO INSTALLING MILLINGS. INCLUDE TOPSOIL REMOVAL COSTS IN CONTRACT UNIT PRICES.

**LEGEND:**

- - - - - = PROPOSED LIMITS OF EXCAVATION, EMBANKMENT, AND/OR CONSTRUCTION.
- ==== = EXISTING ROADS TO BE USED FOR HAUL ROUTE OR CONSTRUCTION ACCESS.
- ===== = PROPOSED CONTRACTOR CONSTRUCTED TEMPORARY HAUL ROAD, SUPPLY & INSTALL TEMPORARY CULVERTS AS REQUIRED.
- = PROPOSED BARRICADES, SEE NOTE 8 ON SHEET 4 AND NOTE 2 ON THIS SHEET.
- - - - - = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- - - - - = EXISTING RUNWAY RPZ
- ▣ = PROPOSED RUNWAY / TAXIWAY RESTRICTED AREA LATH LINE.



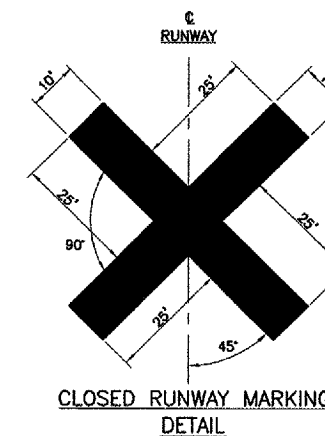
**GENERAL NOTES:**

1. SEE SHEETS 4 FOR SAFETY PLAN NOTES AND CLOSED RUNWAY MARKING DETAILS.
2. ALL TYPE II BARRICADES SHALL BE SPACED AT 20'c/c ACROSS THE WIDTH OF THE PAVEMENTS WITH A MINIMUM OF SEVEN BARRICADES PER LOCATION. SEE NOTE 8 ON SHEET 4 FOR ADDITIONAL INFORMATION.
3. PROPOSED TEMPORARY CONSTRUCTION STAGING / BATCH PLANT AREA EQUIPMENT HEIGHT LIMIT = 40 FEET.
4. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

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## SAFETY PLAN NOTES:

1. THE METROPOLITAN AIRPORT AUTHORITY (MAA) SHALL DETERMINE WHEN AND WHERE THE CONTRACTOR WILL BE ALLOWED TO WORK. THE CONTRACTOR SHALL BE PREPARED TO EXIT THE RESTRICTED AREAS, SAFETY AREAS AND/OR AIR FIELD AT ALL TIMES WHEN DIRECTED TO DO SO BY THE MAA. ALL PAVEMENTS SHALL BE OPEN TO AIRCRAFT TRAFFIC UNLESS "NOTAMED" OTHERWISE DURING THE CONSTRUCTION OF THIS PROJECT. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON WORKING RESTRICTIONS AND CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ALL BARRICADES AND LATH LINES AS SHOWN, PRIOR TO ANY EQUIPMENT ENTERING THE AIRFIELD OUTSIDE OF THE CONSTRUCTION STAGING AREA.
2. SOLID CLOSED RUNWAY MARKING CROSSES ARE REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES. SEE SPECIAL PROVISIONS FOR DETAILS OF CROSSES.
3. THE CONTRACTOR SHALL NOT TRAVEL IN OR THROUGH THE RESTRICTED AREAS AND/OR SAFETY AREAS UNLESS PERMISSION IS RECEIVED AND CONTACT HAS BEEN MADE WITH THE FAA CONTROL TOWER.
4. THE CONTRACTOR'S EMPLOYEES SHALL PARK IN THE PROPOSED CONSTRUCTION STAGING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY CONTRACTOR'S MARKED VEHICLES AND EQUIPMENT SHALL BE ALLOWED ON THE AIRFIELD. ALL CONSTRUCTION VEHICLES AND EQUIPMENT, EXCEPT THE PAVING TRAIN, SHALL BE PARKED IN THE CONSTRUCTION STAGING AREA DURING ALL NON-WORKING HOUR. THE PAVING TRAIN MAY BE PARKED ON THE AIRFIELD OUTSIDE ALL RESTRICTED AREAS IN A LOCATION AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL LOCATE HIS TRAILER, THE ENGINEERS FIELD OFFICE, AND ALL OTHER NECESSARY FACILITIES AND MATERIALS IN THE PROPOSED CONSTRUCTION STAGING AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT WHATEVER ACCESS ROAD HE DEEMS NECESSARY BETWEEN THE EXISTING ROADS AND THE CONSTRUCTION AREAS. OVERNIGHT PARKING OF EMPLOYEE VEHICLES IN THE CONSTRUCTION STAGING AREA WILL NOT BE ALLOWED UNLESS AUTHORIZED BY THE MAA.
5. THE CONTRACTOR SHALL PROCURE ENOUGH QUAD CITY AIRPORT SECURITY/IDENTIFICATION BADGES FOR HIS EMPLOYEES AND SUBCONTRACTOR EMPLOYEES FROM THE AIRPORT AUTHORITY TO GUARANTEE AT LEAST ONE MEMBER OF EACH CONSTRUCTION CREW WILL HAVE A BADGE. ANY CONSTRUCTION CREW WITHOUT A BADGED MEMBER SHALL NOT BE ALLOWED ON THE AIRFIELD SITE. ALL INDIVIDUALS WHO ARE ISSUED SECURITY BADGES MUST CORRECTLY WEAR THEIR OWN BADGE WHILE ON THE AIRFIELD. BADGES MAY BE OBTAINED, AFTER MEETING SECURITY REQUIREMENTS, FROM THE SECURITY OFFICE AT THE QCI AIRPORT. A FIFTY DOLLAR (\$50.00) REFUNDABLE DEPOSIT IS REQUIRED FOR EACH BADGE.
6. THE CONTRACTOR SHALL USE THE DESIGNATED HAUL ROUTES, CONSTRUCTION STAGING AREA, AND ENTRANCE TO THE AIRFIELD AS SHOWN ON THE SAFETY PLAN SHEET. NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE AIRFIELD OUTSIDE THE HAUL ROUTES AND WORK AREAS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL SUPPLY AND INSTALL TEMPORARY LOCKS ON EXISTING GATES AT THE PROPOSED CONSTRUCTION ENTRANCE. THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP THE CONSTRUCTION ENTRANCE GATE CLOSED AT ALL TIMES. VIOLATIONS ARE SUBJECT TO FINES/PENALTIES AND THE CONTRACTOR SHALL PAY ANY FINES INCURRED, INCLUDING FINES INCURRED BY THE RESIDENT ENGINEER AND/OR MAA DUE TO THE CONTRACTOR'S NEGLIGENCE. ALL VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM. ALL VEHICLES ON THE APRONS, RAMPS, TAXIWAYS, OR RUNWAYS REQUIRE THE APPROVAL OF THE RESIDENT ENGINEER / MAA.
7. THE CONTRACTOR AND EACH SUBCONTRACTOR SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WORK OR EQUIPMENT. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL TYPE II BARRICADES EQUIPPED WITH FLASHING RED LIGHTS AND 20" X 20" ORANGE FLAGS AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE SUFFICIENTLY WEIGHTED WITH SANDBAGS OR OTHER APPROPRIATE METHOD TO WITHSTAND HIGH WINDS AND/OR JET BLAST WITHOUT DISLOCATION. BARRICADES SHALL BE CHECKED DAILY BY THE CONTRACTOR FOR PROPER PLACEMENT, ADEQUATE BALLAST, PROPER LIGHTING, PROPER FLAGGING AND WORKING BATTERIES. ALL DISCREPANCIES SHALL BE CORRECTED IMMEDIATELY. BARRICADES SHALL BE RELOCATED UPON THE COMPLETION OF EACH STAGE OF CONSTRUCTION. COST TO BE INCLUDED IN MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
9. WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRFIELD, THEY SHALL BE PROPERLY MARKED. THE MARKING SHALL CONSIST OF A THREE FOOT (3') SQUARE FLAG WITH A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT (1') ON EACH SIDE, DISPLAYED IN FULL VIEW ABOVE THE VEHICLE OR EQUIPMENT. EACH VEHICLE SHALL HAVE A FLASHING YELLOW LIGHT MOUNTED ON TOP OF THE ROOF.
10. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE THE CONSTRUCTION STAGING AREA, SERVICE ROADS, ACCESS ROADS, AND HAUL ROADS TO THEIR ORIGINAL CONDITIONS FOLLOWING COMPLETION OF CONSTRUCTION. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REGRADING, FERTILIZING, SEEDING AND MULCHING OF EARTH SURFACES AND/OR REGRADING, GRAVELING & SEAL COATING OF TREATED SURFACES, AS REQUIRED, TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL GROUND SURFACES, GRAVEL ROADS, PAVEMENTS, AND OTHER FACILITIES DAMAGED BY THE CONTRACTOR WHILE COMPLETING THE PROPOSED WORK SHALL BE REPAIRED OR RETURNED TO ITS ORIGINAL STATE. COST TO BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
11. THE CONTRACTOR SHALL IMMEDIATELY SWEEP OR PICK UP ANY SOIL, DEBRIS, AGGREGATE CHIPS OR ROCK, OR LOOSE MATERIALS WHICH HAS BEEN DROPPED ONTO AIRPORT ROADS, RUNWAYS, TAXIWAYS, OR SODDED AREAS.
12. THE DISPOSAL OF ALL MATERIALS NOT TO BE INCORPORATED IN EMBANKMENTS ON THE PROJECT SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT A LOCATION OFF AIRPORT PROPERTY.
13. THE SEQUENCE OF CONSTRUCTION OPERATIONS AND DESCRIPTION OF CONDITIONS ARE OUTLINED IN THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL GIVE THE MAA A 96 HOUR NOTICE PRIOR TO THE START OF ANY WORK REQUIRING THE CLOSING OF ANY PAVEMENTS TO AIRCRAFT TRAFFIC SO THAT A NOTAM CAN BE ISSUED.
14. WORKING HOURS OF THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL CONFORM TO ALL APPLICABLE LOCAL LAWS, INCLUDING ANY NOISE CONTROL.
15. NO MOUNDS OF DIRT OR IRREGULARITIES GREATER THAN 3" WHICH, IN THE OPINION OF THE RESIDENT ENGINEER, COULD INTERFERE WITH ANY AIRFIELD OPERATIONS WILL BE PERMITTED ON THE AIRFIELD. NO EXPOSED FACES IN EXCESS OF ONE AND ONE-HALF (1-1/2) INCHES IN HEIGHT AND 2:1 SLOPES ON ANY EXCAVATION WILL BE PERMITTED WITHIN THE RESTRICTED AREAS.
16. DUST ABATEMENT MEASURES WILL BE REQUIRED, WHEN IN THE OPINION OF THE RESIDENT ENGINEER, A HAZARD TO AIR TRAFFIC, LOCAL RESIDENCES, OR CONSTRUCTION PROJECT PERSONNEL EXISTS. PREVENTIVE MEASURES TO BE ACCOMPLISHED BY THE CONTRACTOR SHALL INCLUDE, BUT NOT BE LIMITED TO, WATERING AND TREATMENT WITH CALCIUM CHLORIDE.
17. BY THE END OF EACH WORK DAY AND PRIOR TO LEAVING THE AIRFIELD, THE CONTRACTOR SHALL HAVE THOROUGHLY SWEEPED THE AIR TRAFFIC CORRIDORS ADJACENT TO THE WORK AREAS TO REMOVE DUST AND DEBRIS. IN ADDITION, ALL AIR TRAFFIC AREAS USED BY CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE CONTINUOUSLY SWEEPED AND MAINTAINED FREE OF DEBRIS. SWEEPERS SHALL BE PROVIDED BY THE CONTRACTOR FOR THE ENTIRE LENGTH OF THE CONTRACT AND SHALL BE OF A TYPE CAPABLE OF REMOVING ALL DUST AND DEBRIS TO THE SATISFACTION OF THE MAA. SWEEPERS MUST BE COMMERCIAL QUALITY AND APPROVED BY THE RESIDENT ENGINEER AND MAA PRIOR TO THE START OF CONSTRUCTION.
18. THE CONTRACTOR SHALL INSTALL AND MAINTAIN LATH LINES DURING THE LENGTH OF THE PROJECT AS SHOWN OR DIRECTED BY THE RESIDENT ENGINEER. SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
19. NO CHANGES SHALL BE MADE IN ANY PROVISIONS OF THIS SAFETY PLAN UNLESS APPROVED IN WRITING BY THE METROPOLITAN AIRPORT AUTHORITY, THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS, AND THE FEDERAL AVIATION ADMINISTRATION. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

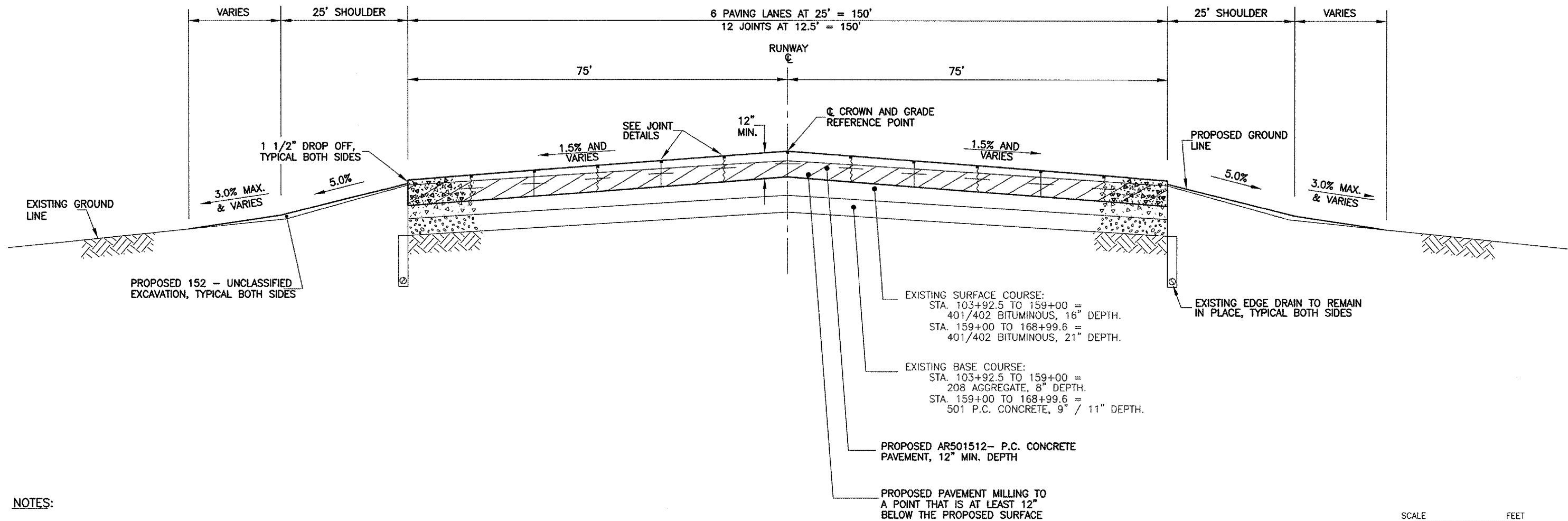
CLOSED RUNWAY MARKINGS NOTES:

1. SOLID CROSS FOR CLOSED RUNWAY IS REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES AND SHALL BE PLACED DIRECTLY OVER THE RUNWAY IDENTIFICATION NUMERALS.
2. THE CONTRACTOR SHALL INSTALL, REMOVE AND REINSTALL THE CROSSES AS REQUIRED BY WORKING CONDITIONS AND AS APPROVED BY THE RESIDENT ENGINEER.
3. COLOR OF ALL CROSSES SHALL BE AVIATION YELLOW.
4. SOLID CROSSES ARE TO BE CONSTRUCTED OF PLYWOOD, CANVAS, OR ANY OTHER APPROVED SOLID MATERIALS AND SHALL BE ADHERED TO THE RUNWAY IN A MANNER ACCEPTABLE TO THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE CROSSES IN EXCELLENT CONDITION.

AIRCRAFT APPROACH CATEGORY D  
 AIRPLANE DESIGN GROUP IV  
 PRECISION RUNWAY

**PROPOSED TYPICAL SECTION**  
 RUNWAY 9-27, STA. 103+95.21 TO STA. 138+00  
 P. C. CONCRETE INLAY, 12" DEPTH, PAVEMENT CENTERLINE CROWN

EXISTING DESIGN GROUP IV RUNWAY SAFETY AREA = 500'



**NOTES:**

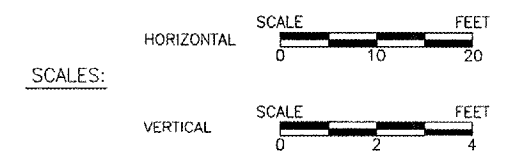
1. NO CONCRETE PAVEMENT SHALL BE INSTALLED UNTIL THE UNDERLYING SURFACE HAS BEEN CLEANED, PREPARED, DAMPENED, AND ACCEPTED BY THE RESIDENT ENGINEER. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. STRINGLINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

EXISTING SURFACE COURSE:  
 STA. 103+92.5 TO 159+00 =  
 401/402 BITUMINOUS, 16" DEPTH.  
 STA. 159+00 TO 168+99.6 =  
 401/402 BITUMINOUS, 21" DEPTH.

EXISTING BASE COURSE:  
 STA. 103+92.5 TO 159+00 =  
 208 AGGREGATE, 8" DEPTH.  
 STA. 159+00 TO 168+99.6 =  
 501 P.C. CONCRETE, 9" / 11" DEPTH.

PROPOSED AR501512- P.C. CONCRETE  
 PAVEMENT, 12" MIN. DEPTH

PROPOSED PAVEMENT MILLING TO  
 A POINT THAT IS AT LEAST 12"  
 BELOW THE PROPOSED SURFACE

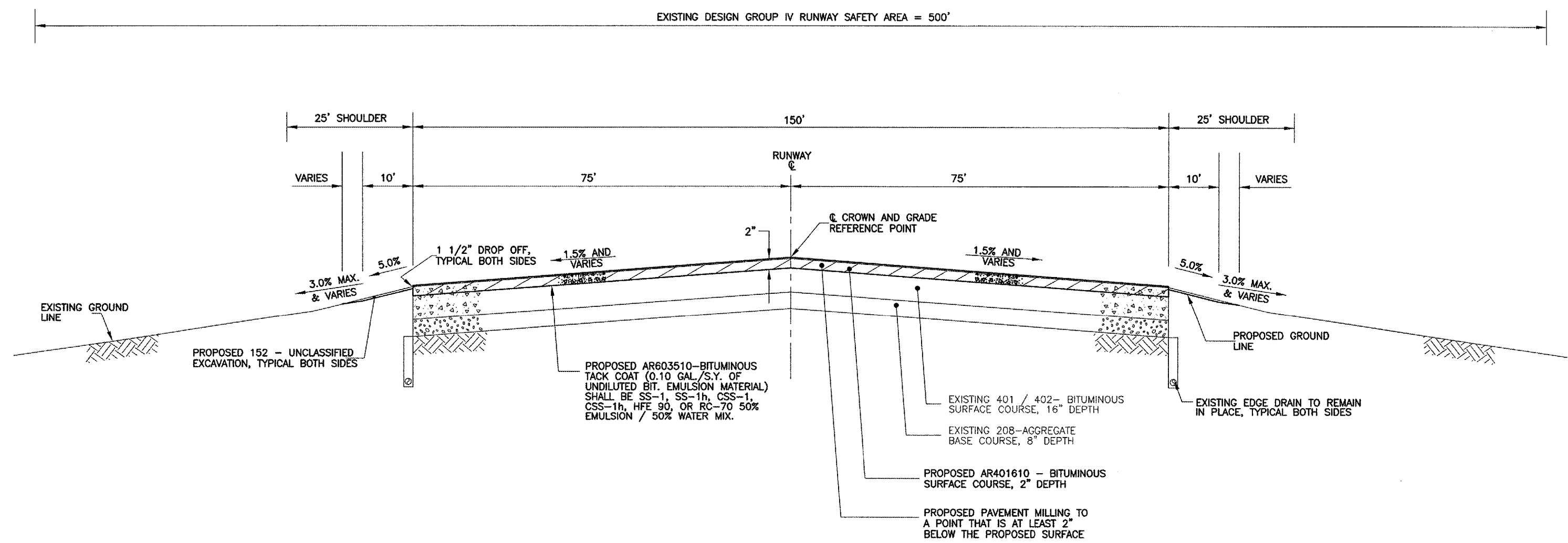


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AIRCRAFT APPROACH CATEGORY D  
 AIRPLANE DESIGN GROUP IV  
 PRECISION RUNWAY

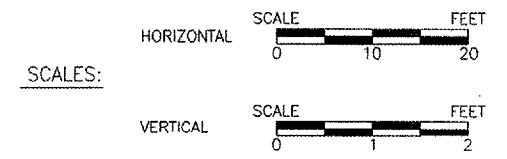
PROPOSED TYPICAL SECTION  
 RUNWAY 9-27, STA. 138+00 TO STA. 140+00  
 BITUMINOUS TRANSITION RAMP, 2" DEPTH,  
 PROPOSED PCC PVMT. TO EXISTING BIT. PVMT.

EXISTING DESIGN GROUP IV RUNWAY SAFETY AREA = 500'



**NOTES:**

1. LONGITUDINAL JOINTS IN ONE LAYER SHALL OFFSET THE LONGITUDINAL JOINTS IN THE LAYER IMMEDIATELY BELOW BY AT LEAST ONE FOOT. IN THE TOP LAYER THERE SHALL BE A LONGITUDINAL JOINT AT THE CENTERLINE OF THE PAVEMENT.
2. TRANSVERSE JOINTS IN ONE LAYER SHALL BE OFFSET BY AT LEAST TWO FEET FROM TRANSVERSE JOINTS IN THE PREVIOUS LAYER. TRANSVERSE JOINTS IN ADJACENT LANES SHALL BE OFFSET A MINIMUM OF TEN FEET.
3. THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARELLEL TO THE RUNWAY / TAXIWAY / ROAD CENTERLINES.

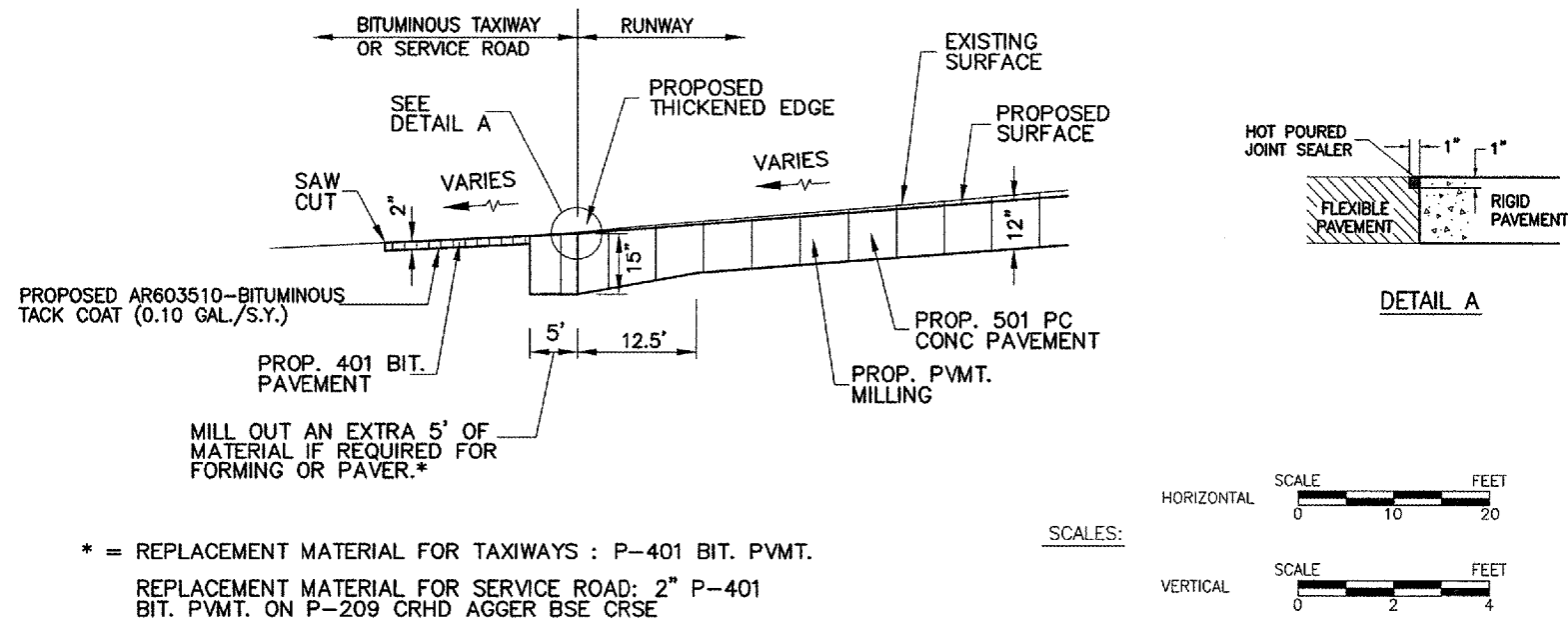


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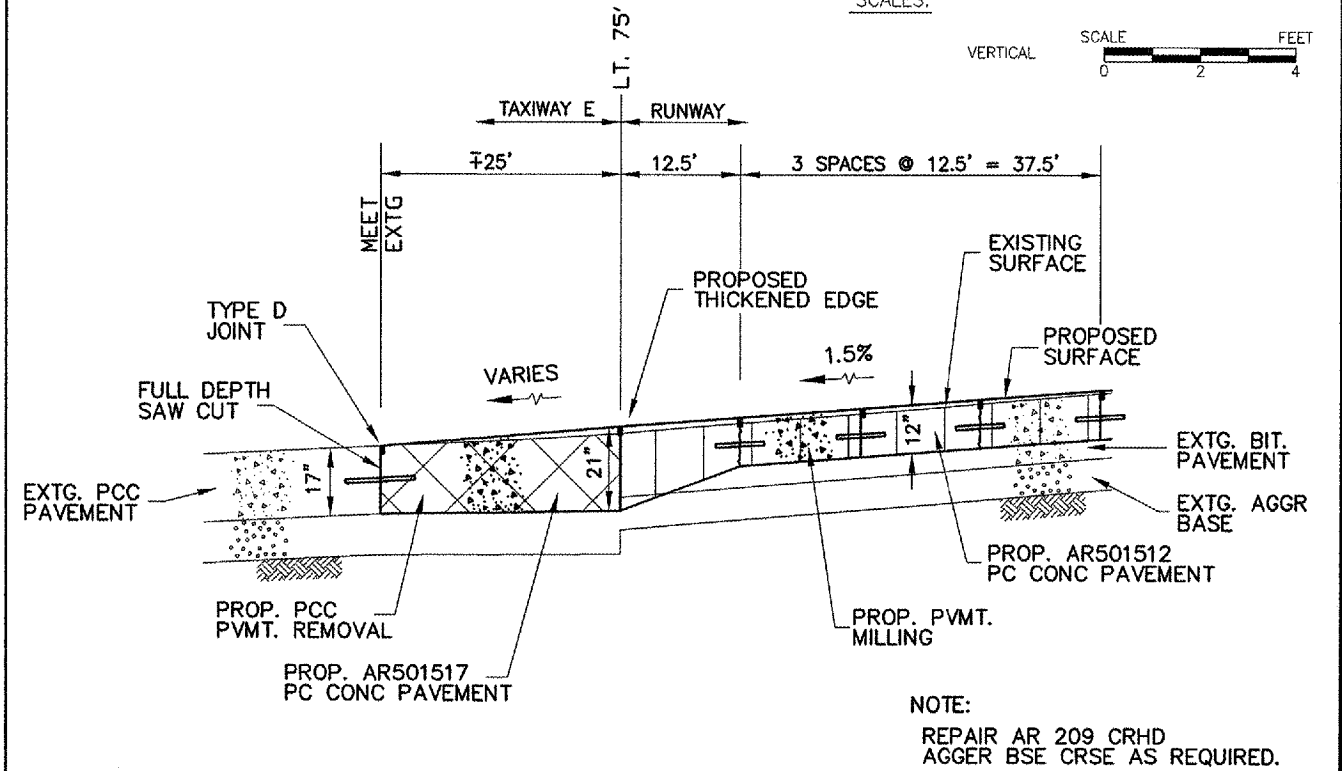
**PROPOSED TYPICAL SECTION**  
**BITUMINOUS PAVEMENT TIE-IN**

STA. 103+95.21 TO 106+10 LT., T-H1; STA. 104+30 TO 104+49 RT., SERVICE RD.,  
 STA. 127+65 TO 130+63 RT., T-E SOUTH; & STA. 136+44 TO 138+17 RT., T-D



\* = REPLACEMENT MATERIAL FOR TAXIWAYS : P-401 BIT. PVMT.  
 REPLACEMENT MATERIAL FOR SERVICE ROAD: 2" P-401  
 BIT. PVMT. ON P-209 CRHD AGGER BSE CRSE

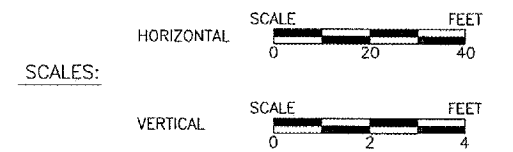
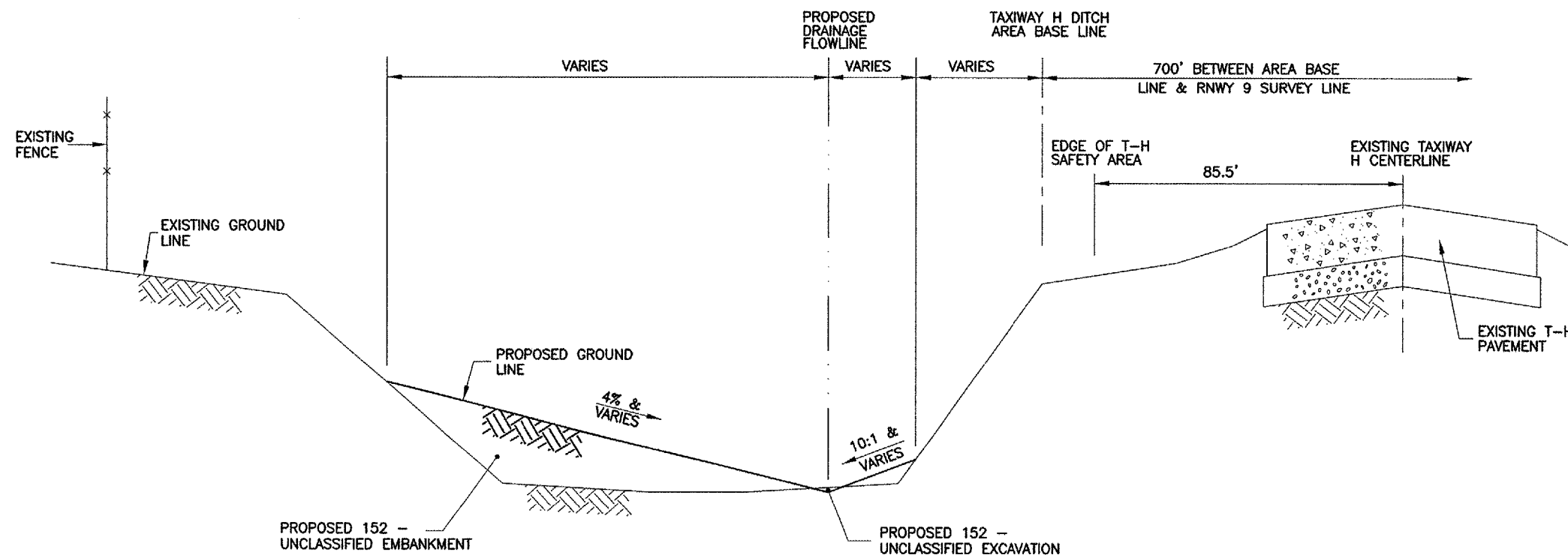
**PROPOSED TYPICAL SECTION**  
**STA. 127+08 TO 131+34 LT., T-E**



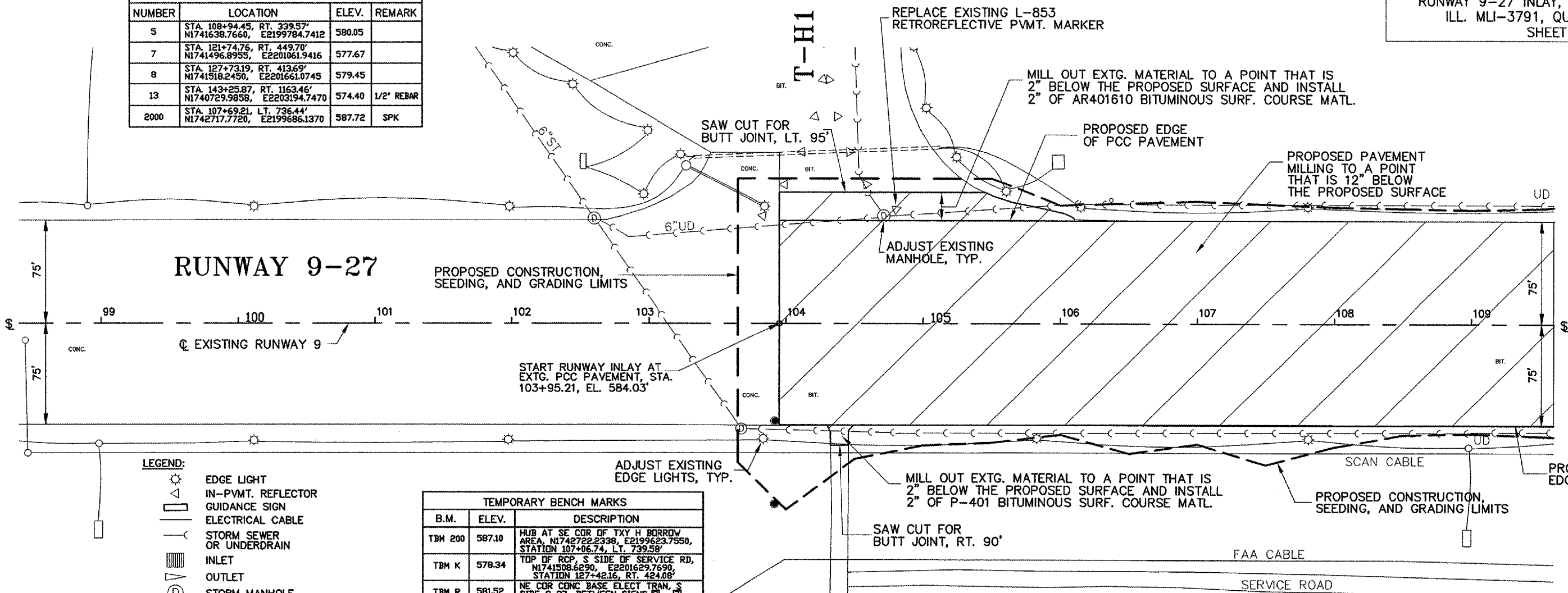
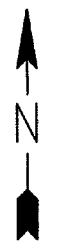
NOTE:  
 REPAIR AR 209 CRHD  
 AGGER BSE CRSE AS REQUIRED.

**PROPOSED TYPICAL SECTION**  
**TAXIWAY H DITCH AREA, STA. 99+30 TO STA. 107+00**

AIRCRAFT APPROACH CATEGORY D  
 AIRPLANE DESIGN GROUP IV



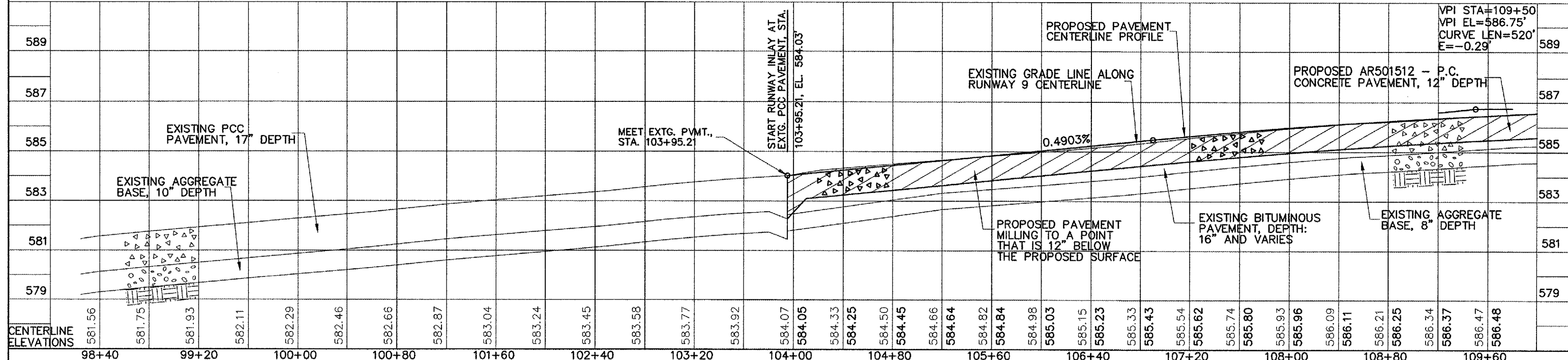
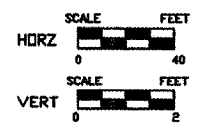
PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
5	STA. 108+94.45, RT. 339.57' N1741638.7660, E2199784.7412	580.05	
7	STA. 121+74.76, RT. 449.70' N1741496.8935, E2201061.9416	577.67	
8	STA. 127+73.19, RT. 413.69' N1741518.2450, E2201661.0745	579.45	
13	STA. 143+25.87, RT. 1163.46' N1740729.9858, E2203194.7470	574.40	1/2" REBAR
2000	STA. 107+69.21, LT. 736.44' N1742717.7720, E2199686.1370	587.72	SPK



- LEGEND:**
- EDGE LIGHT
  - IN-PVMT. REFLECTOR
  - GUIDANCE SIGN
  - ELECTRICAL CABLE
  - STORM SEWER OR UNDERDRAIN
  - INLET
  - OUTLET
  - STORM MANHOLE
  - SANITARY MANHOLE
  - DRAINAGE DITCH
  - CONDUIT OR DUCT BANK
  - PROPOSED PAVEMENT MILLING
  - PROPOSED PAVEMENT REMOVAL

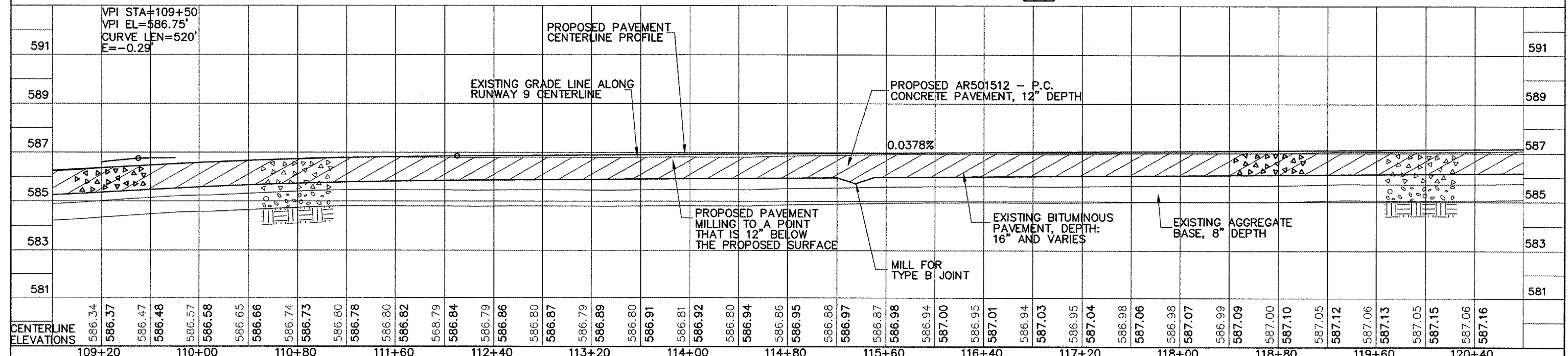
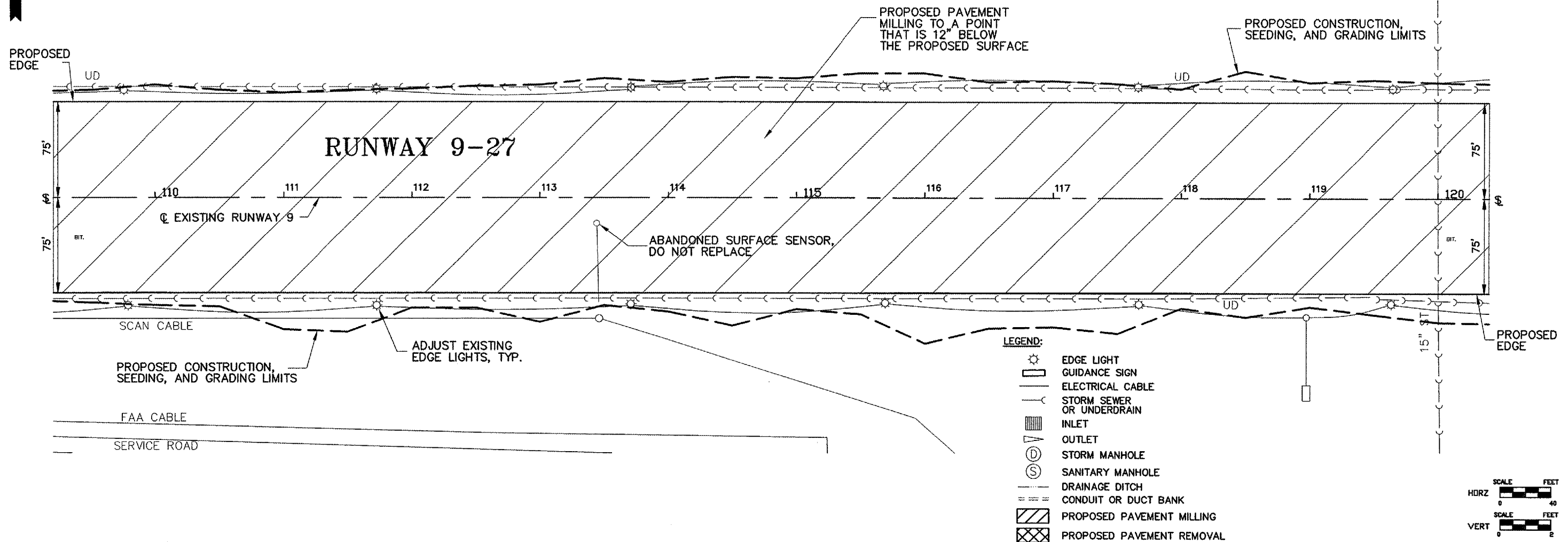
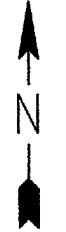
TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TOP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS (2) - (7) N1741569.4966, E2200420.1701, STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □ SE COR CONC PAD V SIDE GS BLDG, N1741651.7212, E2198673.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □ HOLD SIGN BASE, NE COR S SIDE R9, N1741775.92035, E2203365.21359, STATION 144+70.44, RT. 113.99'

**NOTE:**  
 STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING.  
 SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.





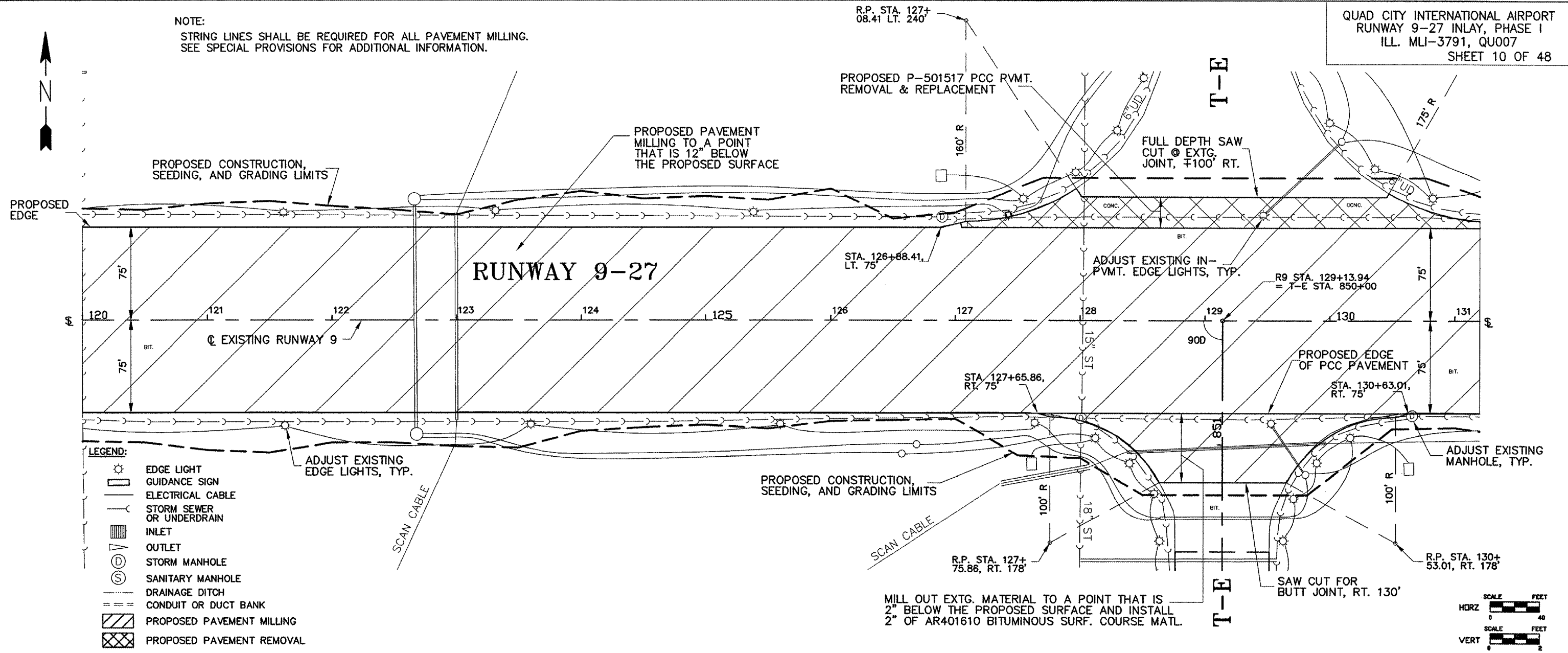
NOTE:  
 STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING.  
 SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



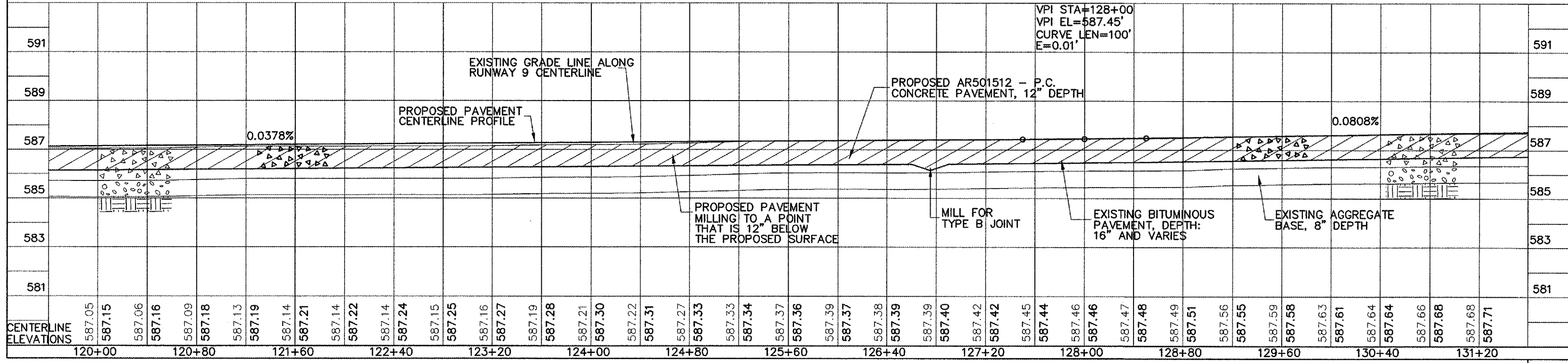
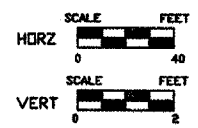
RUNWAY 9-27 PLAN & PROFILE, STA 109+40 TO STA 120+20

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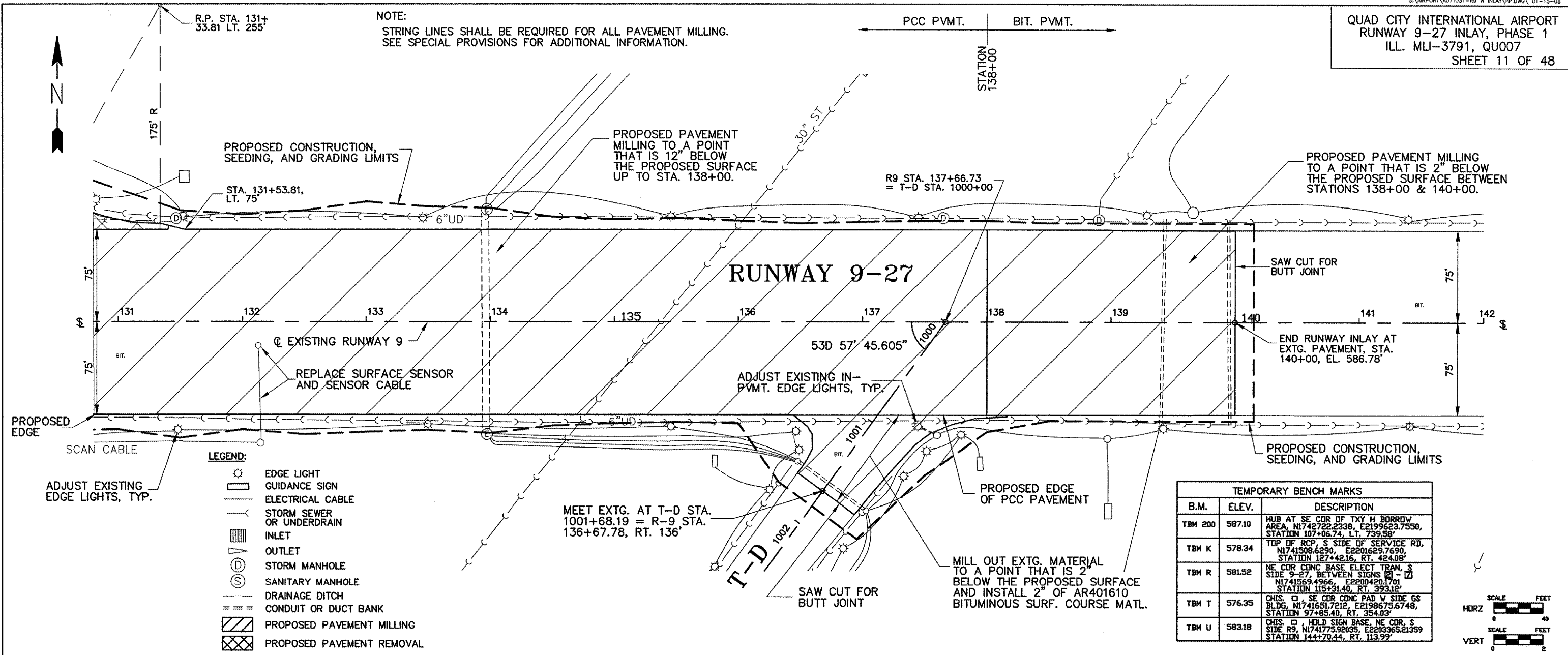
NOTE:  
 STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING.  
 SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



- LEGEND:**
- EDGE LIGHT
  - GUIDANCE SIGN
  - ELECTRICAL CABLE
  - STORM SEWER OR UNDERDRAIN
  - INLET
  - OUTLET
  - STORM MANHOLE
  - SANITARY MANHOLE
  - DRAINAGE DITCH
  - CONDUIT OR DUCT BANK
  - PROPOSED PAVEMENT MILLING
  - PROPOSED PAVEMENT REMOVAL

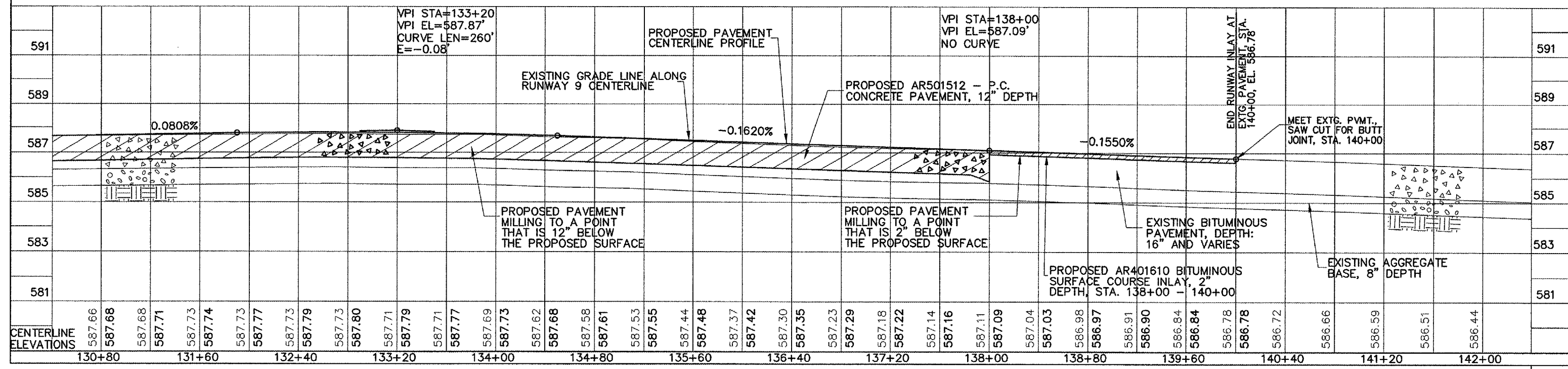
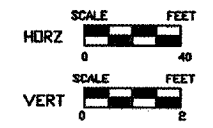


NOTE:  
 STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING.  
 SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



- LEGEND:**
- EDGE LIGHT
  - GUIDANCE SIGN
  - ELECTRICAL CABLE
  - STORM SEWER OR UNDERDRAIN
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  - STORM MANHOLE
  - SANITARY MANHOLE
  - DRAINAGE DITCH
  - CONDUIT OR DUCT BANK
  - PROPOSED PAVEMENT MILLING
  - PROPOSED PAVEMENT REMOVAL

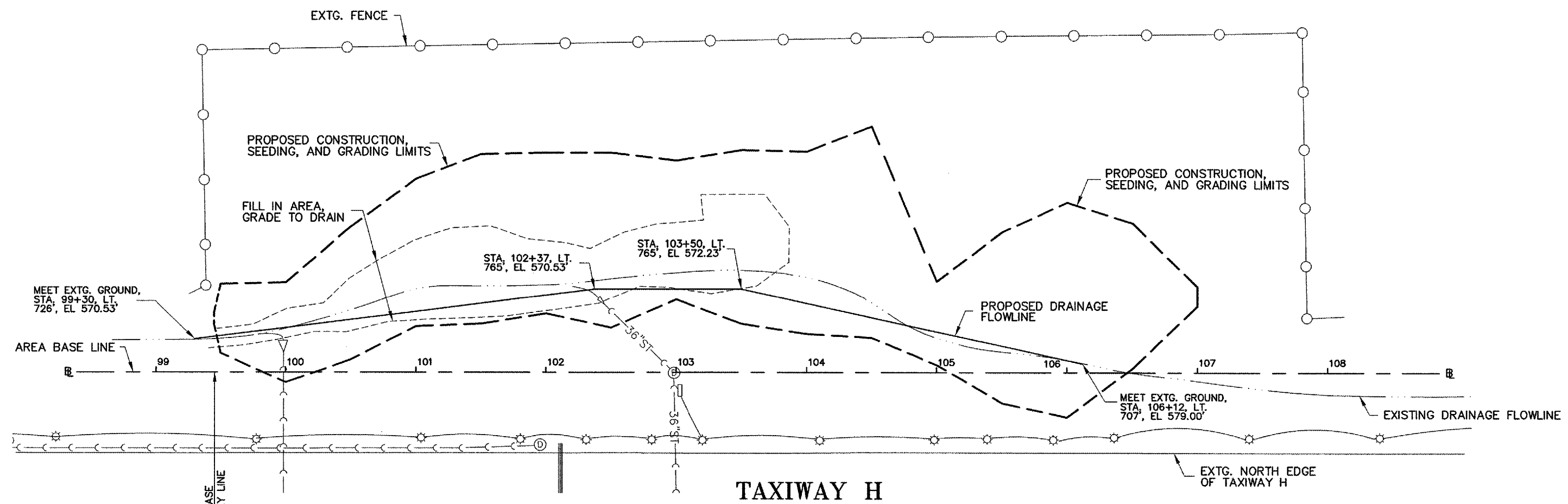
TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TOP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201623.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS 21 & 22, N1741569.4966, E2200420.1701, STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □, SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □, HOLD SIGN BASE, NE COR, S SIDE R9, N1741775.92035, E2203365.21359, STATION 144+70.44, RT. 113.99'



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QUAD CITY INTERNATIONAL AIRPORT  
 RUNWAY 9-27 INLAY, PHASE 1  
 ILL. MLI-3791, QU007  
 SHEET 12 OF 48

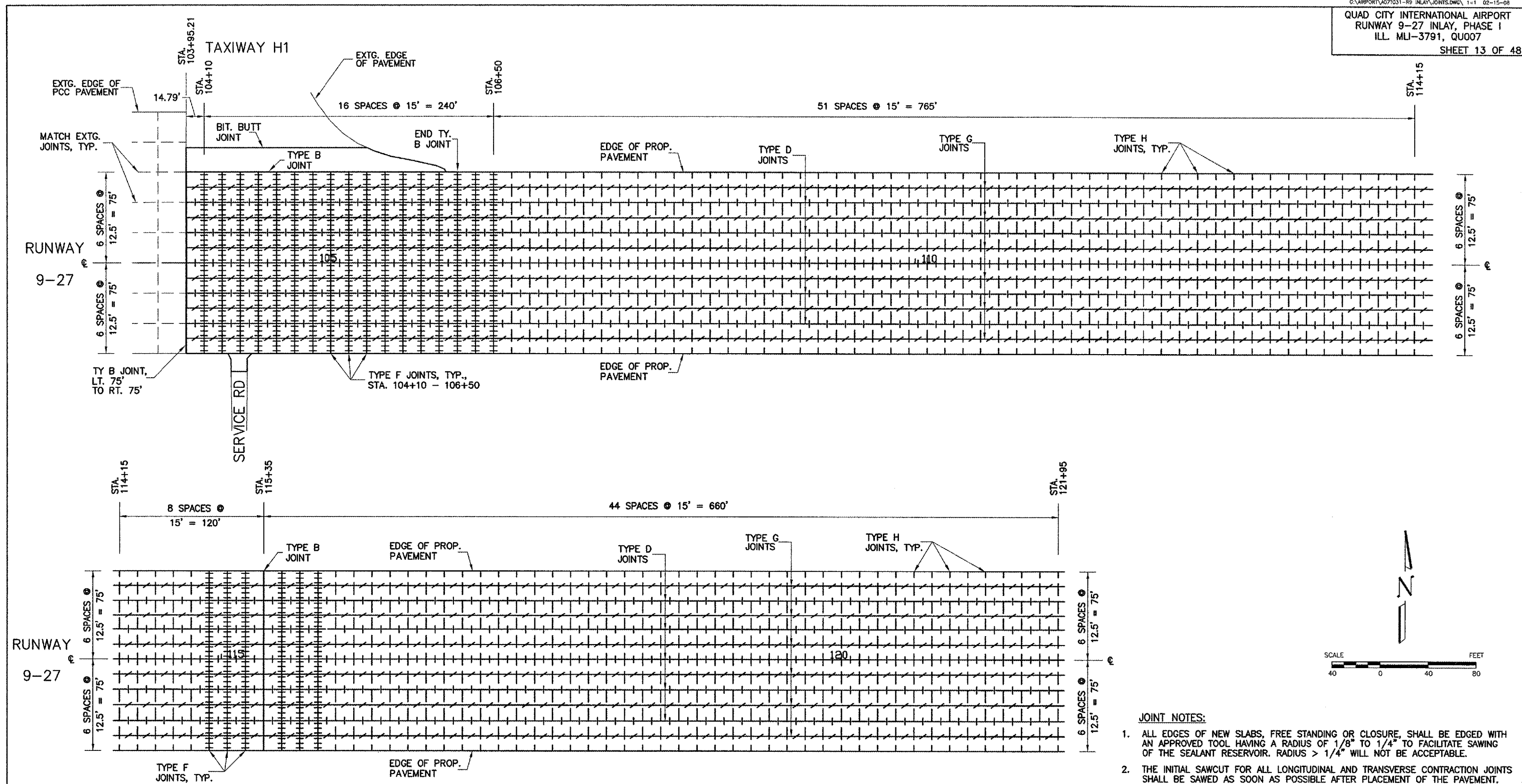
TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+86.74, LT. 739.58'
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TBM T	576.35	CHS. □, SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
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**LEGEND:**

- ⊙ EDGE LIGHT
- ▭ GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- ⊞ INLET
- ▽ OUTLET
- ⊙ (D) STORM MANHOLE
- ⊙ (S) SANITARY MANHOLE
- DRAINAGE DITCH
- === CONDUIT OR DUCT BANK

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**JOINT SYMBOL LEGEND**

	TYPE A--DOWELED EXPANSION JOINT		TYPE E-1--HINGED CONSTRUCTION JOINT WITHOUT KEY
	TYPE B--THICKENED EDGE EXPANSION JOINT		TYPE F--DOWELED CONTRACTION JOINT
	TYPE C -- KEYED CONSTRUCTION JOINT		TYPE G--HINGED CONTRACTION JOINT
	TYPE D--DOWELED CONSTRUCTION JOINT		TYPE H--DUMMY
	TYPE E--HINGED CONSTRUCTION JOINT WITH KEY		ODD SHAPE PANEL REINFORCEMENT
			EXISTING PAVEMENT JOINT

- JOINT NOTES:**
- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
  - THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
  - ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
  - ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
  - METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
  - TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
  - THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
  - SEE SHEET 15 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
  - TAXIWAY E / RUNWAY 9-27 EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

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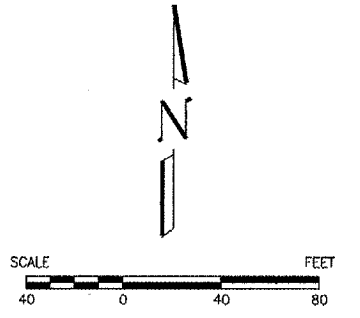
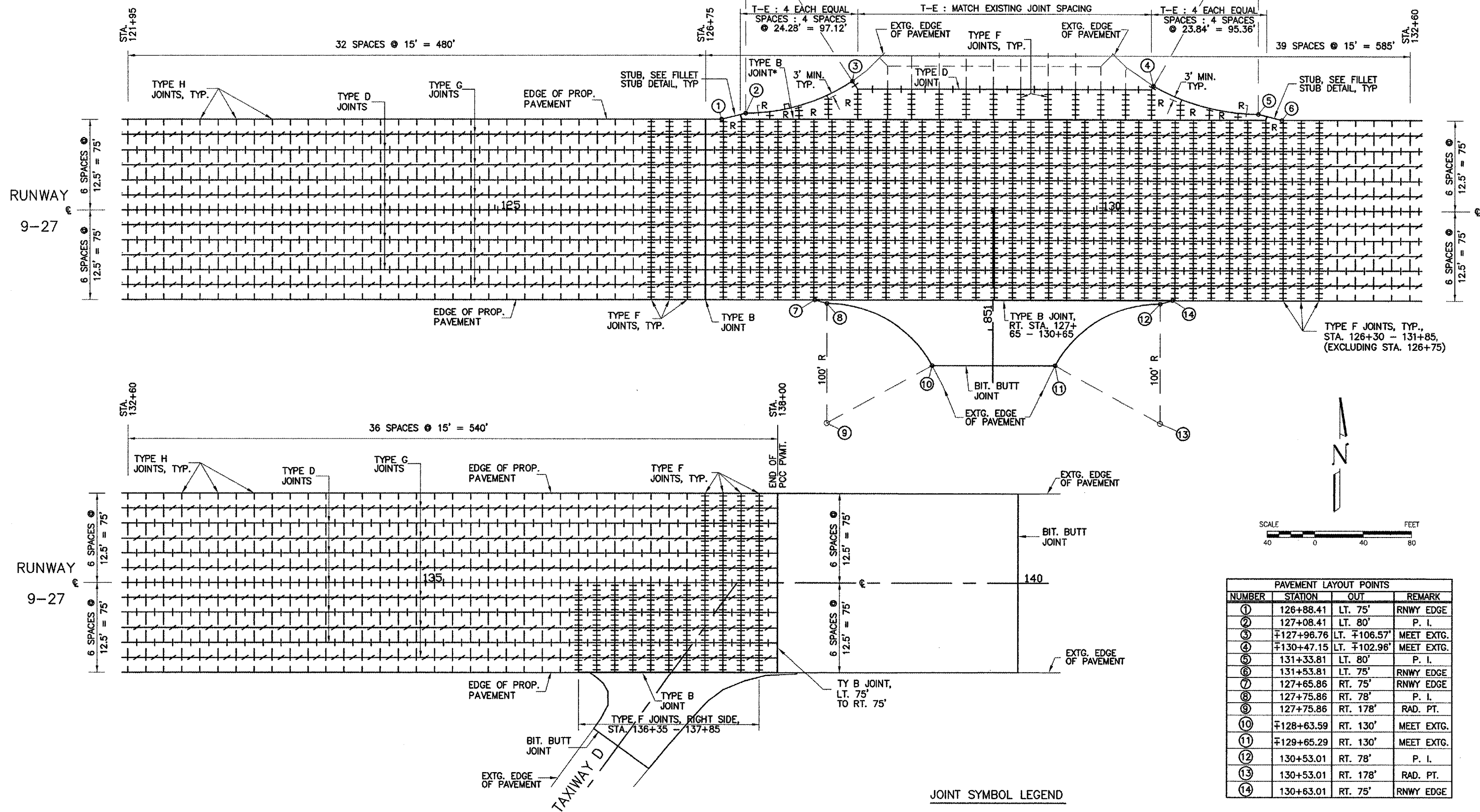


\* = LT. SIDE, STA. 127+05 - STA. 131+40

R.P., STA. 127+08.41, LT. 240'

R.P., STA. 131+33.81, LT. 255'

TAXIWAY E



PAVEMENT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
①	126+88.41	LT. 75'	RNWX EDGE
②	127+08.41	LT. 80'	P. I.
③	±127+96.76	LT. ±106.57'	MEET EXTG.
④	±130+47.15	LT. ±102.96'	MEET EXTG.
⑤	131+33.81	LT. 80'	P. I.
⑥	131+53.81	LT. 75'	RNWX EDGE
⑦	127+65.86	RT. 75'	RNWX EDGE
⑧	127+75.86	RT. 78'	P. I.
⑨	127+75.86	RT. 178'	RAD. PT.
⑩	±128+63.59	RT. 130'	MEET EXTG.
⑪	±129+65.29	RT. 130'	MEET EXTG.
⑫	130+53.01	RT. 78'	P. I.
⑬	130+53.01	RT. 178'	RAD. PT.
⑭	130+63.01	RT. 75'	RNWX EDGE

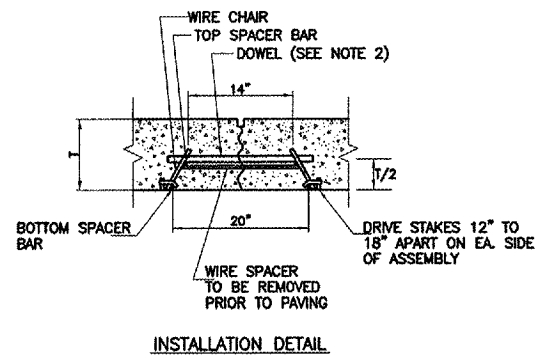
JOINT SYMBOL LEGEND

- ||||| TYPE A-DOWELED EXPANSION JOINT
- TYPE B-THICKENED EDGE EXPANSION JOINT
- TYPE C-KEYED CONSTRUCTION JOINT
- |— TYPE D-DOWELED CONSTRUCTION JOINT
- X— TYPE E-HINGED CONSTRUCTION JOINT WITH KEY
- TYPE E-1-HINGED CONSTRUCTION JOINT WITHOUT KEY
- ||||| TYPE F-DOWELED CONTRACTION JOINT
- /— TYPE G-HINGED CONTRACTION JOINT
- — — TYPE H-DUMMY
- R ODD SHAPE PANEL REINFORCEMENT
- — — EXISTING PAVEMENT JOINT

NOTES:

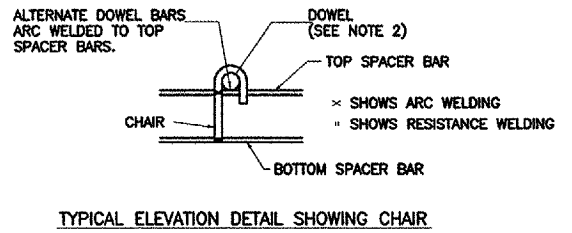
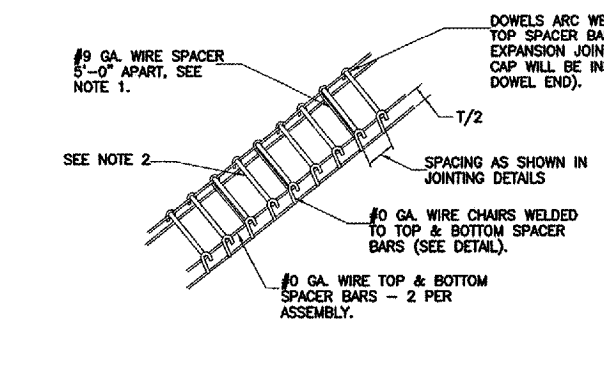
1. SEE SHEET 13 FOR JOINT NOTES.
2. SEE SHEET 15 FOR JOINT DETAILS.



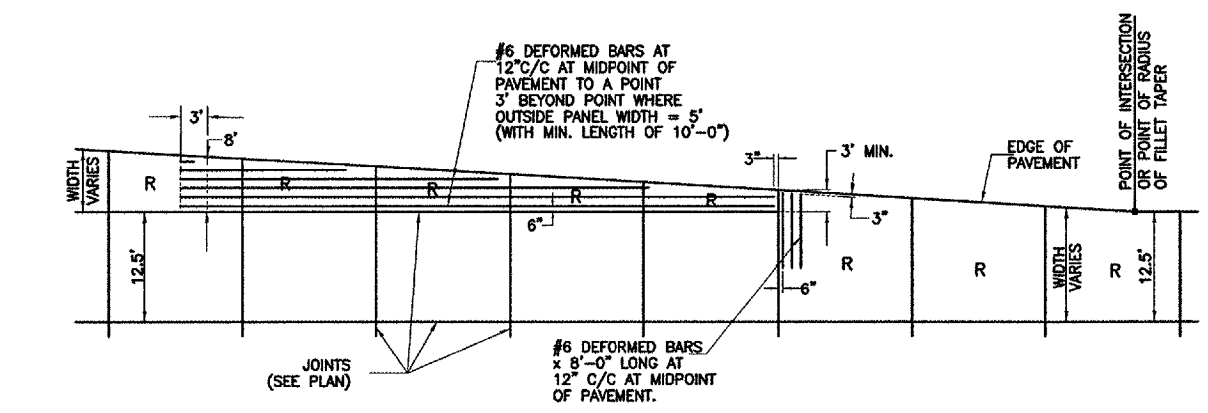


**BASKET ASSEMBLY NOTES:**

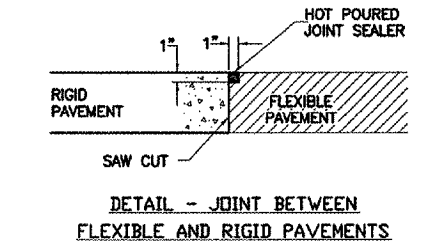
- 1.) #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR. (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING) 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.
- 2.) DOWELS SHALL BE EPOXY COATED IN ACCORDANCE TO THE REQUIREMENTS OF AASHTO M254. IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE GREASED OR OILED, FOR HALF THE LENGTH OF THE DOWEL.
- 3.) ADJUST HEIGHT OF THE BASKET ASSEMBLIES (IN THE FIELD AT THE TIME OF CONSTRUCTION) SO THAT THE DOWELS ARE IN THE MIDDLE OF THE PROPOSED CONCRETE SLAB.



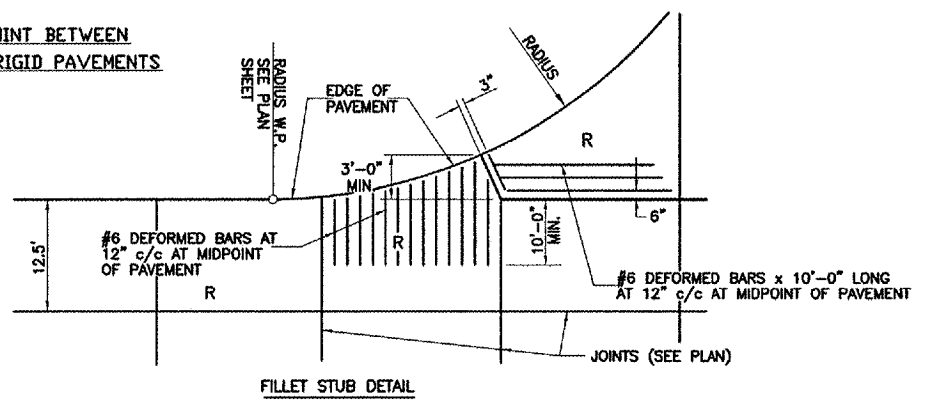
DOWEL BASKET ASSEMBLY DETAILS AND NOTES



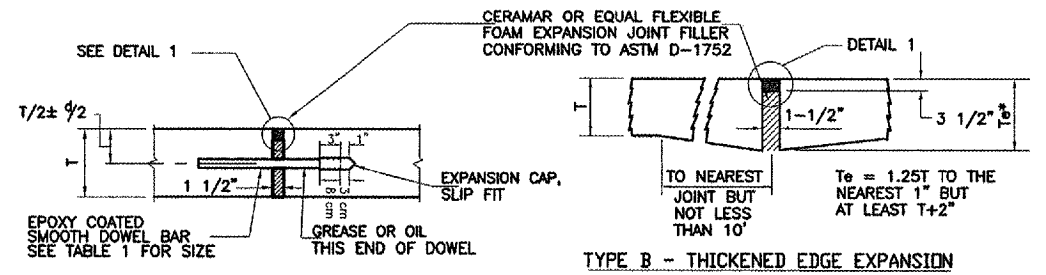
**FILLET TAPER DETAIL**



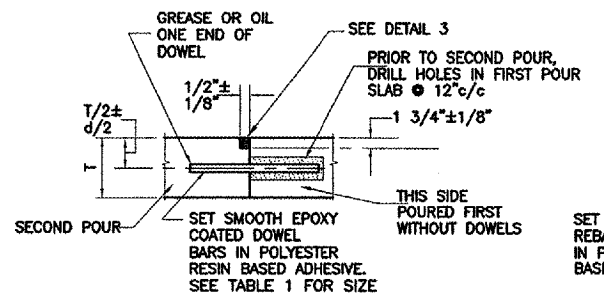
DETAIL - JOINT BETWEEN FLEXIBLE AND RIGID PAVEMENTS



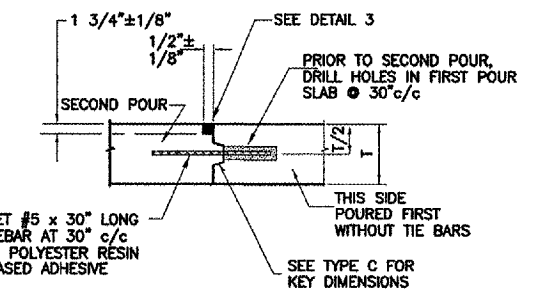
FILLET STUB DETAIL



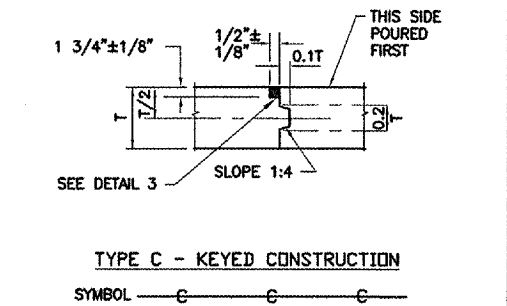
TYPE A - DOWELED EXPANSION  
 SYMBOL [Symbol]



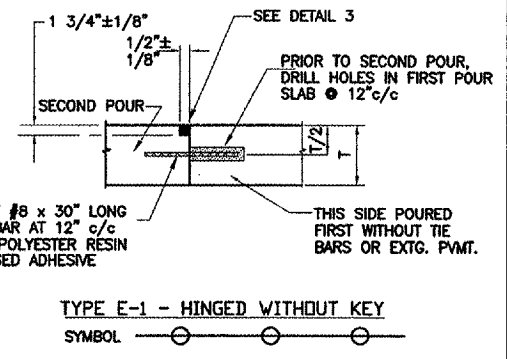
TYPE D - DOWELED CONSTRUCTION  
 SYMBOL [Symbol]



TYPE E - HINGED WITH KEY  
 SYMBOL [Symbol]

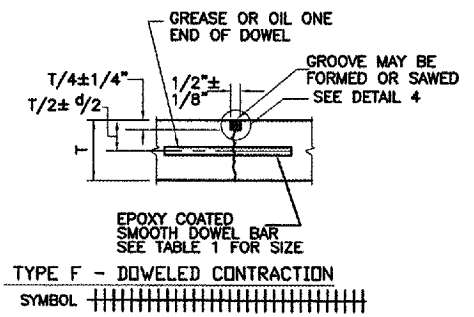


TYPE C - KEYED CONSTRUCTION  
 SYMBOL [Symbol]

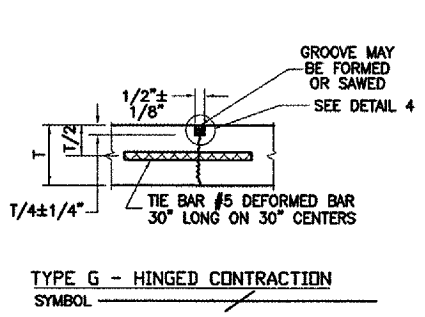


TYPE E-1 - HINGED WITHOUT KEY  
 SYMBOL [Symbol]

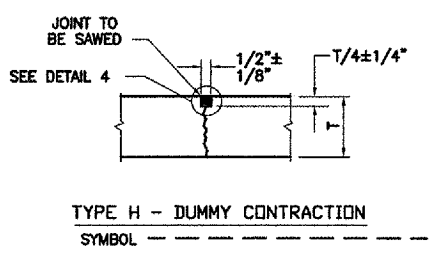
TYPE E-1 JOINT NOTE: THE TYPE E-1 JOINT SHALL BE A CONSTRUCTION BUTT JOINT WITH TIE BARS. THE TIE BARS WILL BE USED TO TRANSFER THE LOAD ACROSS THE JOINT.



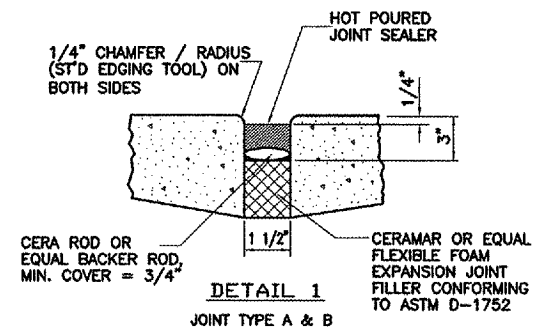
TYPE F - DOWELED CONTRACTION  
 SYMBOL [Symbol]



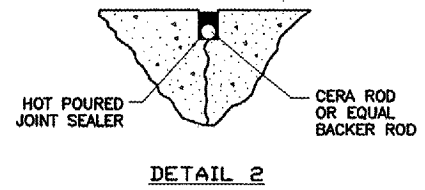
TYPE G - HINGED CONTRACTION  
 SYMBOL [Symbol]



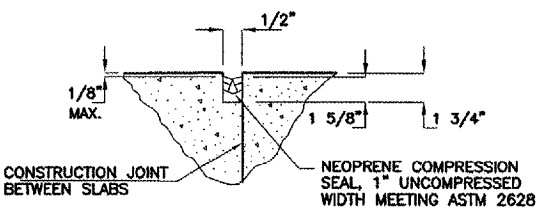
TYPE H - DUMMY CONTRACTION  
 SYMBOL [Symbol]



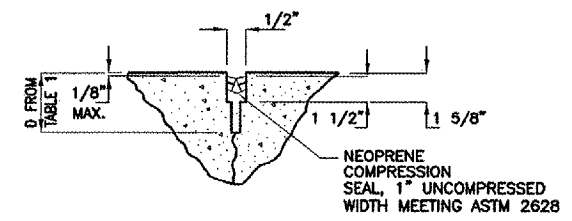
DETAIL 1  
 JOINT TYPE A & B



DETAIL 2



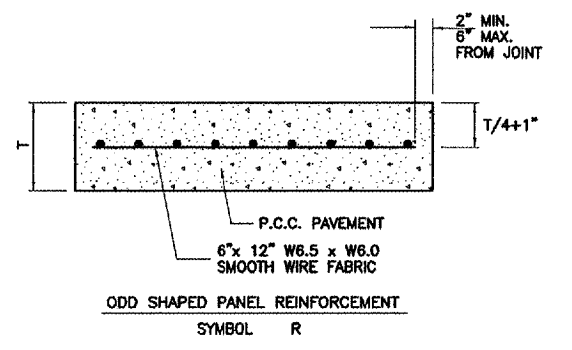
DETAIL 3  
 JOINT TYPES C, D, AND E



DETAIL 4  
 JOINT TYPES F, G, AND H

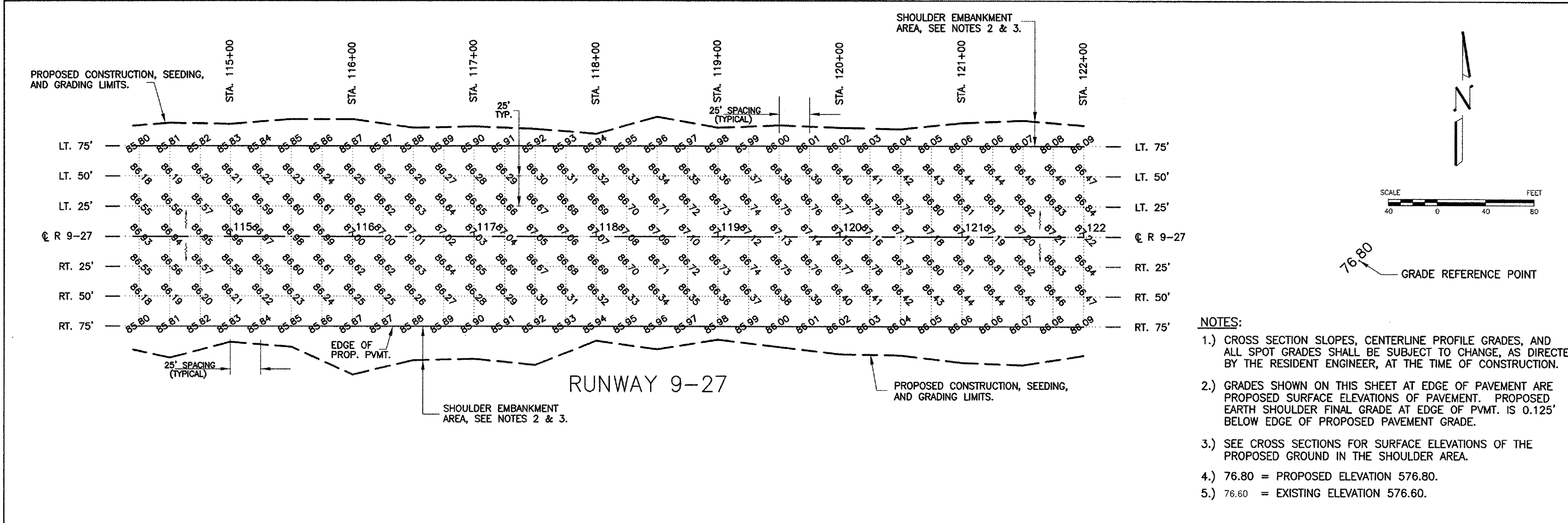
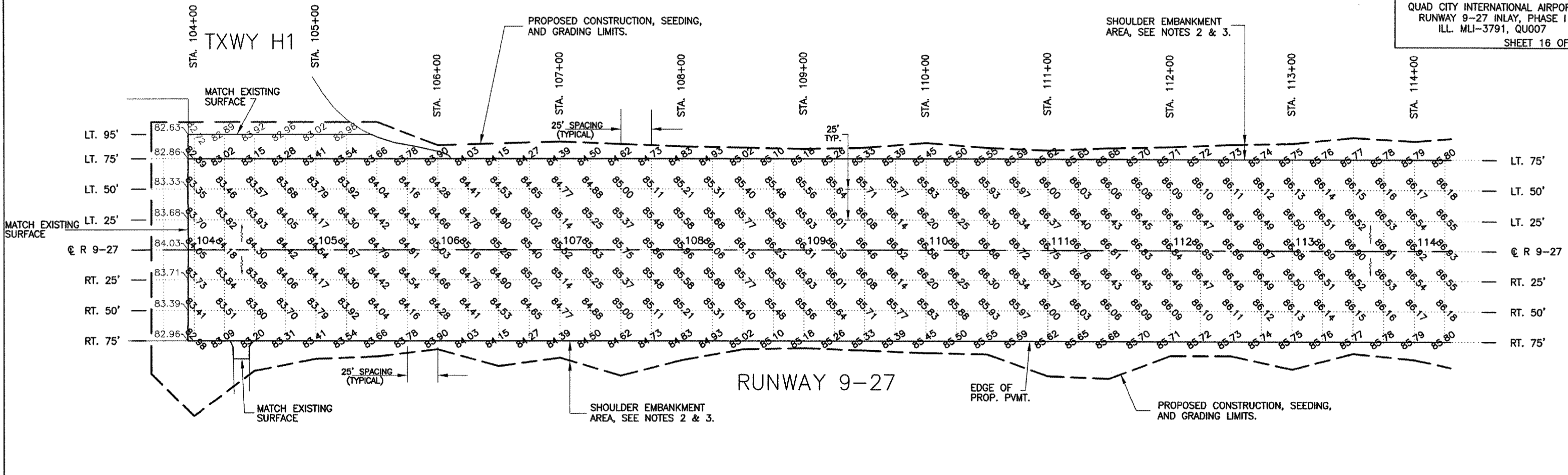
TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT D, INCHES D=(T/4)±1/4"	STEEL DOWELS		
		DIAMETER (INCHES)	LENGTH (INCHES)	SPACING (INCHES)
8	2.00	1.00	19	12
9	2.25	1.00	19	12
10	2.50	1.00	19	12
12	3.00	1.00	19	12
15	3.75	1.25	20	15
17	4.25	1.50	20	18

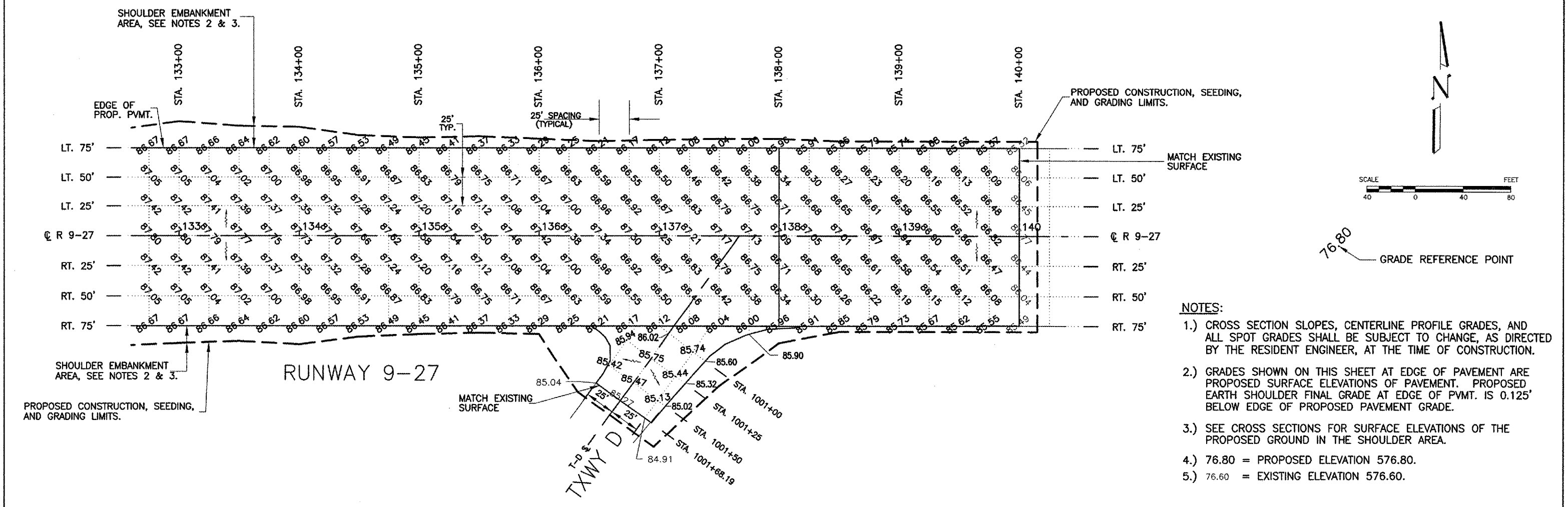
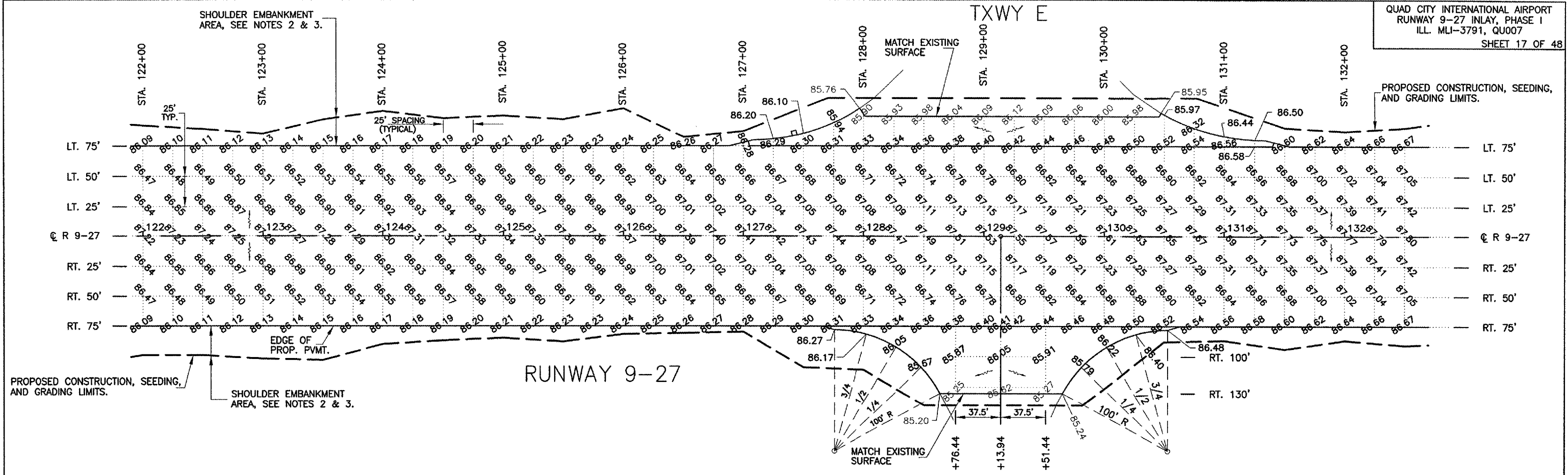


ODD SHAPED PANEL REINFORCEMENT  
 SYMBOL R

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- NOTES:**
- 1.) CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
  - 2.) GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.
  - 3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.
  - 4.) 76.80 = PROPOSED ELEVATION 576.80.
  - 5.) 76.60 = EXISTING ELEVATION 576.60.

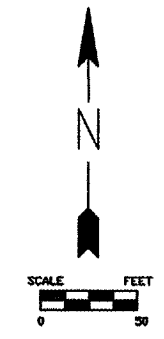
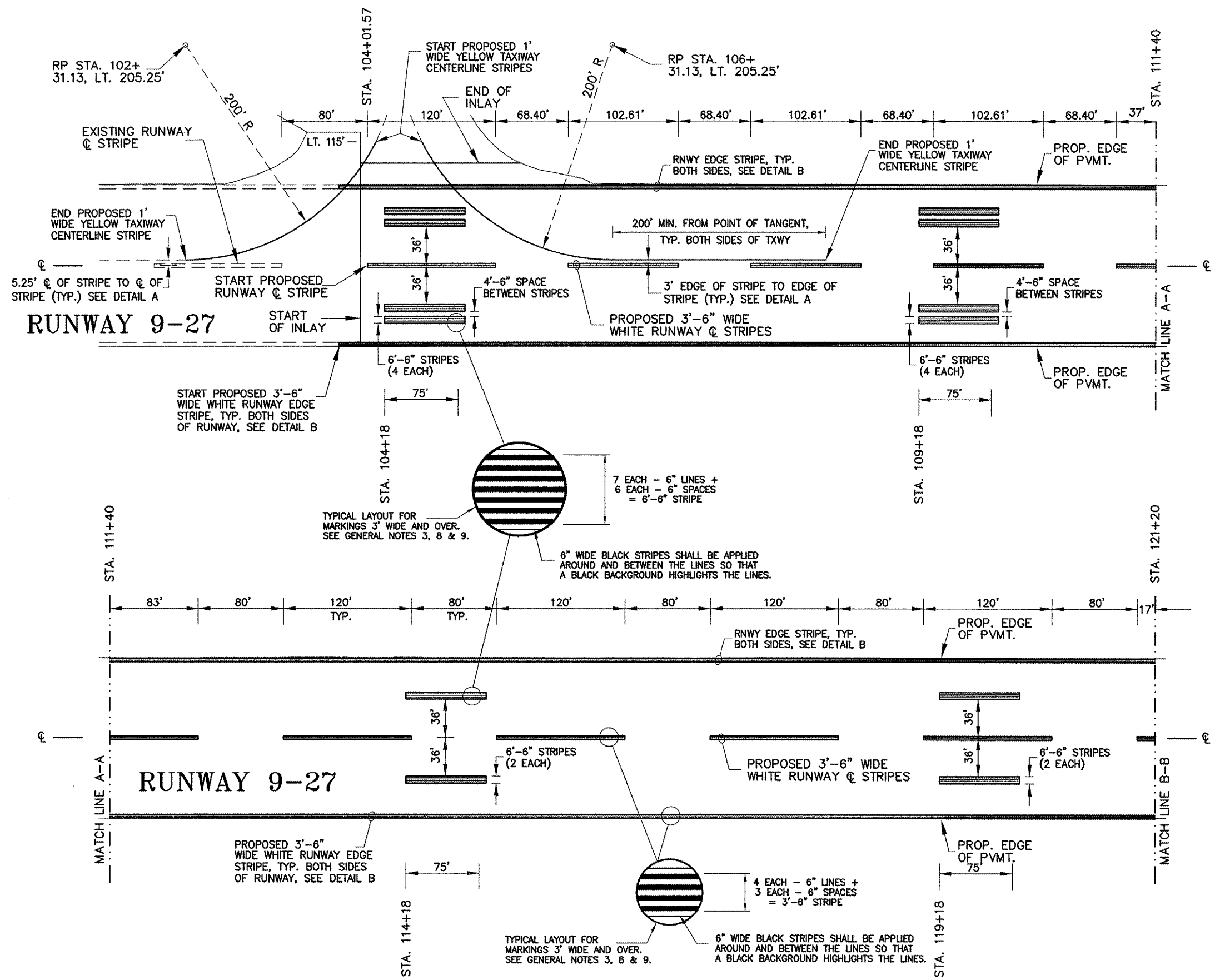


- NOTES:**
- 1.) CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
  - 2.) GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.
  - 3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.
  - 4.) 76.80 = PROPOSED ELEVATION 576.80.
  - 5.) 76.60 = EXISTING ELEVATION 576.60.

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PRECISION RUNWAY MARKINGS

TAXIWAY H1



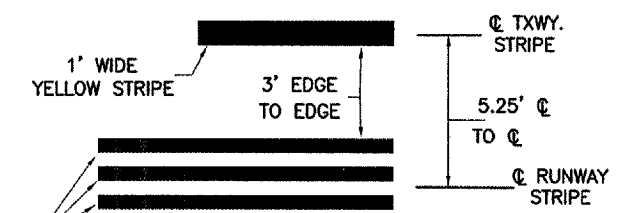
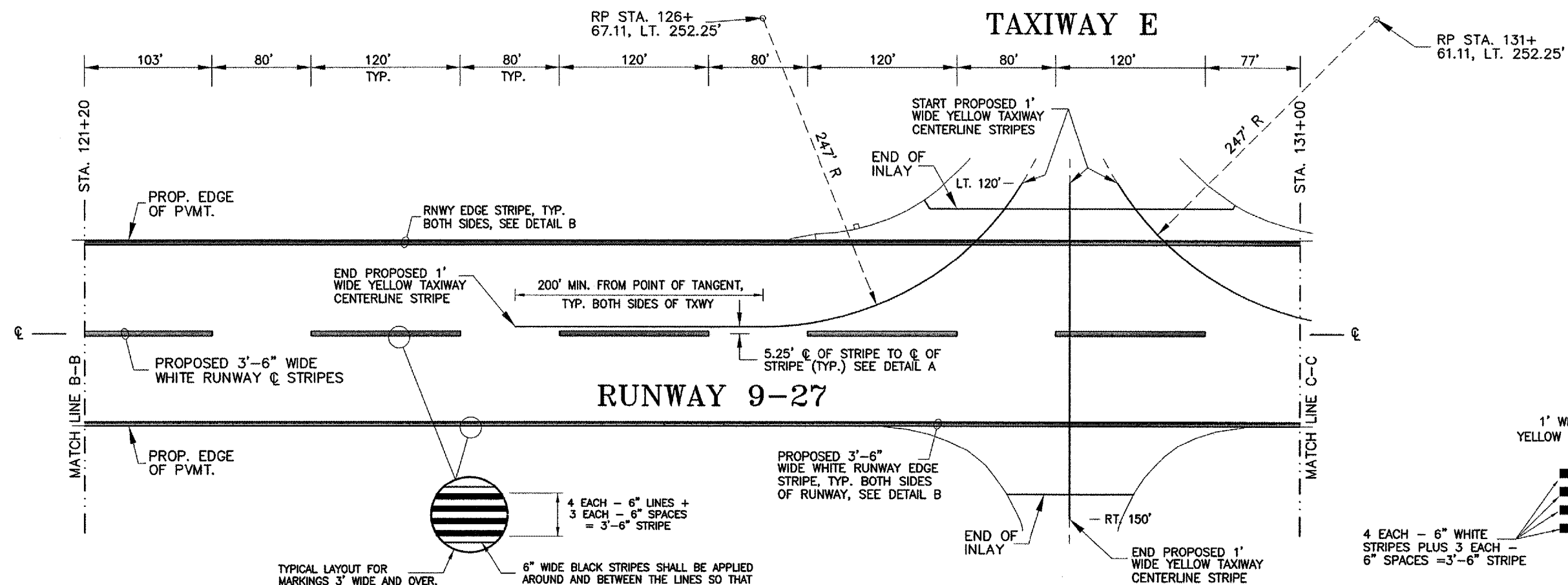
**LEGEND:**

- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING

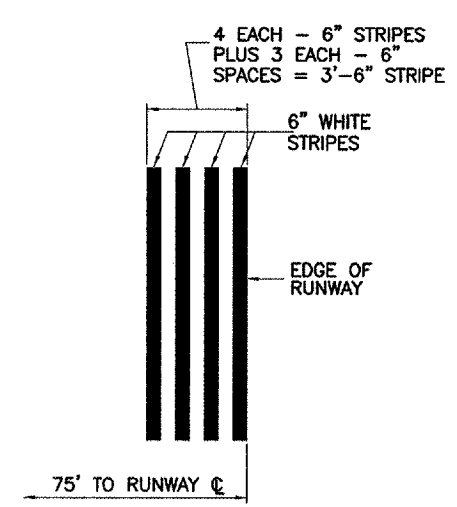
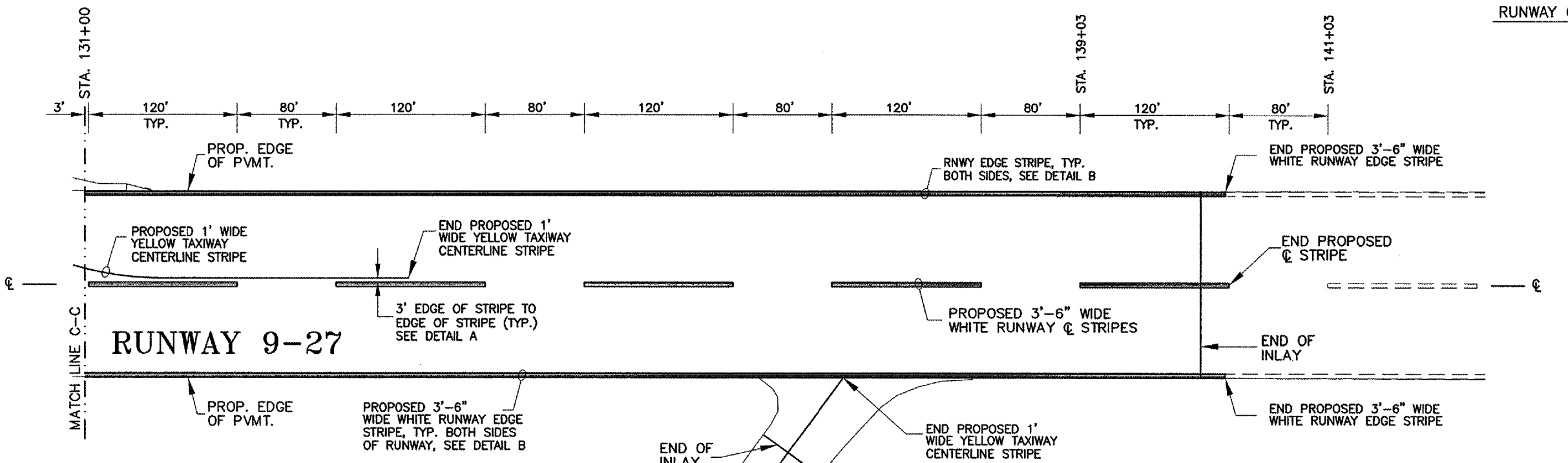
- GENERAL NOTES - PAINTING:**
1. ALL RUNWAY MARKINGS SHALL BE WHITE UNLESS NOTED OTHERWISE.
  2. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS NOTED OTHERWISE.
  3. RUNWAY MARKINGS 3' FEET WIDE AND OVER SHALL CONSIST OF A SERIES OF LONGITUDINAL STRIPES 6" WIDE WITH EQUAL WIDTH SPACING BETWEEN THE STRIPES (STRIATED MARKINGS.)
  4. ALL MARKINGS SHALL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
  5. TAXIWAY EDGE STRIPES AND TAXIWAY CENTERLINE STRIPES SHALL BE SOLID TO MATCH THE EXISTING TAXIWAY MARKINGS. RUNWAY EDGE STRIPES SHALL BE STRIATED TO MATCH THE EXISTING RUNWAY MARKINGS.
  6. EXISTING TAXIWAY AND RUNWAY MARKINGS DAMAGED BY CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
  7. MARKING LAYOUT BY CONTRACTOR, SEE SPECIAL PROVISIONS.
  8. ALL NEW PAVEMENT MARKINGS SHALL BE OUTLINED WITH A SIX INCH (6") WIDE BLACK BORDER. FOR HOLD LINES, THE BLACK BORDER WIDTH SHALL BE INCREASE TO TWELVE INCHES (12").
  9. BLACK BACKGROUND STRIPES SHALL BE APPLIED BETWEEN THE YELLOW / WHITE PAVEMENT STRIPES ON STRIATED MARKINGS.
  10. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO DELETE THE PAVEMENT MARKING PAY ITEMS FROM THE CONTRACT WORK. THE SPONSOR MAY OPT TO COMPLETE THIS WORK WITH THEIR OWN WORK FORCE.
  11. SEE SHEET 19 FOR PAVEMENT MARKING DETAILS.

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PRECISION RUNWAY MARKINGS



DETAIL A  
RUNWAY C / TAXIWAY C STRIPES

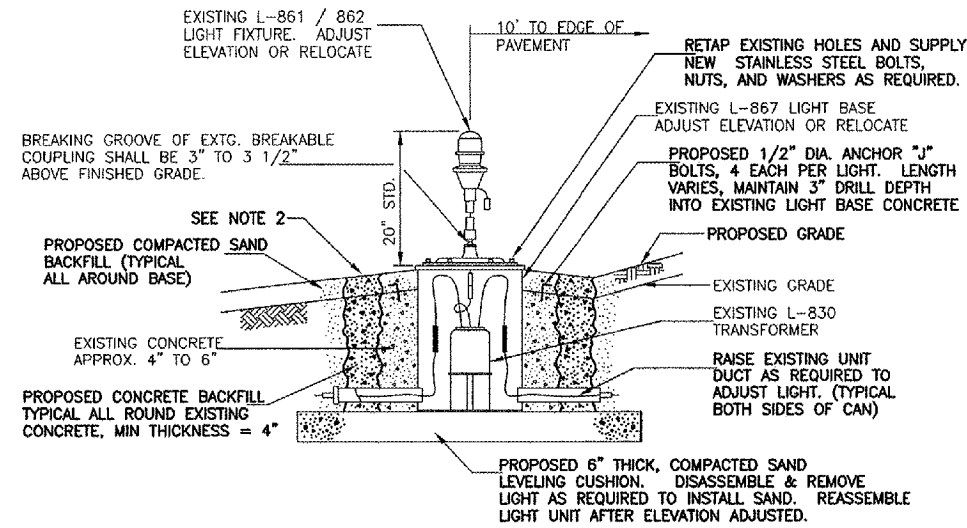


DETAIL B  
RUNWAY EDGE STRIPES  
STRIATED

- LEGEND:**
- EXISTING PAVEMENT MARKING
  - OR
  - PROPOSED PAVEMENT MARKING

TAXIWAY D

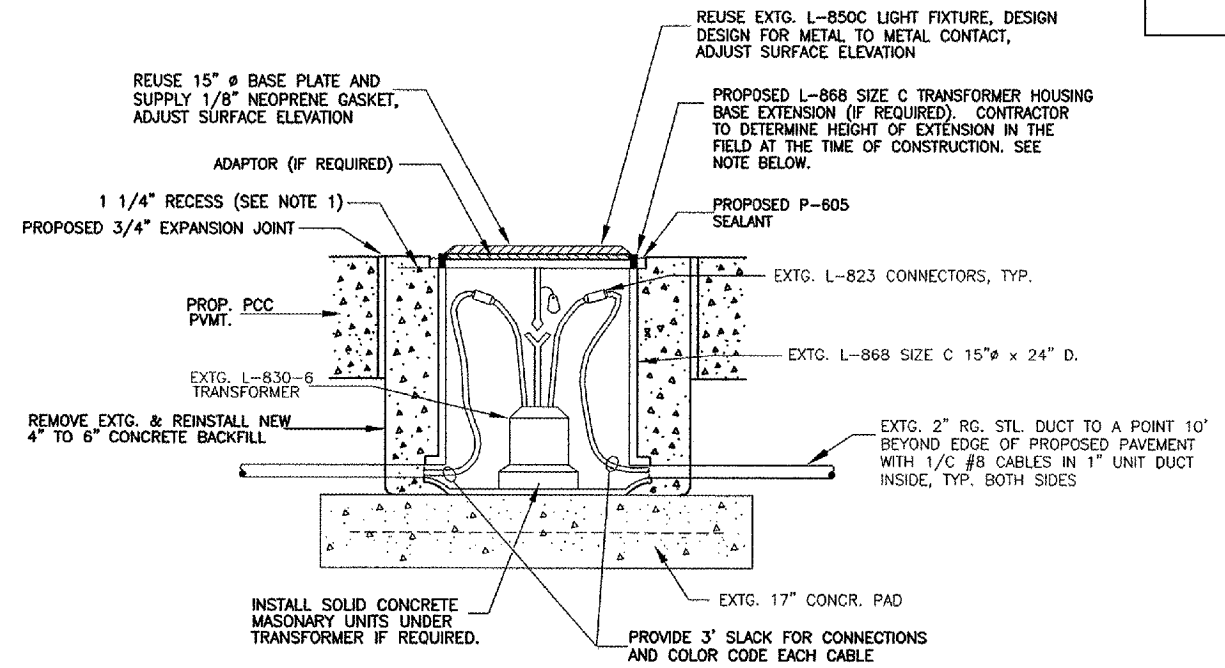
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TYPICAL DETAIL L-861 / 862  
 EDGE LIGHTS ADJUSTMENT OR RELOCATION - IN TURF

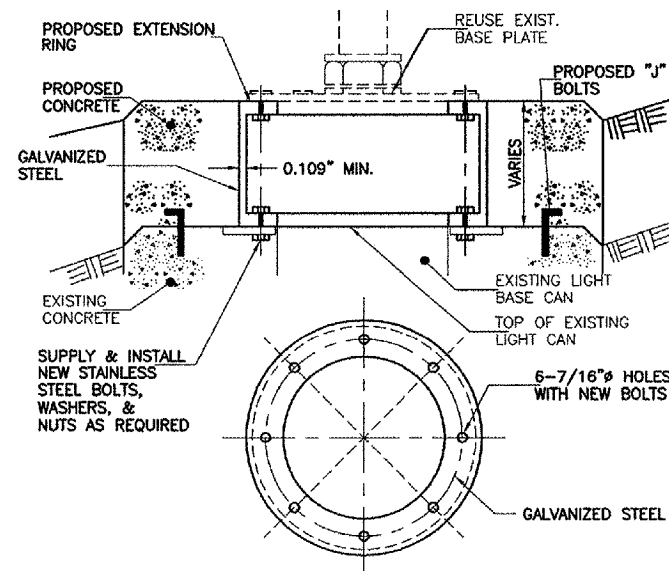
NOTES:

1. AT THE CONTRACTOR'S OPTION (FOR EDGE LIGHTS TO BE ADJUSTED UP), LIGHT BASE CAN EXTENSION RINGS MAY BE USED TO ADJUST LIGHT FIXTURE UPWARD. CONTRACTOR TO EXTEND EXISTING CONCRETE APRON AROUND LIGHT BASE TO PROPOSED GRADE ELEVATION (IF BASE CAN EXTENSION RINGS ARE USED). CONTRACTOR TO DETERMINE HEIGHT OF BASE CAN EXTENSION RINGS IN THE FIELD AT THE TIME OF CONSTRUCTION.
2. FOR EDGE LIGHTS TO BE ADJUSTED DOWNWARD, THE CONTRACTOR SHALL REMOVE THE EXISTING LIGHT CAN UNIT AND REINSTALL THE EXISTING EDGE LIGHT UNIT.
3. GROUND SURFACE DRAINAGE TO FLOW AWAY FROM EDGE OF PAVEMENT AND LIGHT BASE CANS. NO WATER PONDING OR LOW SPOTS SHALL BE PERMITTED AROUND LIGHT BASE CANS.



TYPICAL DETAIL - L-850C EDGE LIGHT IN PCC PAVEMENT  
 ADJUST SURFACE ELEVATION

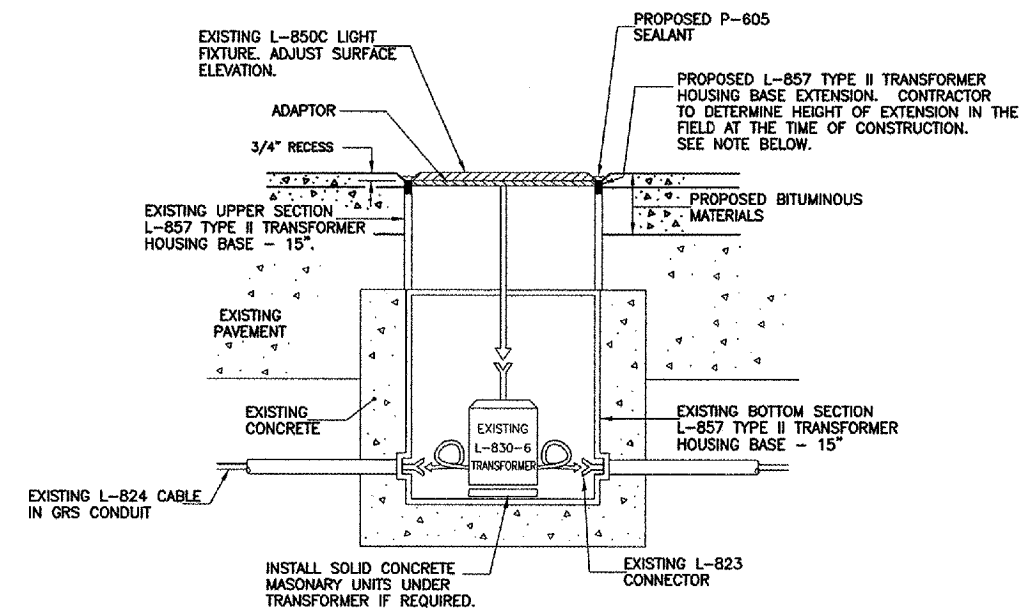
NOTE: THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPE AND SIZE. NO ADDITIONAL PAYMENT WILL BE MADE FOR ALTERNATE LIGHT CAN TYPES OR SIZES. RETAP EXISTING HOLES AS REQUIRED.



NOTE: THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPES (MOST ARE 12\"/>

OPTIONAL EXTENSION RING DETAIL  
 (ONLY FOR EDGE LIGHTS TO BE ADJUSTED UP)

N.T.S.



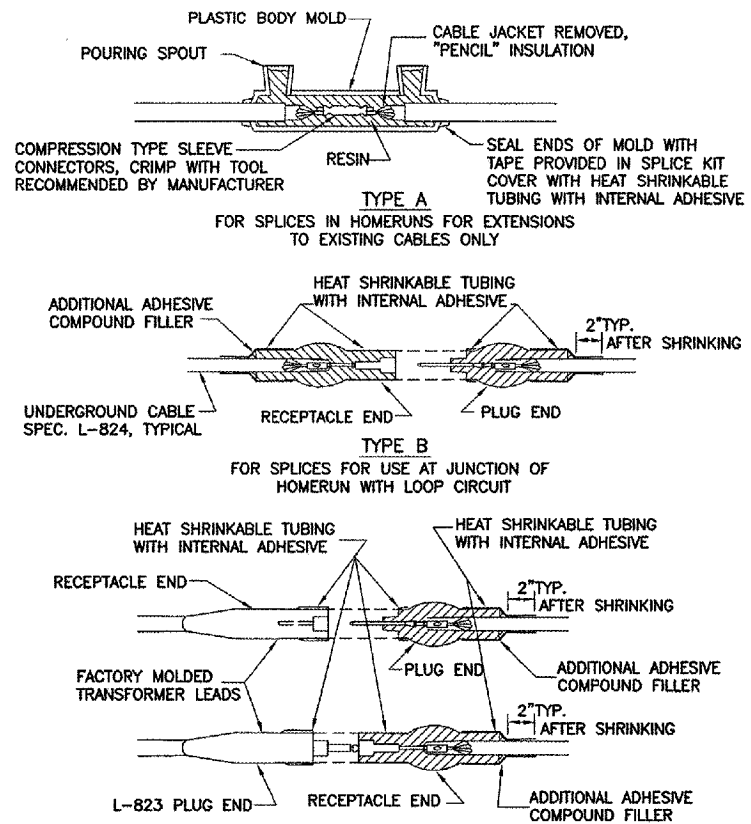
TYPICAL DETAIL - L-850C EDGE LIGHT IN BITUMINOUS PAVEMENT  
 ADJUST SURFACE ELEVATION

NOTE: THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPE AND SIZE. NO ADDITIONAL PAYMENT WILL BE MADE FOR ALTERNATE LIGHT CAN TYPES OR SIZES. RETAP EXISTING HOLES AS REQUIRED.



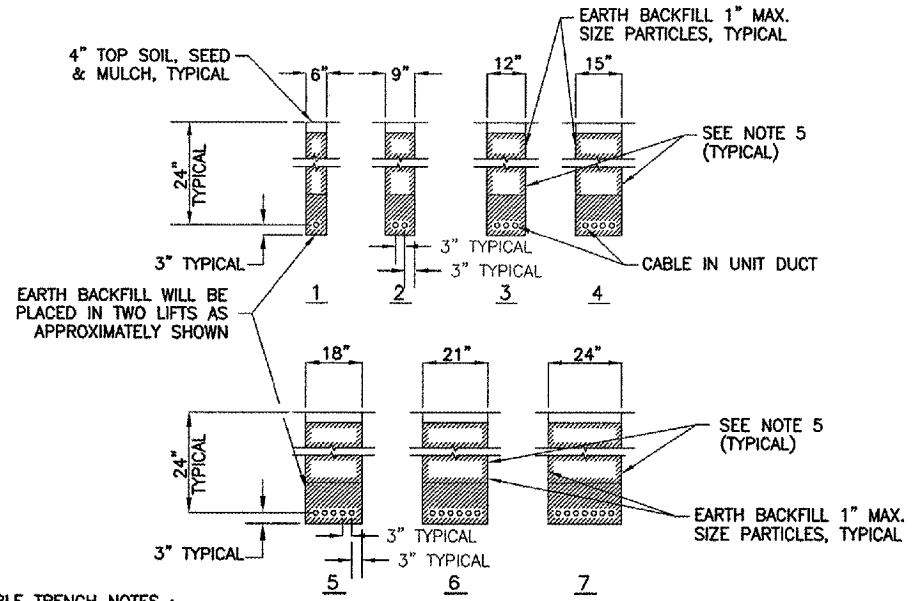
**GENERAL ELECTRICAL NOTES:**

- ALL EXCAVATION SHALL BE DONE VERY CAREFULLY. EXCAVATION BY HAND DIGGING SHALL BE REQUIRED AROUND ALL EXISTING DUCT BANKS, SPLICE CANS, MANHOLES, AND EXISTING CABLES. MANY EXISTING ACTIVE UNDERGROUND CABLES, WHOSE EXACT LOCATIONS CANNOT BE DETERMINED, ARE FOUND IN THE PROJECT AREA. IN ORDER TO AVOID EXISTING UNDERGROUND CABLES, THE CONTRACTOR SHALL CONNECT A THUMPER TO ALL EXISTING CIRCUITS AFTER WHICH THEY SHALL BE STAKED IN ALL AREAS REQUIRING TRENCHING OR EXCAVATION. CONTRACTOR SHALL ALSO NOTE THAT LOW VOLTAGE, FAA CABLES ALSO RUN UNDERGROUND THROUGHOUT THESE AREAS. ANY CABLE DAMAGED SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- A MINIMUM OF 3 FEET OF SLACK SHALL BE PROVIDED IN THE CABLES AT EACH TRANSFORMER, CONNECTOR, OR SPLICE POINT. ALL CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS OR SPLICE CANS, UNLESS NOTED OTHERWISE.
- THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
- ALL MANUFACTURERS FOR SUPPLYING AIRPORT LIGHTING EQUIPMENT SHALL APPEAR ON THE CURRENT FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-53B. THE EQUIPMENT SHALL COMPLY WITH THE APPLICABLE CURRENT FAA ADVISORY CIRCULAR LISTED IN THE FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-2 (AIRPORTS ELECTRONIC BULLETIN BOARD NUMBER 14).
- THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM (INCLUDING FAA APPROVED EQUIPMENT) ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
- IF THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT WHICH REQUIRES ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., BEYOND THAT SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, THEN THE COST FOR THE ADDITIONAL ITEMS SHALL BE INCLUDED TO THE CONTRACT UNIT PRICES.
- THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
- WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES, STYLES, CLASSES, ETC. MAY BE FAA APPROVED.
- ALL CONCRETE FOR ELECTRICAL EQUIPMENT SHALL COMPLY WITH SPECIFICATION 610-STRUCTURAL PC CONCRETE 3500 PSI AT 28 DAYS, AIR ENTRAINED CONCRETE MIX SHALL BE USED.
- BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL HAVE A 1/4" DIAMETER OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE CONNECTOR INTO THE BASE.
- THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1 1/2" ABOVE THE EDGE OF THE COVER IN THE CASE OF A BASE MOUNTED COUPLING.
- ALL PERMANENT CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS, OR SPLICE CANS, UNLESS NOTED OTHERWISE.
- MIMIC PANEL COLORS : RUNWAY 9-27 CIRCUIT #1= WHITE, TAXIWAY E = YELLOW, TAXIWAY D = ORANGE, AND TAXIWAY H = BROWN.

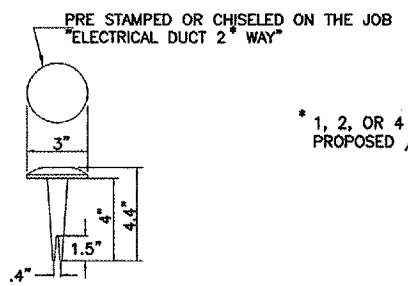


- NOTES :**
- SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
  - INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE

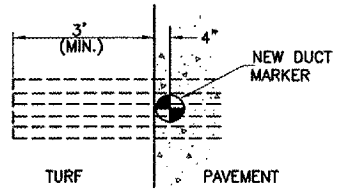
**CABLE SPLICES**  
(NOT TO SCALE)



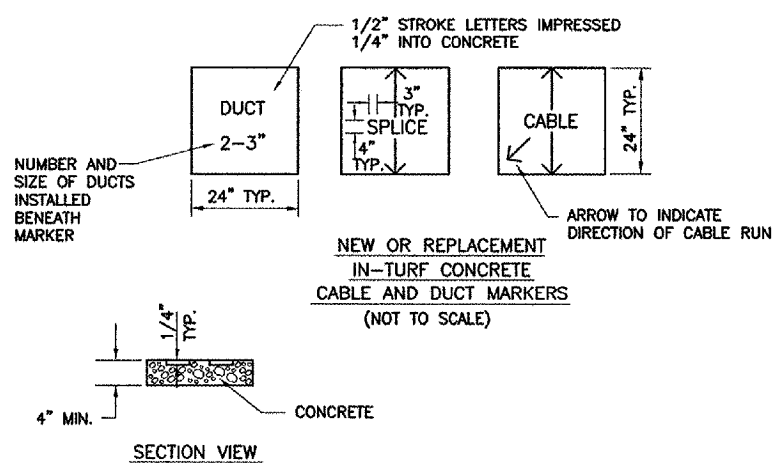
**CABLE TRENCHES**  
(NOT TO SCALE)



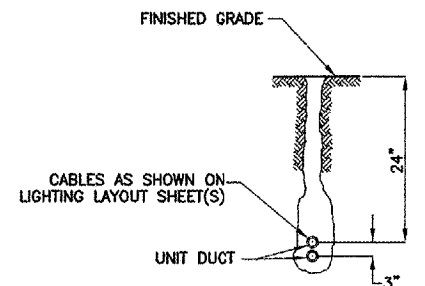
\* 1, 2, OR 4 AS APPROPRIATE FOR PROPOSED / EXISTING DUCT BANK



NOTE: PAVING CONTRACTOR SHALL INSTALL NEW BRASS DUCT MARKERS IN THE PROPOSED PAVEMENT AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT CROSSES EXISTING OR PROPOSED ELECTRICAL DUCTS. COST OF DUCT MARKERS SHALL BE INCLUDED IN THE 401 AND / OR 501 CONTRACT UNIT PRICES.

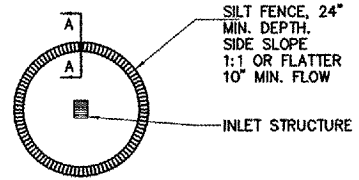


- NOTES:**
- NEW MARKERS ARE NOT REQUIRED FOR THIS PROJECT. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ELEVATION OF EXISTING MARKERS AND / OR REPLACE EXISTING MARKERS DAMAGED DURING CONSTRUCTION.
  - COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
  - EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
  - WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED.
    - REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE
    - INCREASE THE MARKER SIZE TO 30" X 30" MAX.
    - PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE

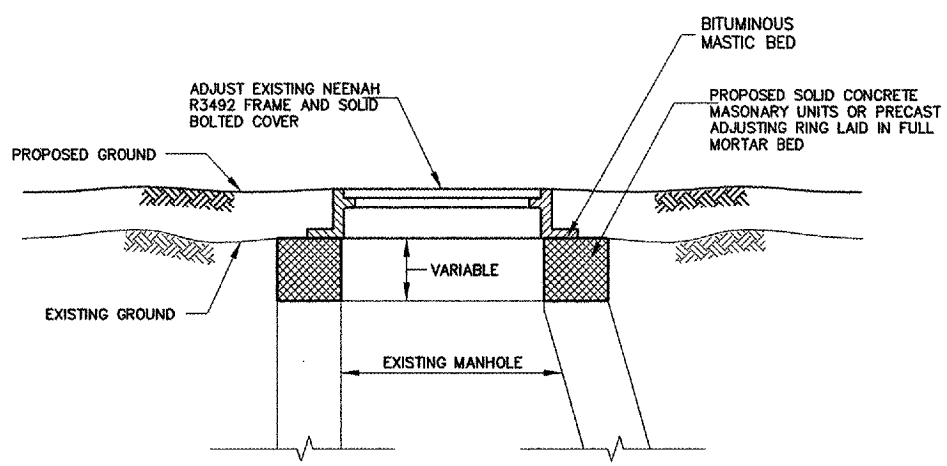


**PLOWED CABLE**  
(NOT TO SCALE)

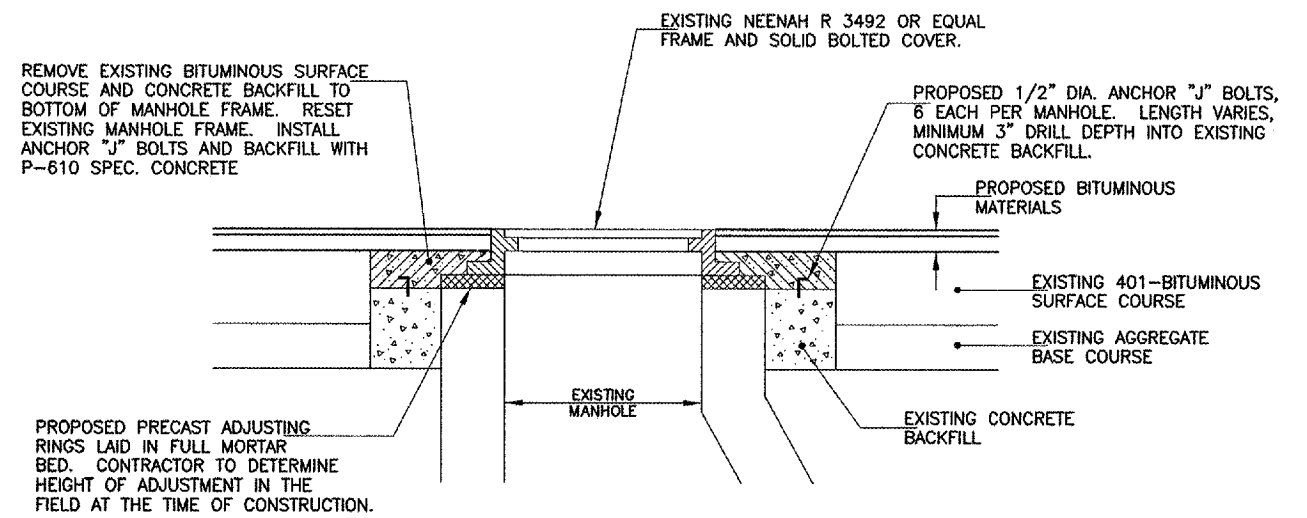
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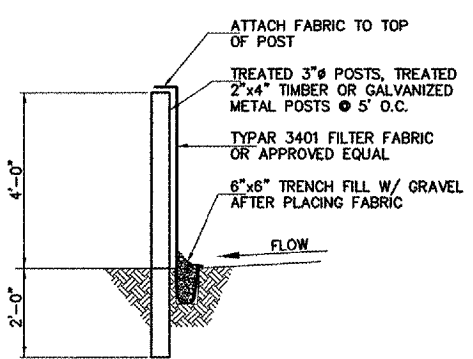
TEMPORARY SEDIMENT TRAP  
 AT ALL INLET STRUCTURES



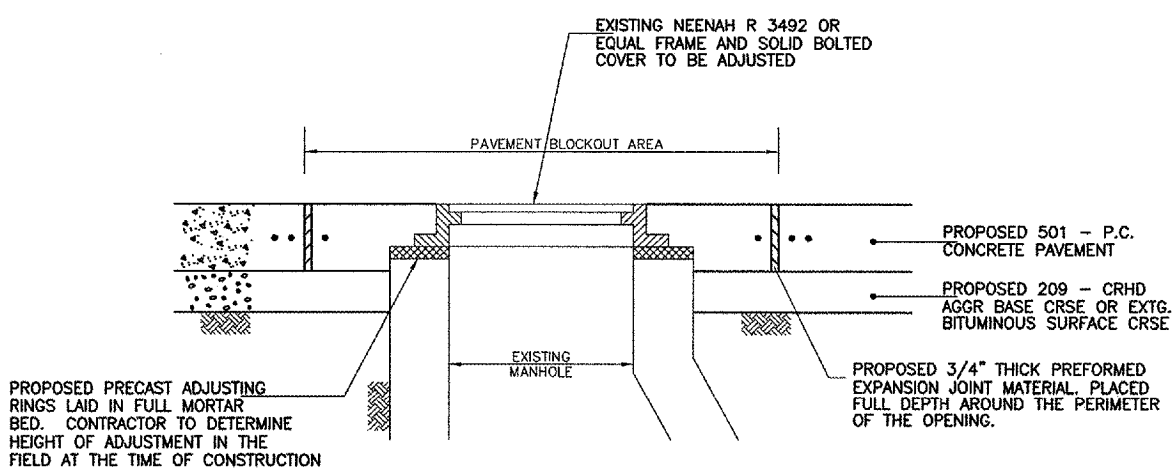
TYPICAL DETAIL - MANHOLE  
 ADJUST - IN TURF



TYPICAL DETAIL - MANHOLE  
 ADJUSTMENT IN BIT. PAVEMENT

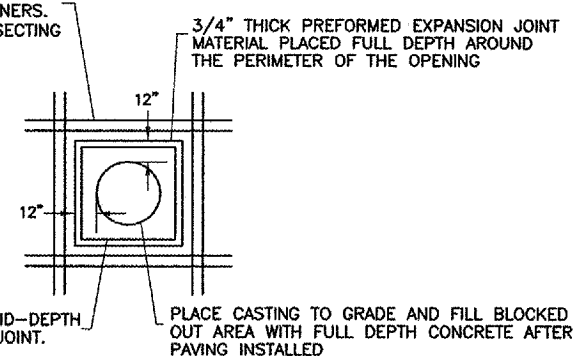


SECTION A-A  
 SILT FENCE DETAIL  
 NOT TO SCALE



TYPICAL DETAIL - MANHOLE  
 ADJUSTMENT IN P.C.C. PAVEMENT  
 NO SCALE

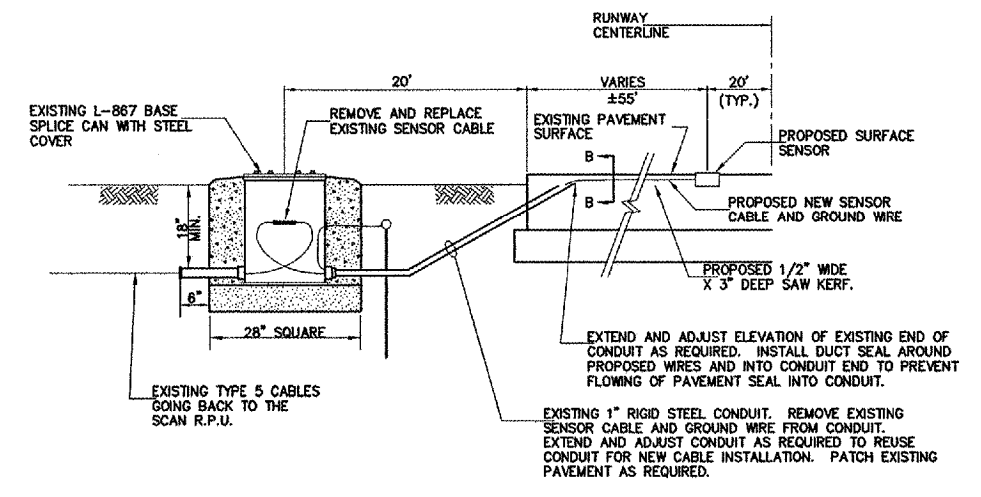
2 - #6 REBARS (8 TOTAL) PLACED AT MID-DEPTH OF PAVEMENT 3" FROM EXPANSION JOINT ON 6" C TO C. EXTEND BARS 2'-0" BEYOND EXPANSION CORNERS. DISCONTINUE BARS 3" EITHER SIDE OF INTERSECTING EXPANSION JOINTS.



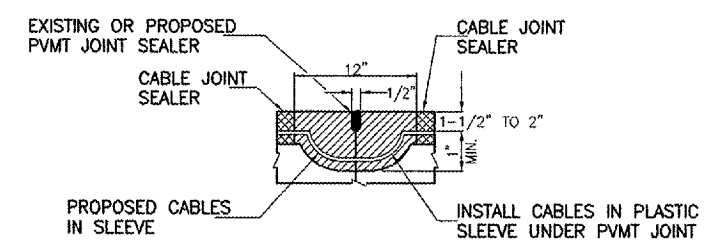
#6 REBARS (4 TOTAL) PLACED AT MID-DEPTH OF PAVEMENT 3" FROM EXPANSION JOINT.

PLACE CASTING TO GRADE AND FILL BLOCKED OUT AREA WITH FULL DEPTH CONCRETE AFTER PAVING INSTALLED

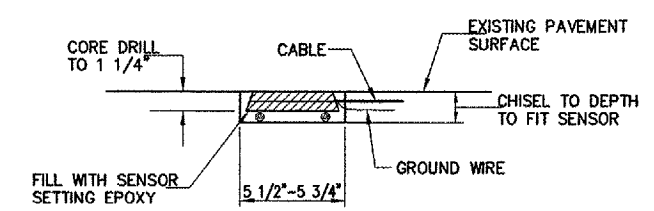
PAVEMENT SQUARE BLOCKOUT  
 FOR CIRCULAR CASTING  
 NO SCALE



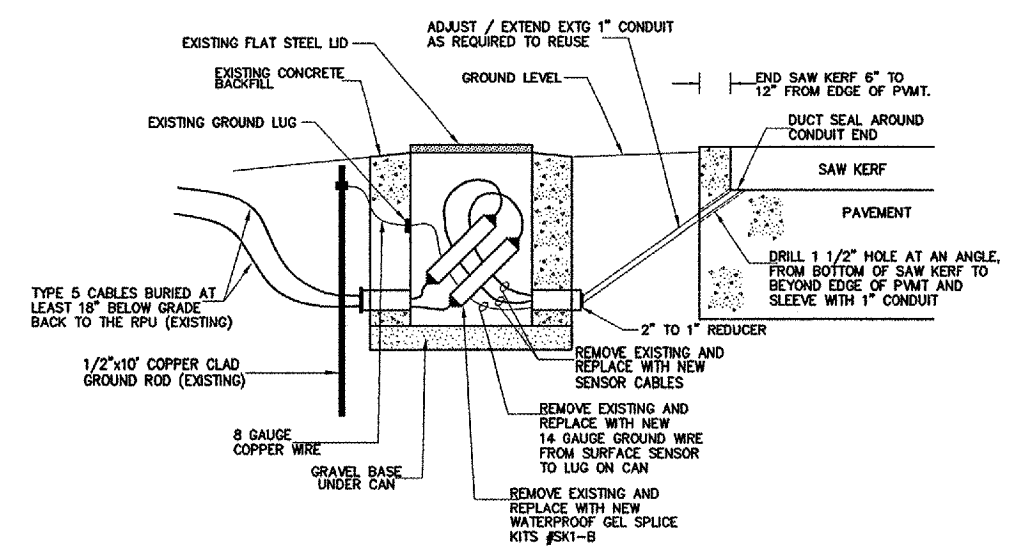
PROPOSED SURFACE SENSOR AND SENSOR CABLE  
 INSTALLATION PROFILE VIEW, STA. 132+13 RIGHT



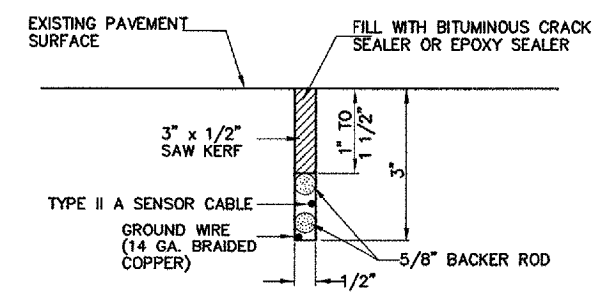
SAW KERF AT PAVEMENT JOINT INTERSECTION



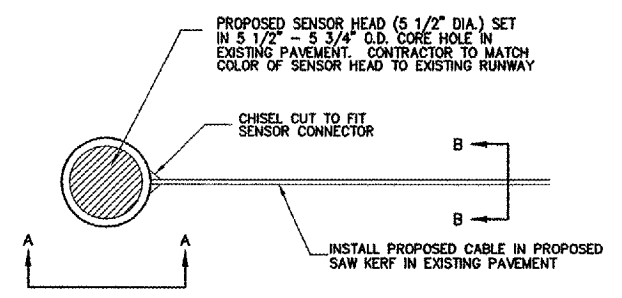
SECTION A-A



SPLICE CAN DETAILS

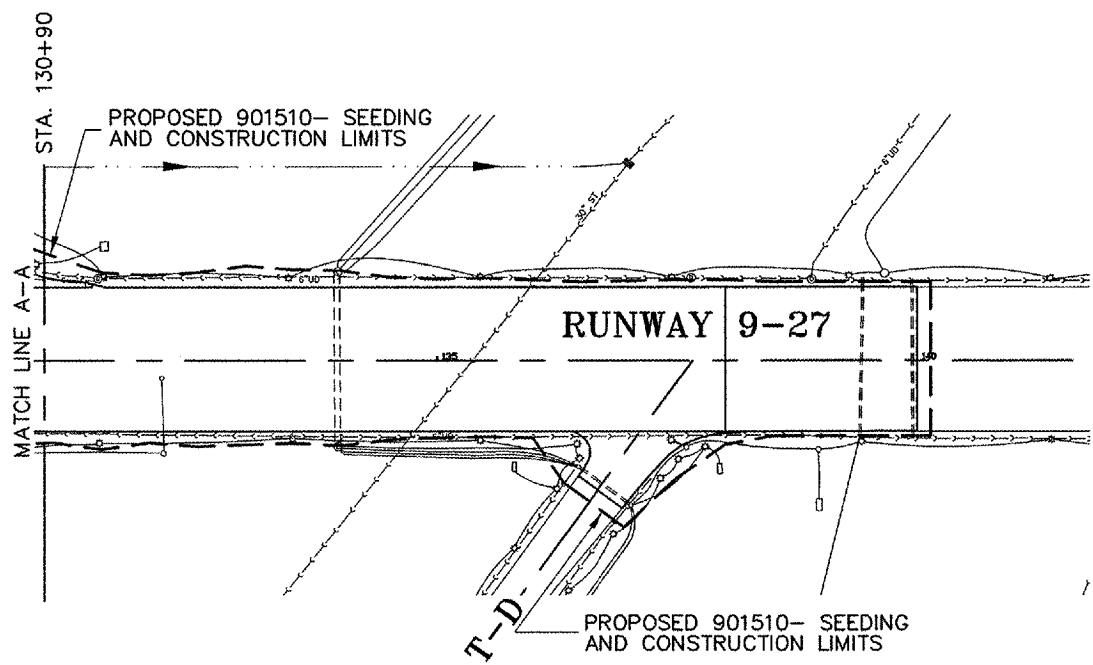
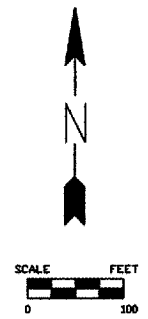
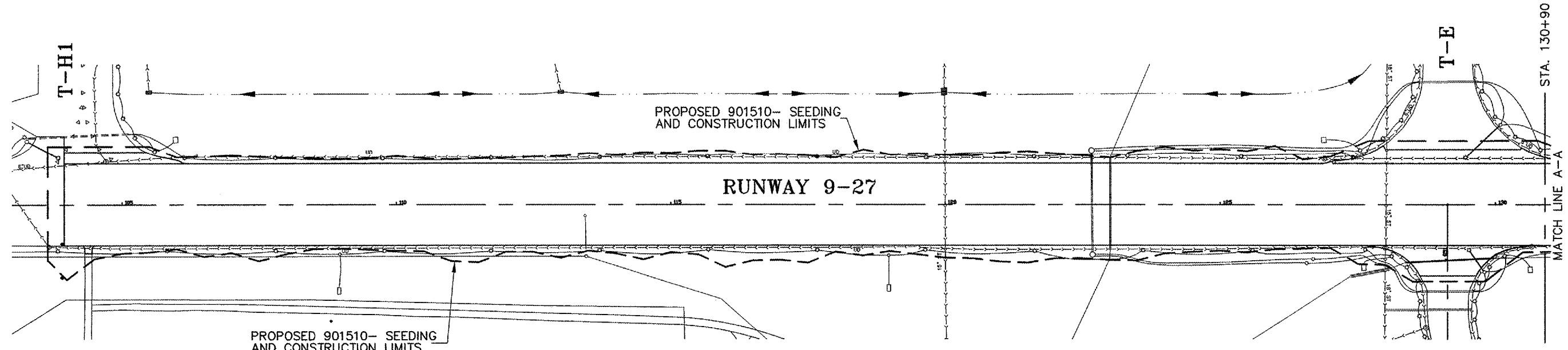


SECTION B-B



TYPICAL SENSOR HEAD AND  
 CABLE INSTALLATION DETAIL

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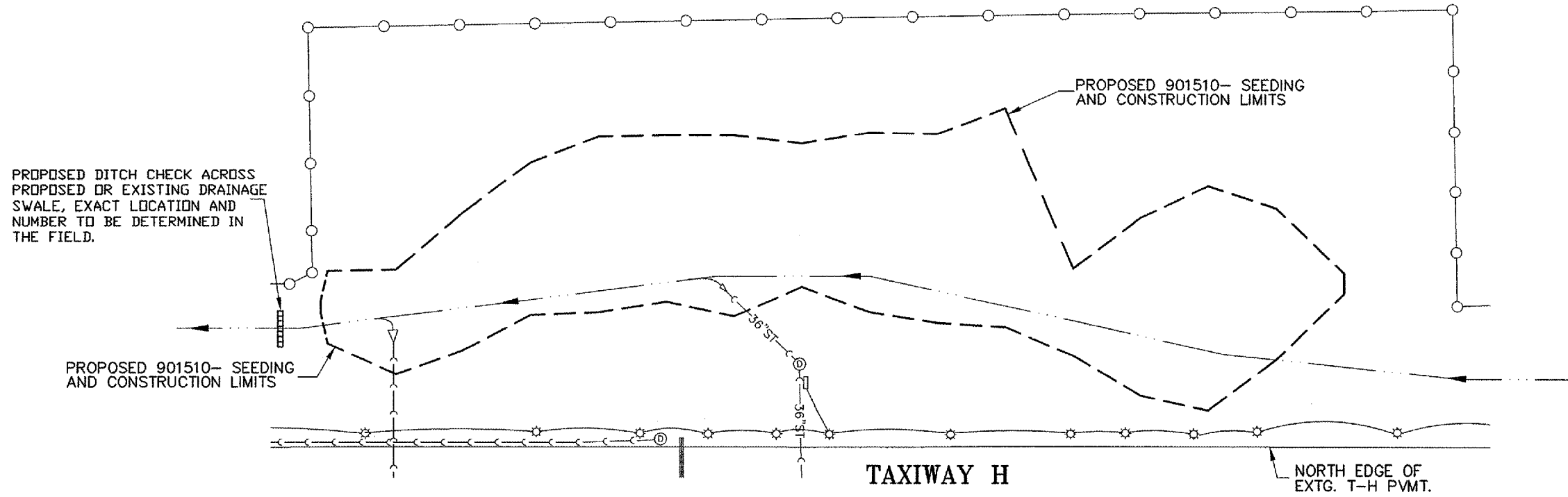
**LEGEND:**

	EXTG. EDGE LIGHT
	EXTG. GUIDANCE SIGN
	EXTG. ELECTRICAL CABLE
	EXTG. STORM SEWER OR UNDERDRAIN
	EXTG. INLET
	EXTG. OUTLET
	EXTG. MANHOLE
	EXTG. DRAINAGE DITCH
	PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
	EXISTING FENCE
	EXISTING OR PROPOSED DRAINAGE SWALE
	PROPOSED SILT FENCE
	PROPOSED TEMPORARY STRAW BALE DITCH CHECK
	PROPOSED SEDIMENT TRAP

**GENERAL NOTES:**

1. TEMPORARY DITCH CHECKS - TWO BALES HIGH WITH SILT FENCING SHALL BE REQUIRED PER IDOT STANDARD 280001 - TEMPORARY EROSION SITE CONTROL SYSTEM DRAWING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MAINTAINING, AND REMOVING DITCH CHECKS, SILT FENCE, AND SEDIMENT TRAPS TO THE SATISFACTION OF THE ENGINEER. THIS INCLUDES, BUT IS NOT LIMITED TO, CLEANING EROSION SOILS AS REQUIRED.
2. LOCATION OF THE DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.
3. ONCE CONSTRUCTION HAS BEEN COMPLETED, OR TEMPORARILY SUSPENDED FOR LONGER THAN 21 DAYS (SUCH AS A WINTER SHUTDOWN), THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED IN ACCORDANCE WITH ITEM 901510 WITHIN 14 DAYS OF THE LAST DISTURBANCE. DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE CONTRACTOR ESTABLISHES A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR AND EACH SUBCONTRACTOR RESPONSIBLE FOR WATER POLLUTION CONTROL SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WATER POLLUTION CONTROL ITEMS. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE TO REPAIR AND MAINTAIN WATER POLLUTION CONTROL DEVICES ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
5. CONTRACTOR TO EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALE AS REQUIRED TO PREVENT RAIN WATER PONDING AND TO CONTROL STORM WATER RUN-OFF.
6. CONTRACTOR SHALL ADHERE TO THE CITY OF MOLINE'S EROSION AND SEDIMENT CONTROL REGULATIONS AND THE ILLINOIS MANUAL ON EROSION AND SEDIMENT CONTROL.
7. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION THAT DISTURBS EXISTING STORM WATER RUN-OFF CONDITIONS AND/OR GROUND VEGETATION.
8. EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH PRECIPITATION EVENT AND REPLACED OR REPAIRED AS NECESSARY.
9. RESIDENT ENGINEER SHALL CHECK THAT ALL FILL AREAS ARE TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY.
10. SILT FENCE, SEDIMENT TRAPS, AND HAY BALES SHALL BE CLEANED OR REPLACED WHEN SILT BUILDS UP TO WITHIN ONE FOOT OF THE TOP OF THE SILT FENCE OR HAY BALES.
11. ADDITIONAL EROSION CONTROL DEVICES SHALL BE USED AS REQUIRED. THE COSTS OF ALL MEASURES NECESSARY TO COMPLY WITH THIS STORM WATER POLLUTION PREVENTION PLAN (INCLUDING TEMPORARY SEEDING FOR ANY TEMPORARY PROJECT SUSPENSION) SHALL BE INCLUDED IN THE ITEM 156500 - TEMPORARY EROSION CONTROL LUMP SUM PRICES.
12. SEE SHEET 25 FOR STORM WATER MANAGERS SIGNATURE CHART, ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE, AND EROSION / SEDIMENT CONTROL MEASURES LIST.

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TAXIWAY H DITCH AREA PLAN

LEGEND:

- EXTG. EDGE LIGHT
- EXTG. GUIDANCE SIGN
- EXTG. ELECTRICAL CABLE
- EXTG. STORM SEWER OR UNDERDRAIN
- EXTG. INLET
- EXTG. OUTLET
- EXTG. MANHOLE
- EXTG. DRAINAGE DITCH
- PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
- EXISTING FENCE
- EXISTING OR PROPOSED DRAINAGE SWALE
- PROPOSED SILT FENCE
- PROPOSED TEMPORARY STRAW BALE DITCH CHECK
- PROPOSED SEDIMENT TRAP

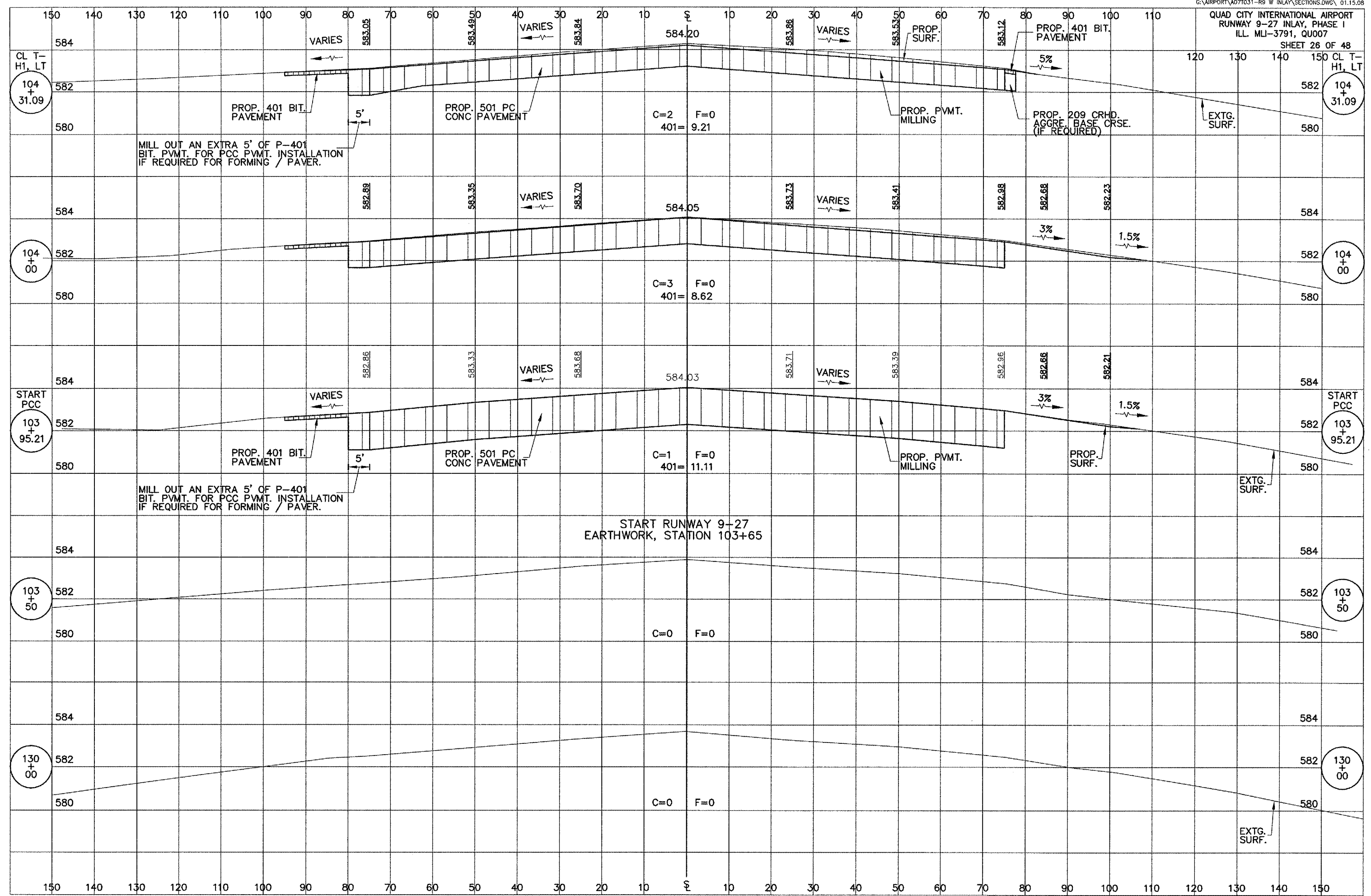
NOTE:

SEE SHEET 24 FOR STORM WATER POLLUTION PREVENTION GENERAL NOTES.

ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE		WEEK															
NO.	ITEM DESCRIPTION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	INSTALL SEDIMENT/EROSION CONTROLS	█															
2	CLEARING AND GRADING		█	█	█												
3	EXCAVATION AND EMBANKMENT			█	█	█											
4	TURFING																
5	MAINTAIN SEDIMENT/EROSION CONTROL	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
6	PAVING																
7	CLEAN-UP																█

EROSION AND SEDIMENT CONTROL MEASURES		
ITEM	LOCATION	SPECIAL PROVISION/PAY ITEM
TEMPORARY DITCH CHECKS	RUNWAY 9-27, STA. 99+10, LT.	156500
TEMPORARY SILT FENCE	AT ALL SEDIMENT TRAPS AND AT ALL DITCH CHECKS	156500
TEMPORARY SEDIMENT TRAPS	NONE REQUIRED	156500

STORM WATER MANAGERS					
	NAME	ADDRESS	TELEPHONE NUMBER		SIGNATURE
			WORK	HOME	
CONTRACTOR					
SUBCONTRACTOR					
SUBCONTRACTOR					



QUAD CITY INTERNATIONAL AIRPORT  
 RUNWAY 9-27 INLAY, PHASE I  
 ILL. MJ-3791, QU007  
 SHEET 26 OF 48

CL T-H1, LT  
 104 + 31.09

CL T-H1, LT  
 104 + 31.09

104 + 00

104 + 00

START PCC  
 103 + 95.21

START PCC  
 103 + 95.21

103 + 50

103 + 50

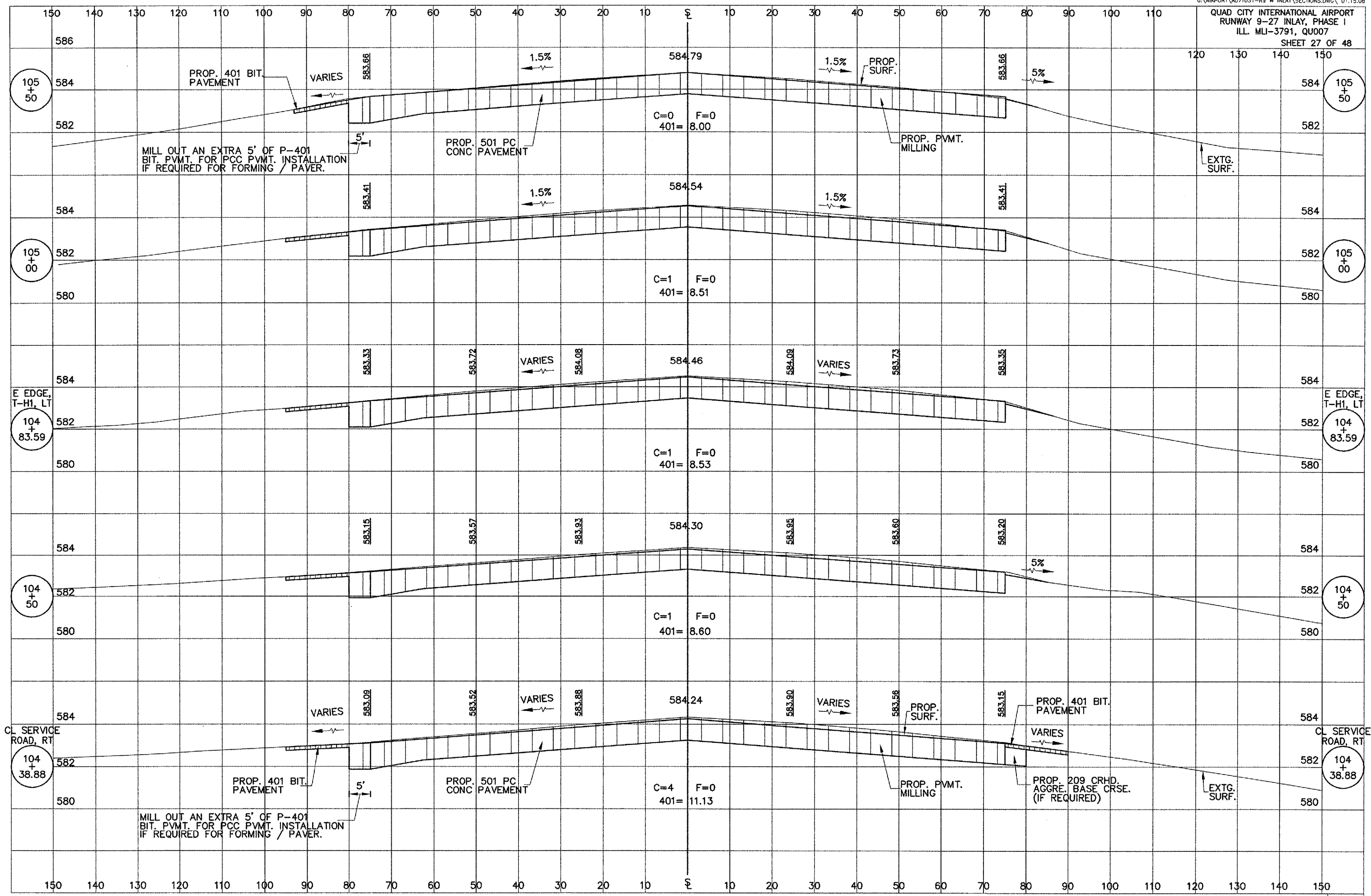
130 + 00

130 + 00

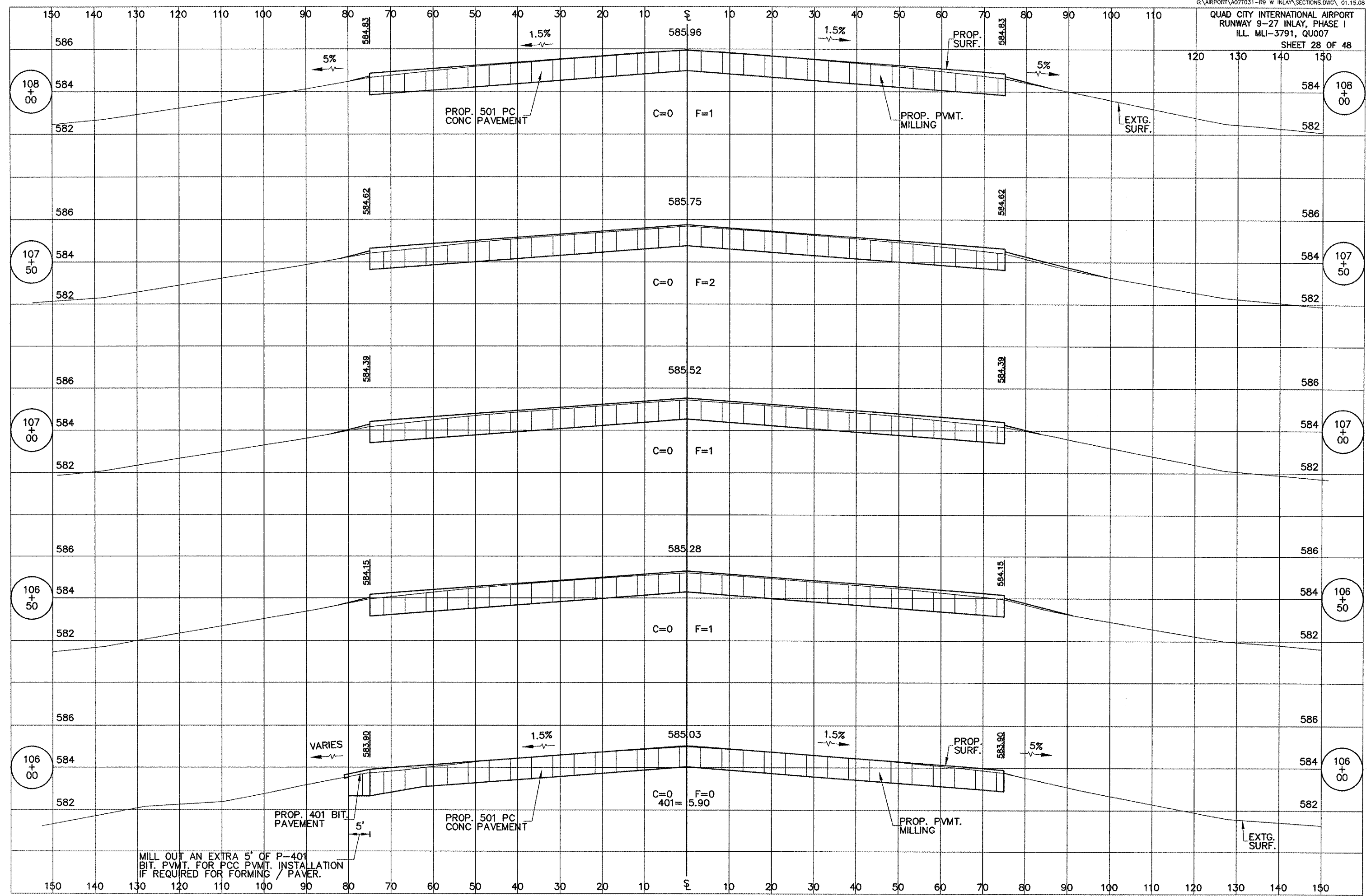
START RUNWAY 9+27  
 EARTHWORK, STATION 103+65

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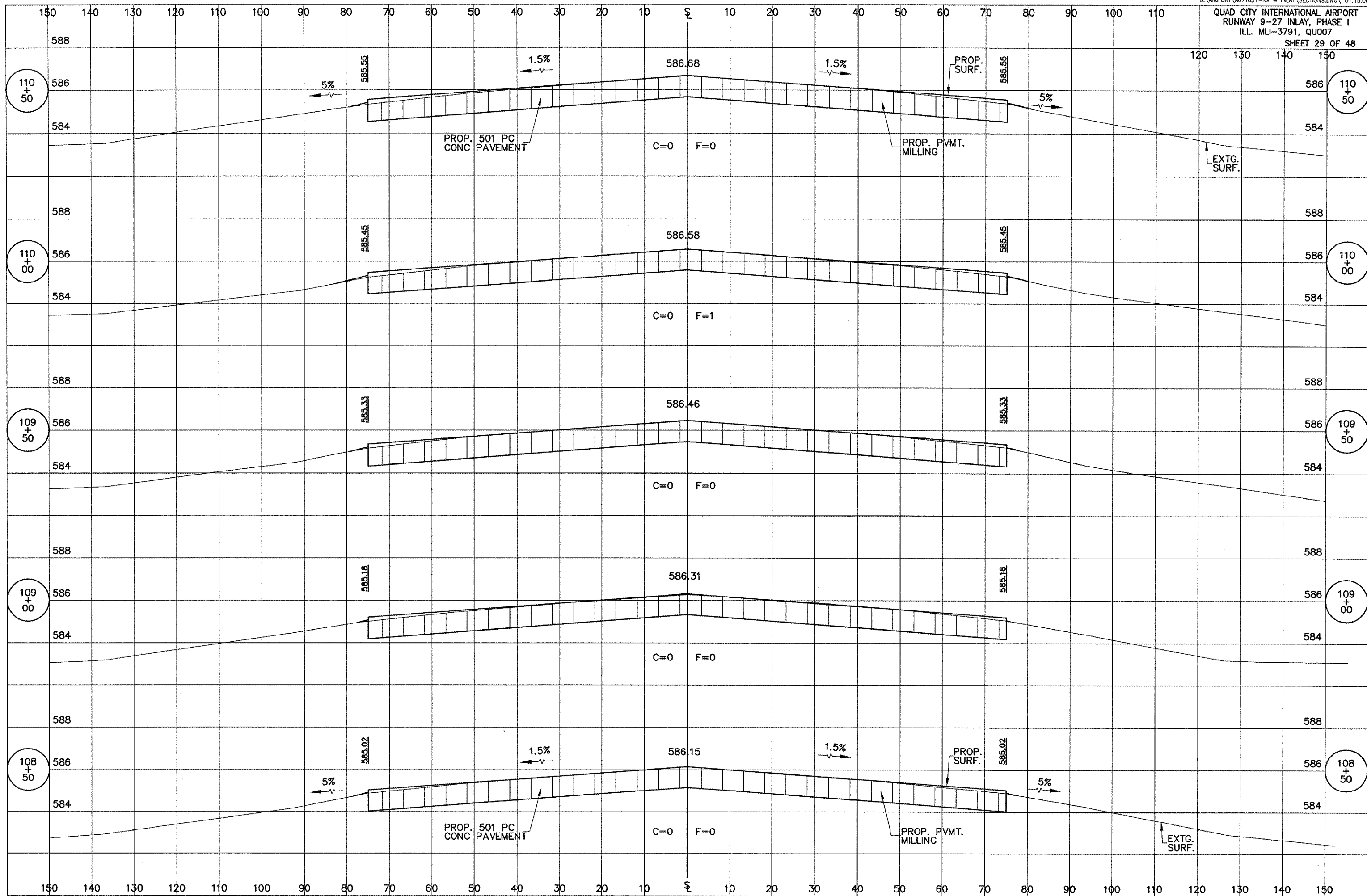




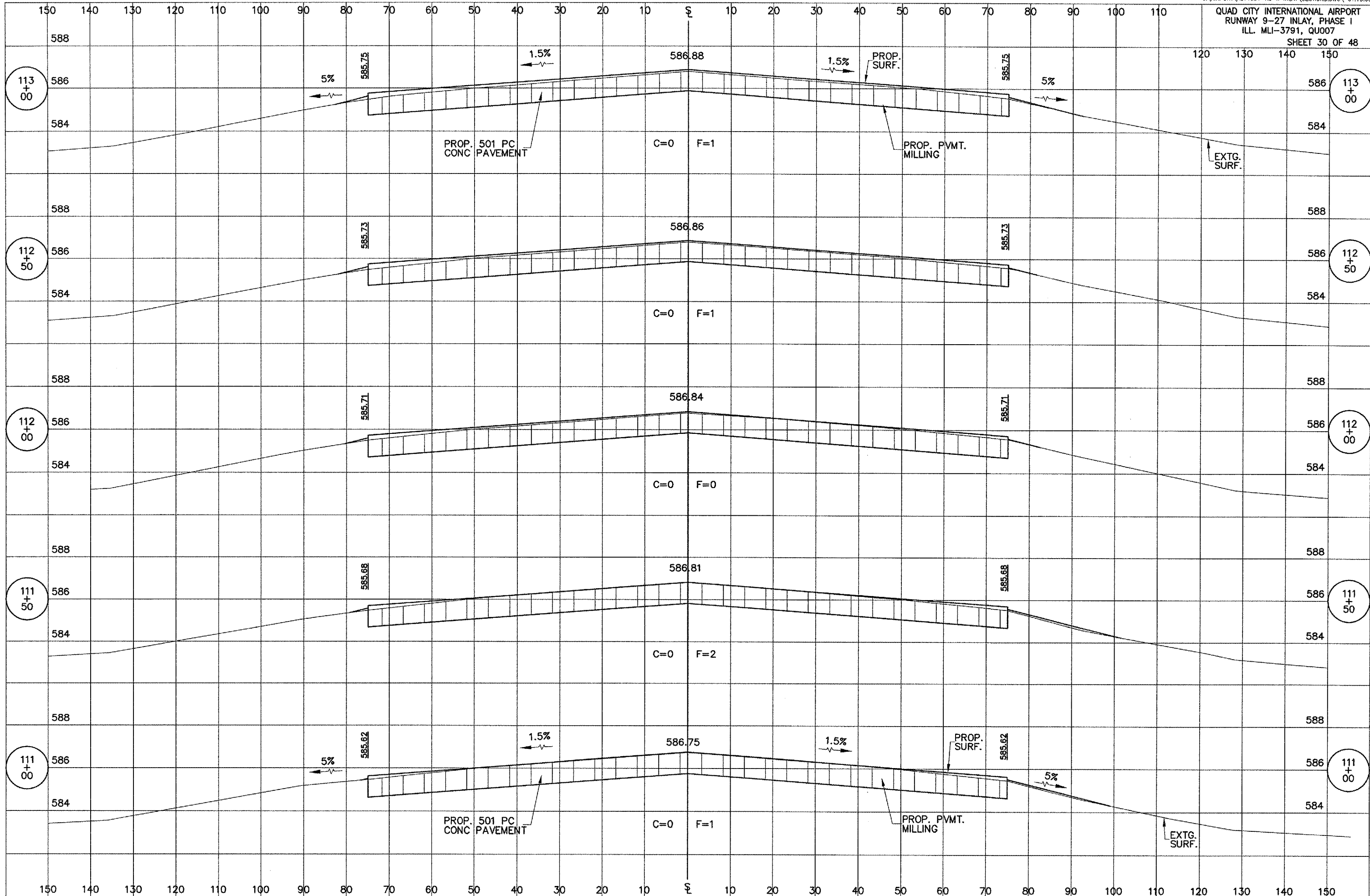
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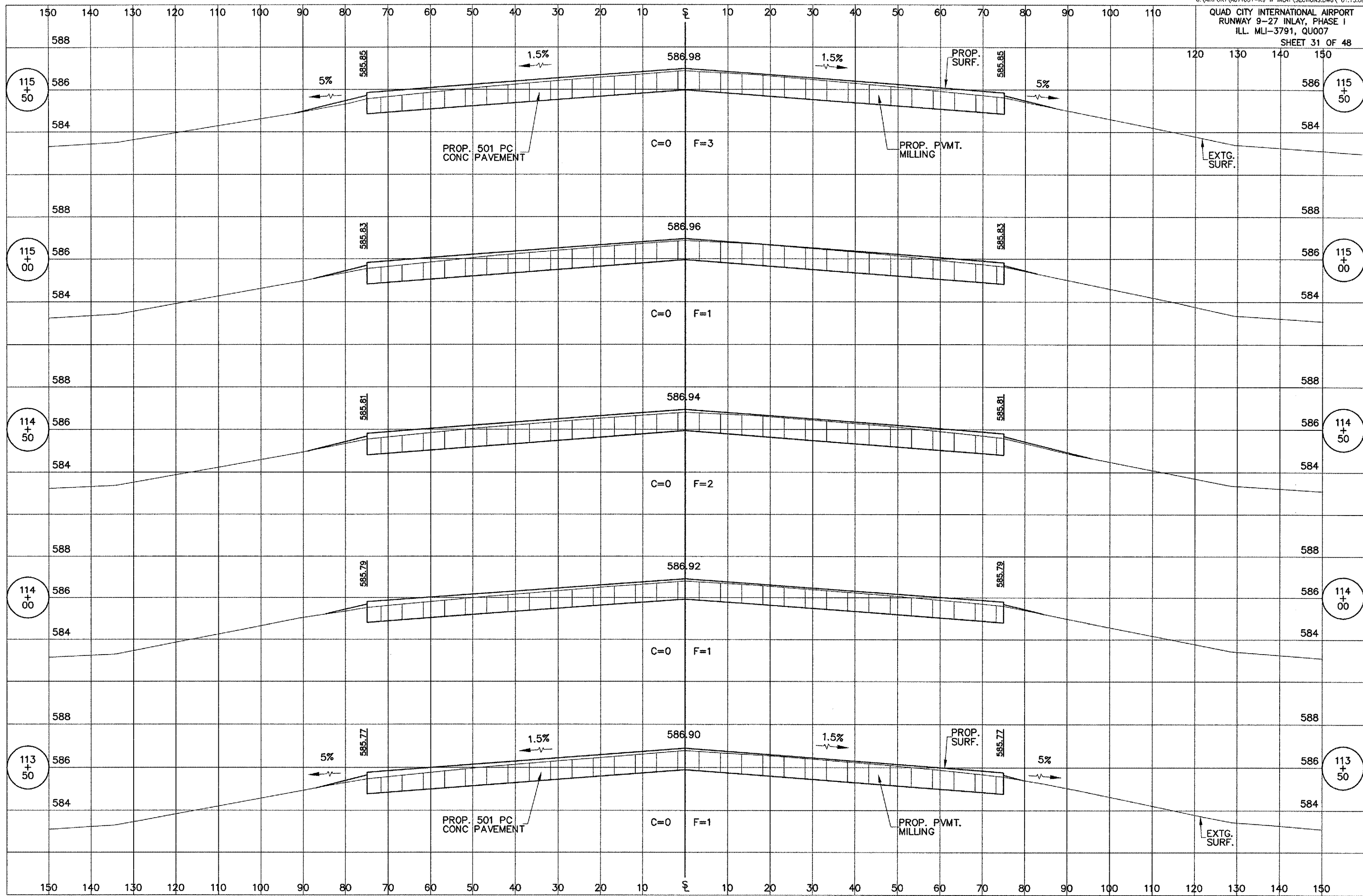
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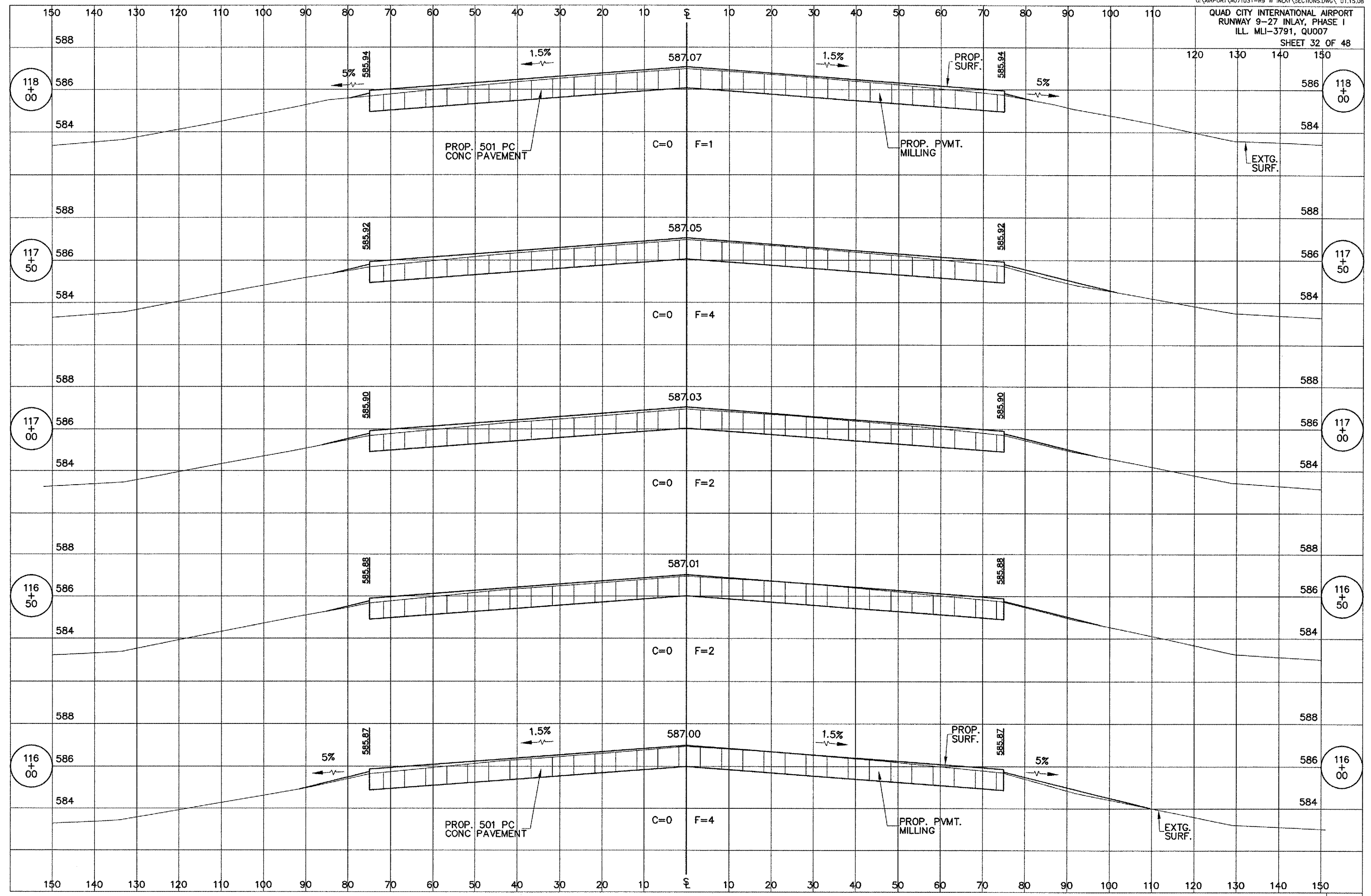
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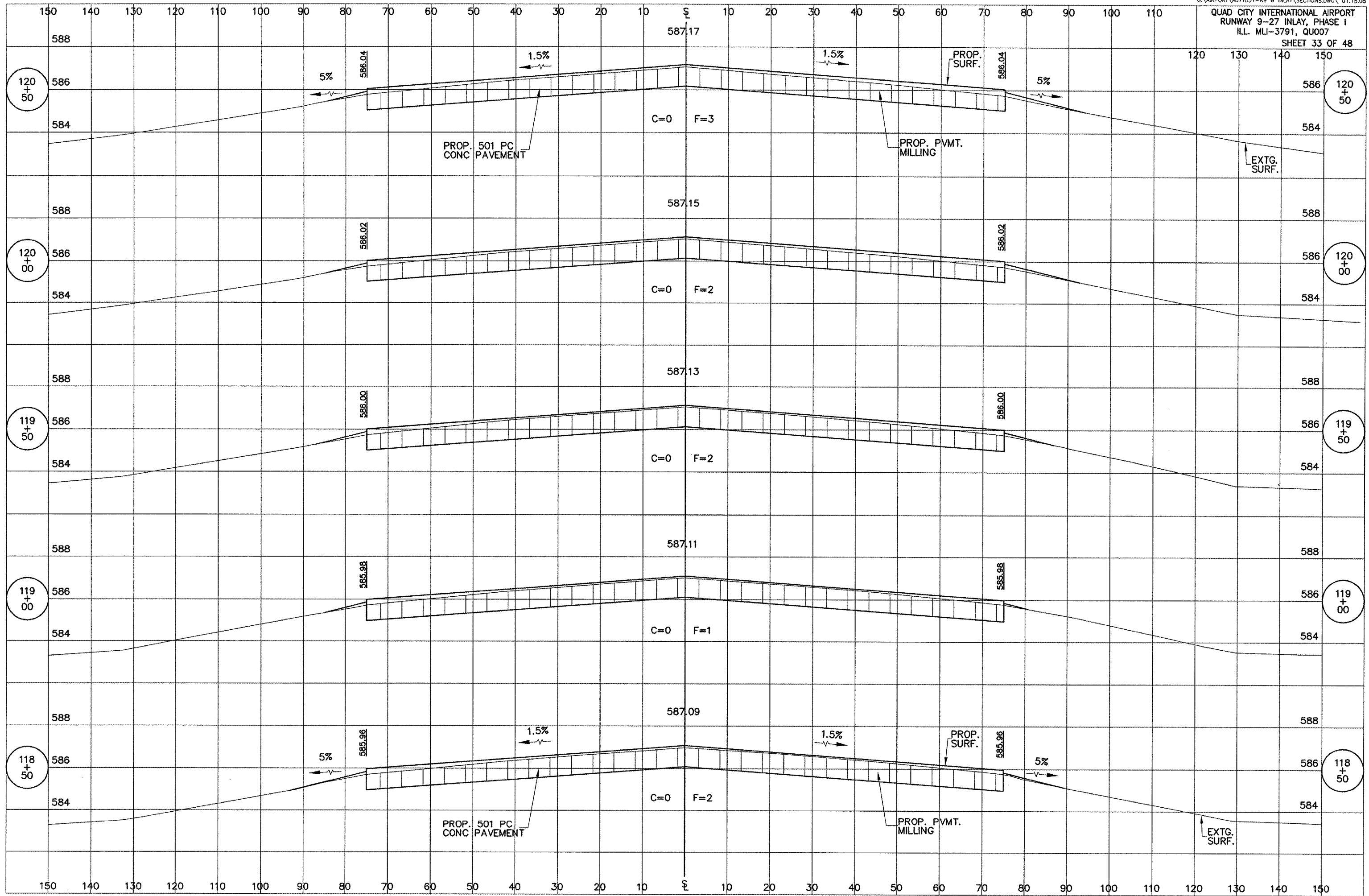


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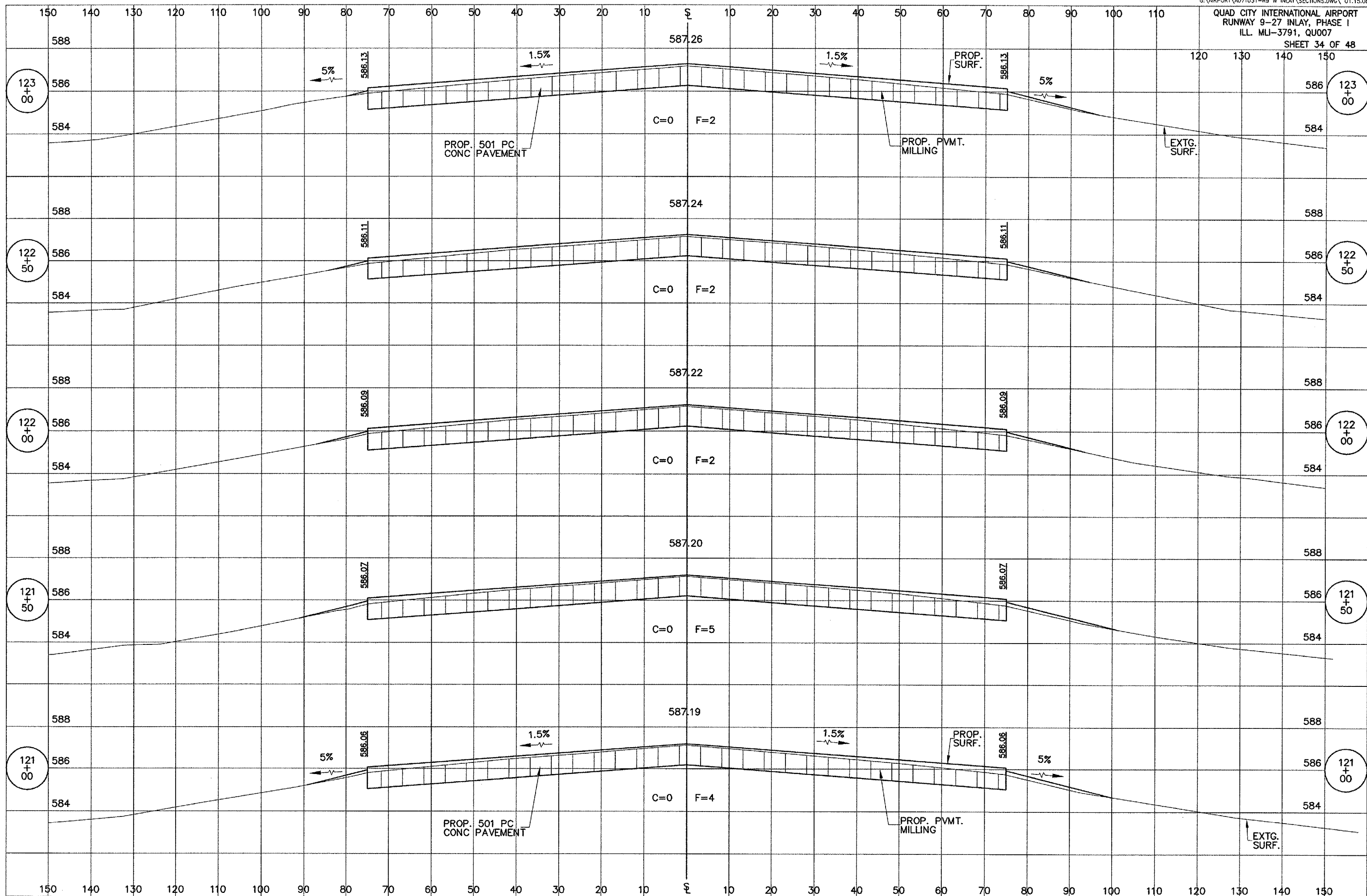


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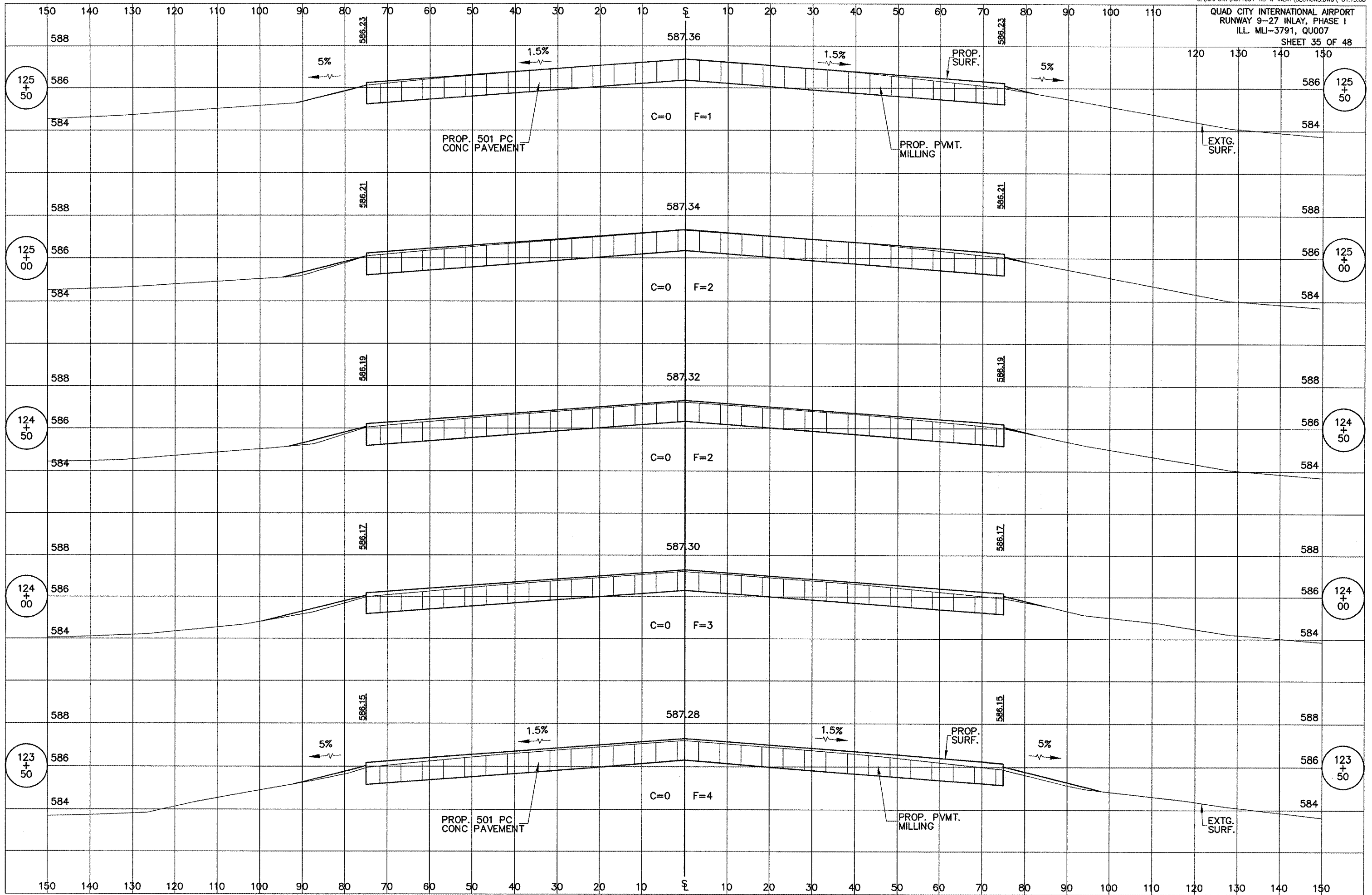




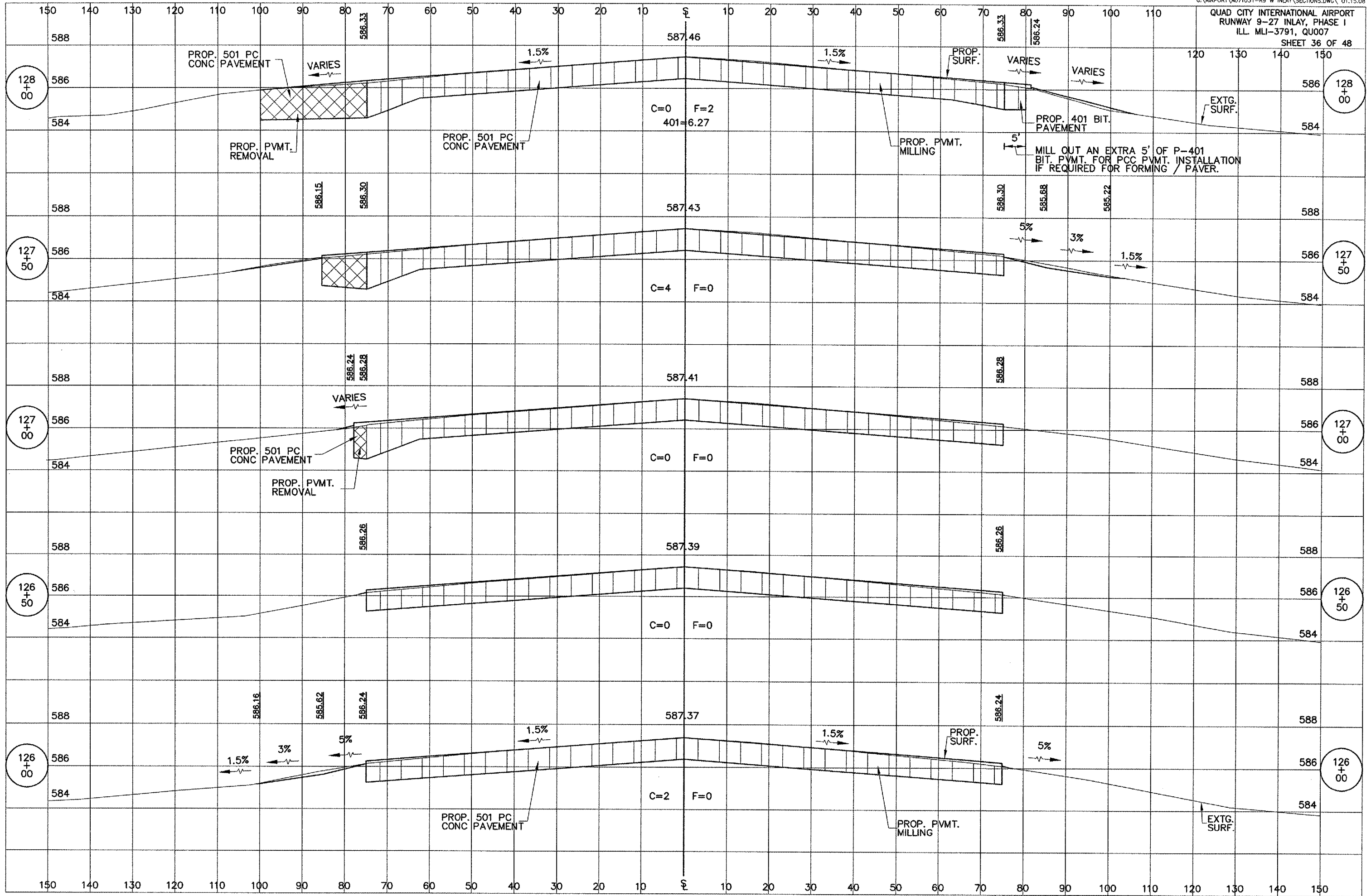
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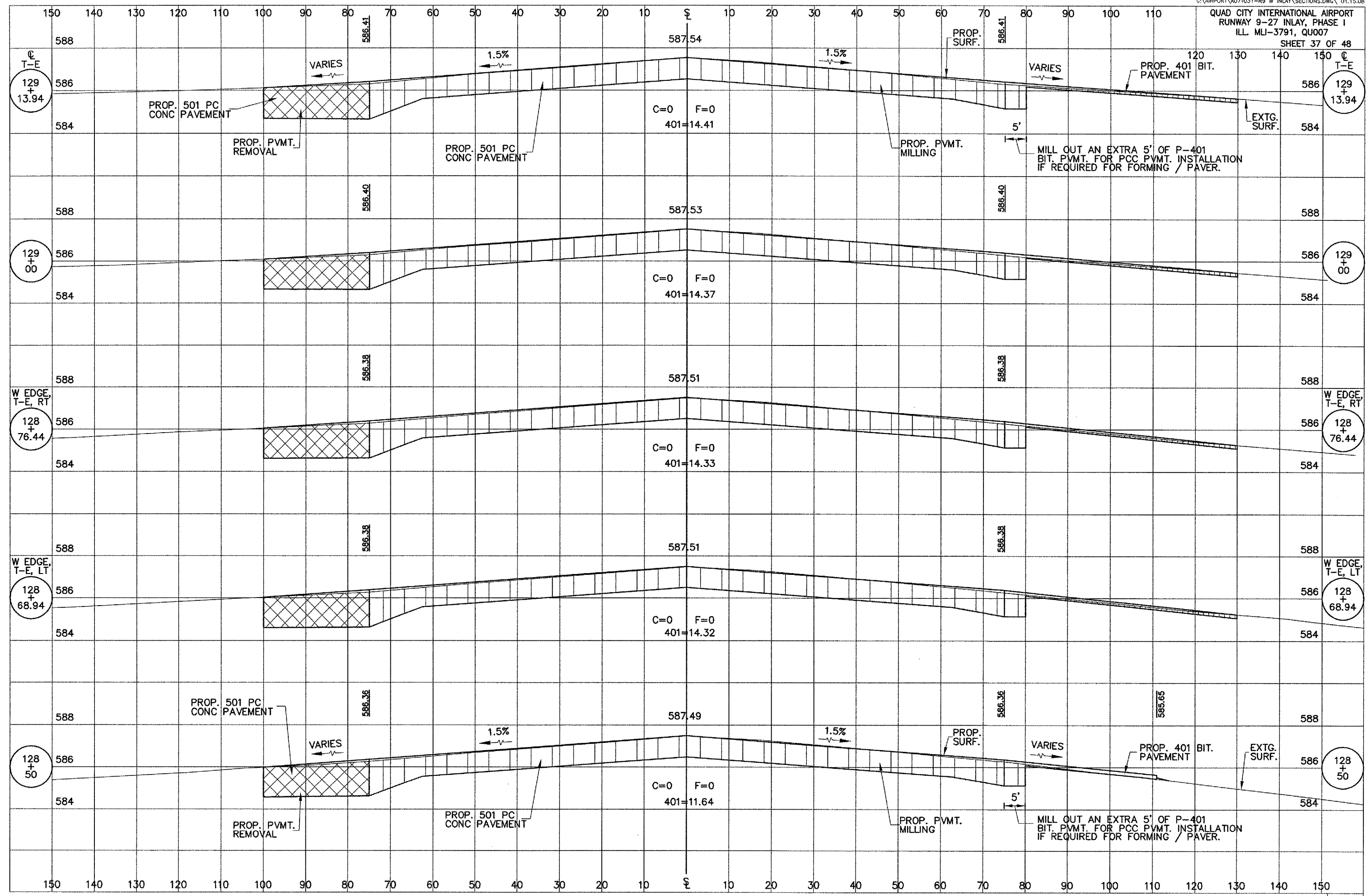
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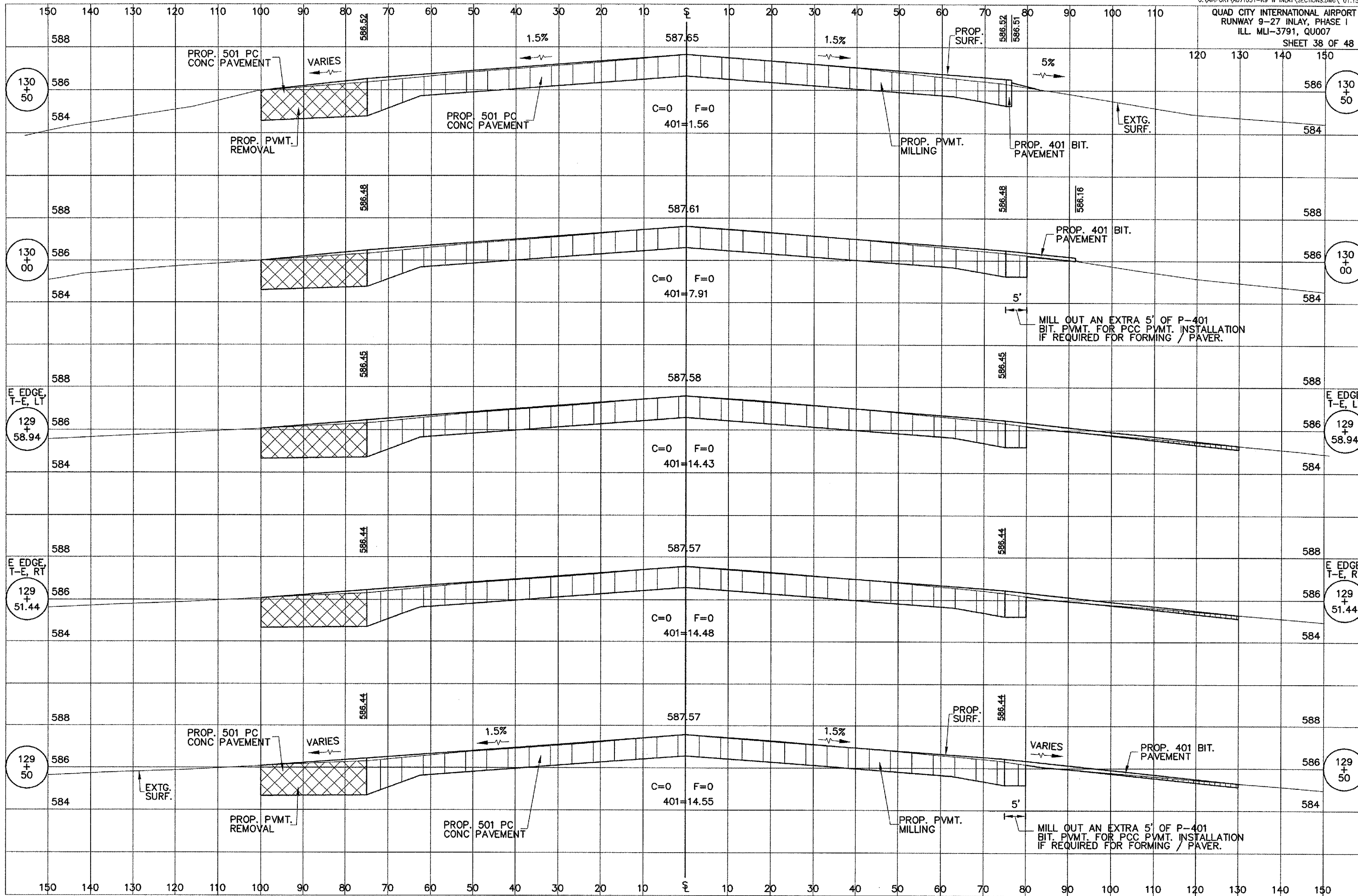
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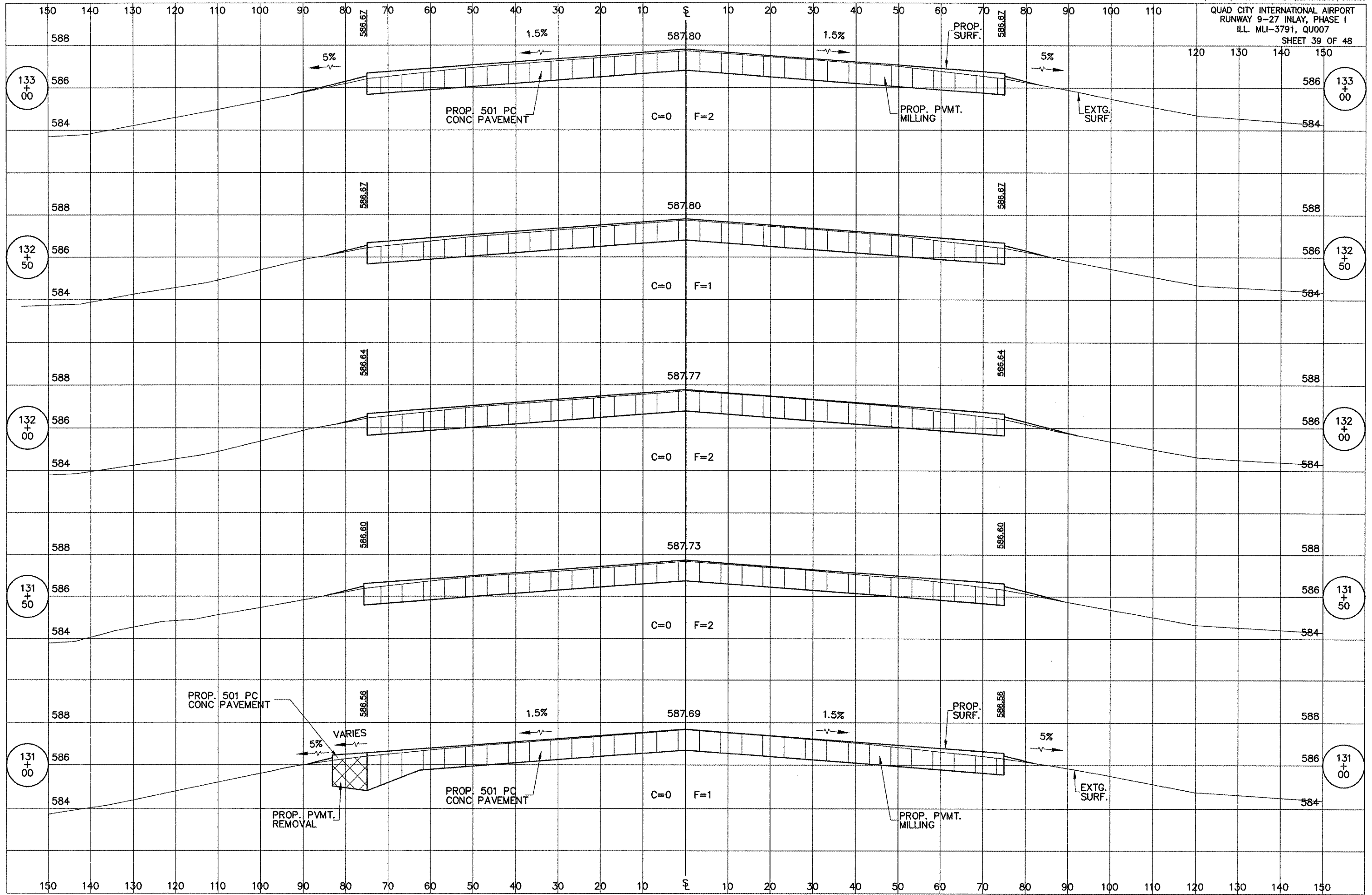


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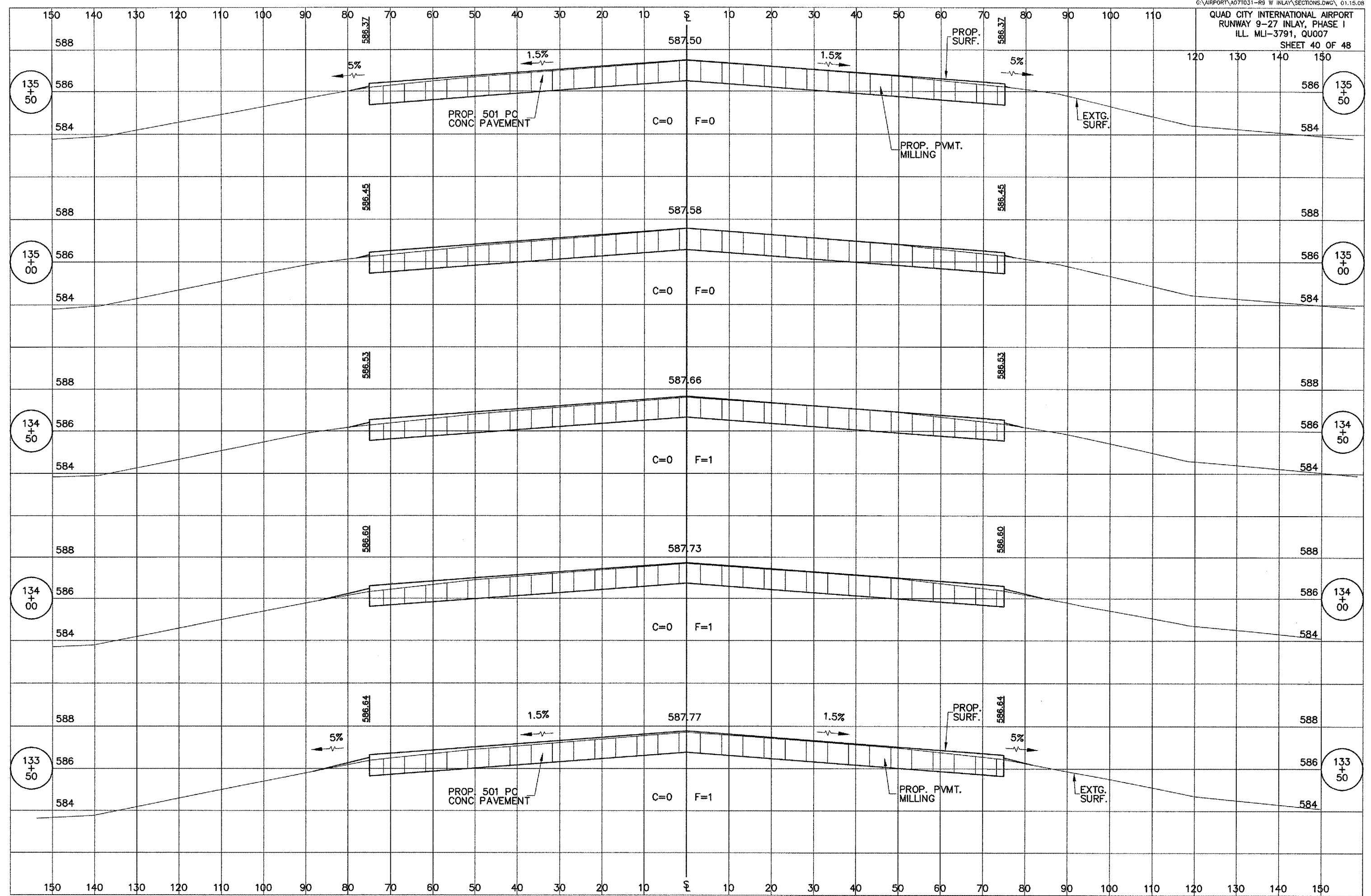


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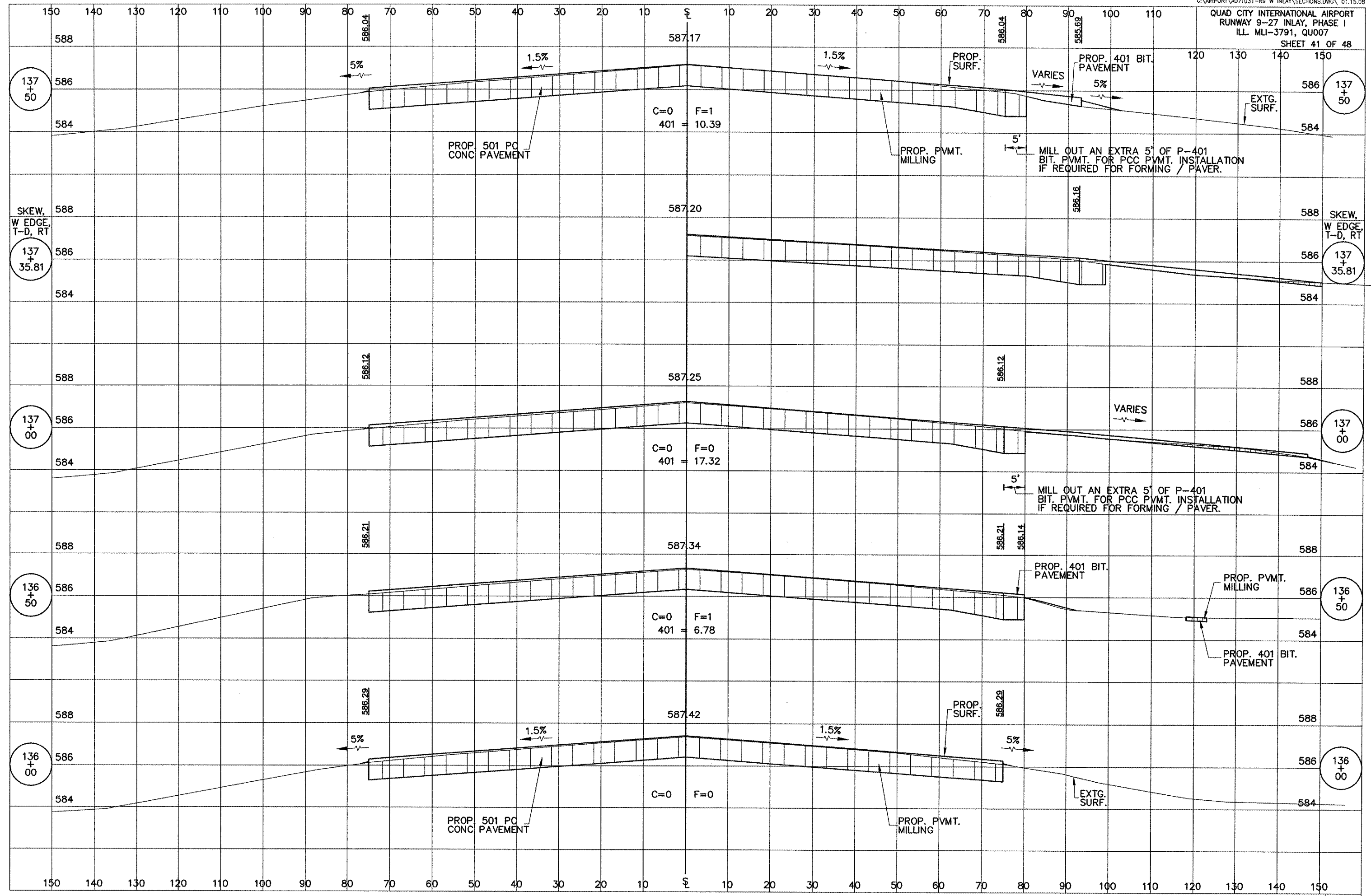




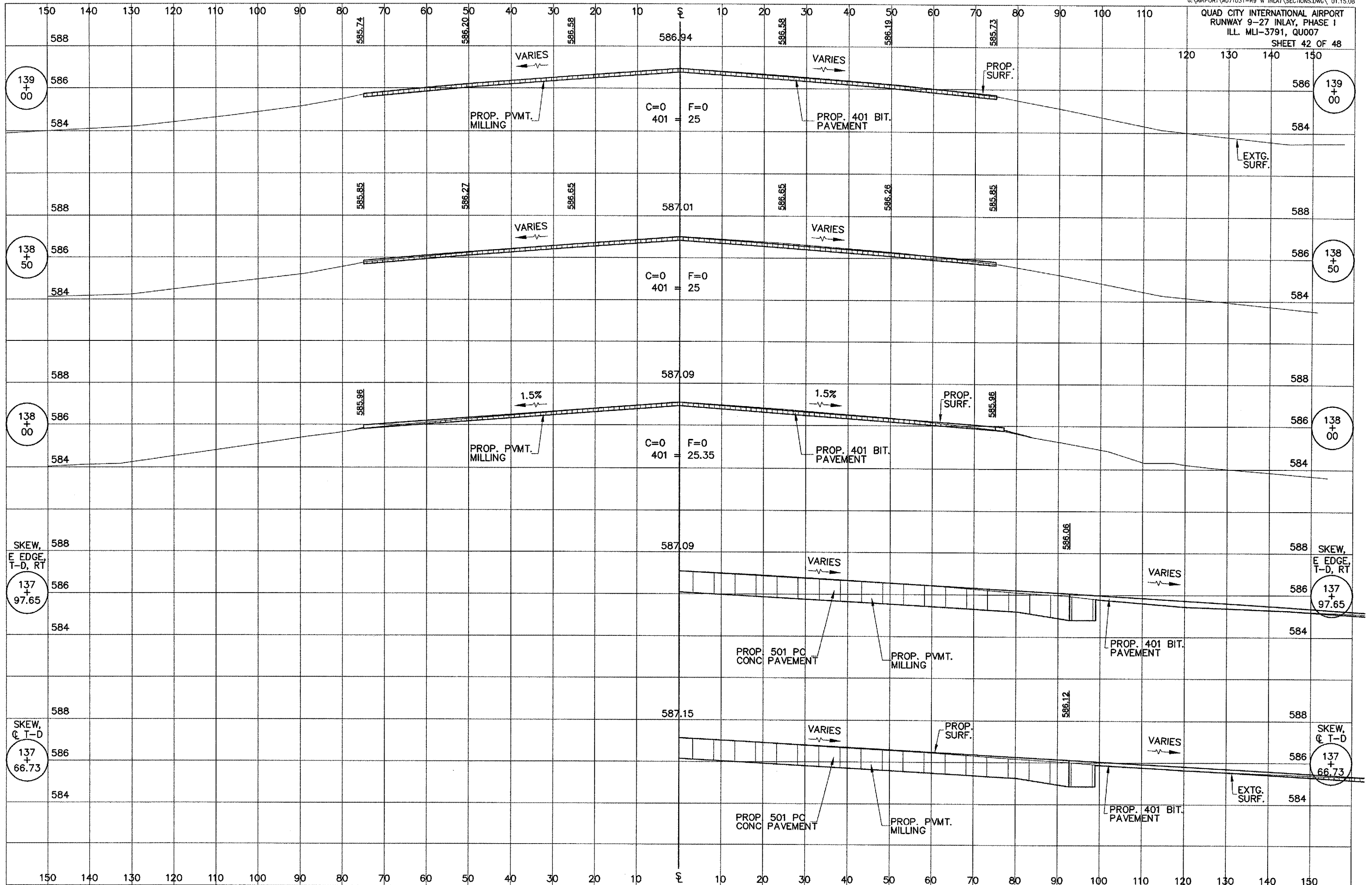
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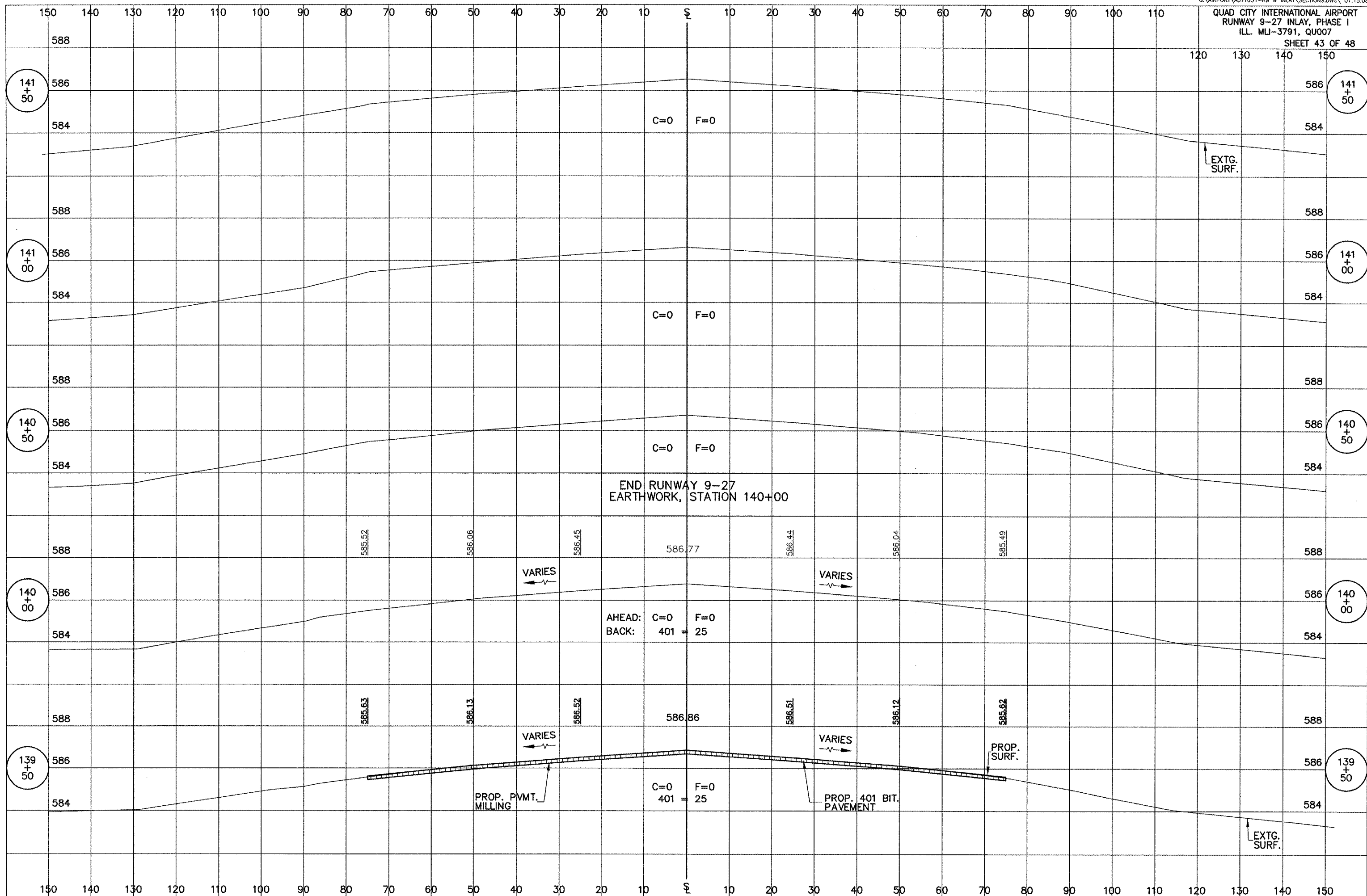
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G:\AIRPORT\A07T031-R9 W INLAY\SECTIONS.DWG, 4/22/2008 11:56:58 AM, jefm



END RUNWAY 9-27  
EARTHWORK, STATION 140+00

AHEAD: C=0 F=0  
BACK: 401 = 25

C=0 F=0  
401 = 25

PROP. PVMT.  
MILLING

PROP. 401 BIT.  
PAVEMENT

EXTG.  
SURF.

EXTG.  
SURF.

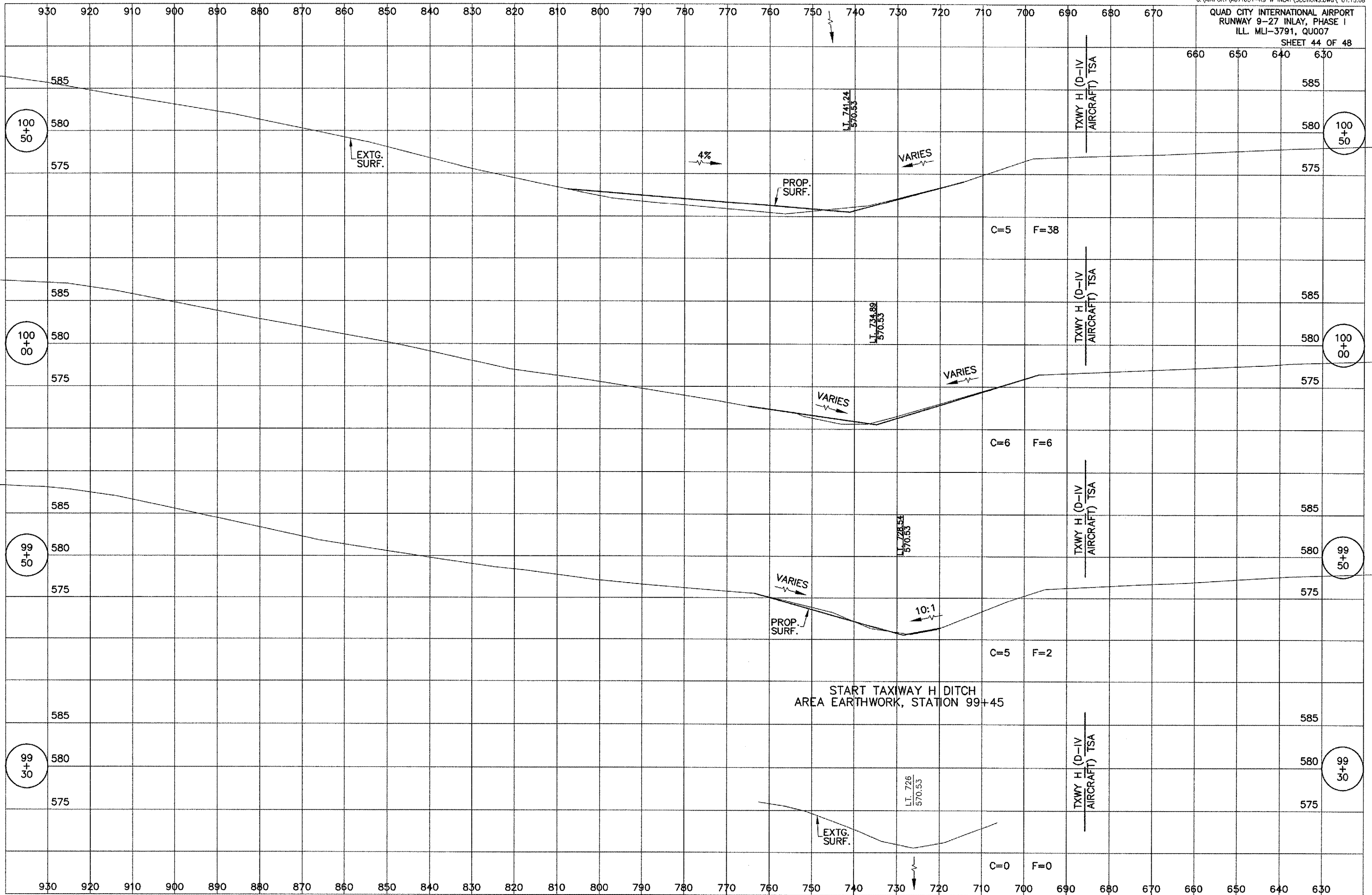
VARIES

VARIES

VARIES

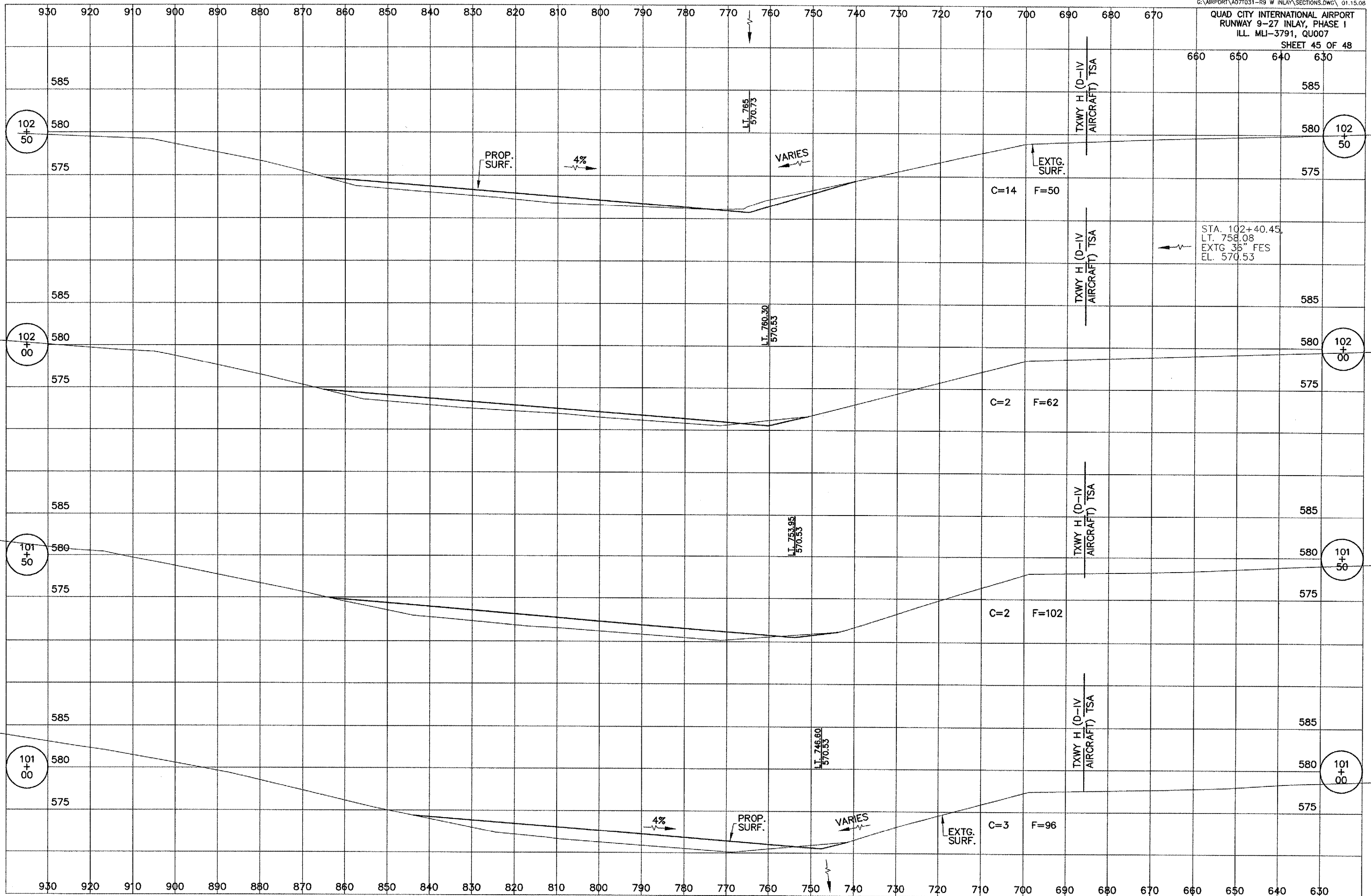
VARIES

PROP.  
SURF.

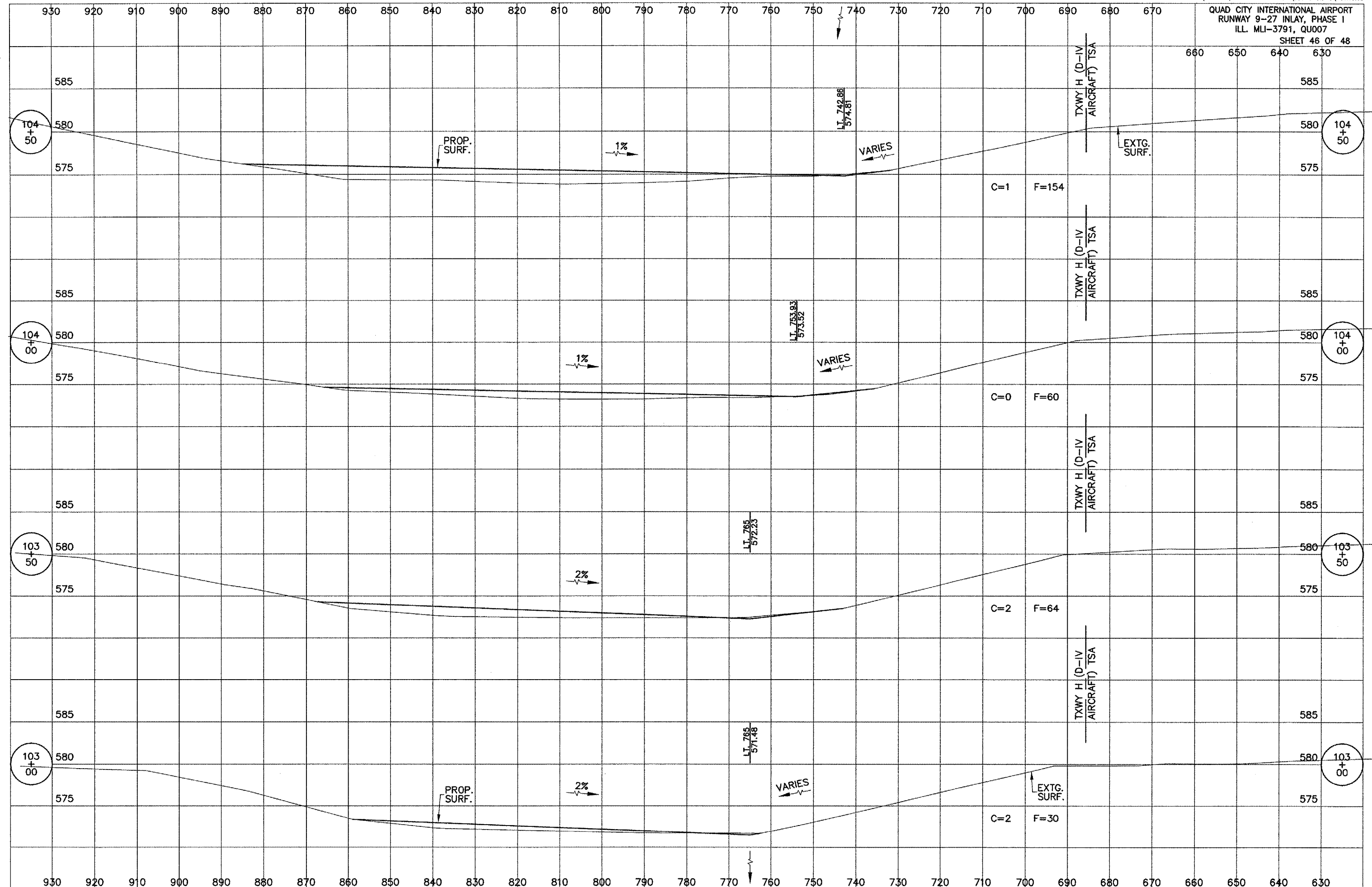


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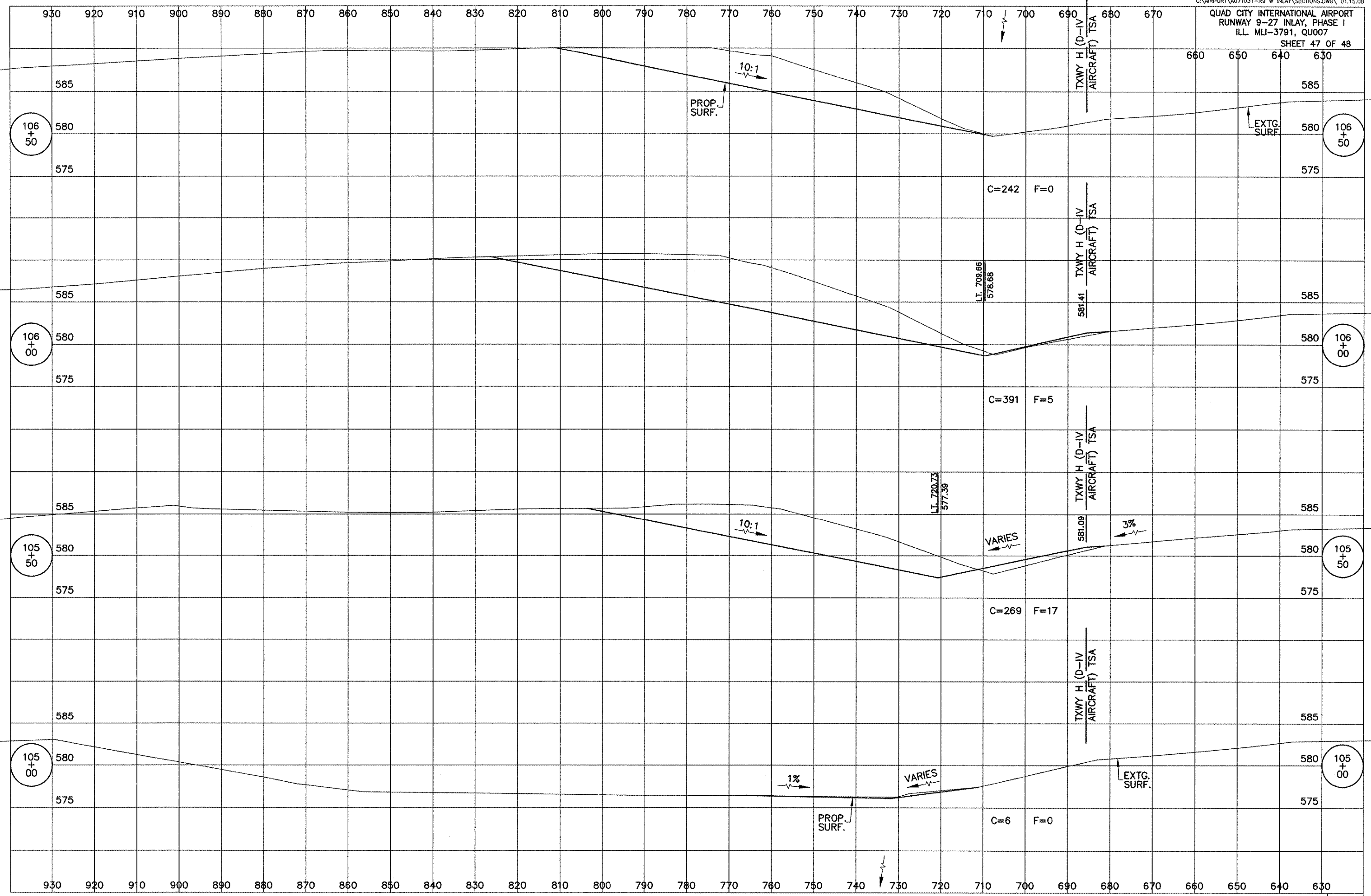




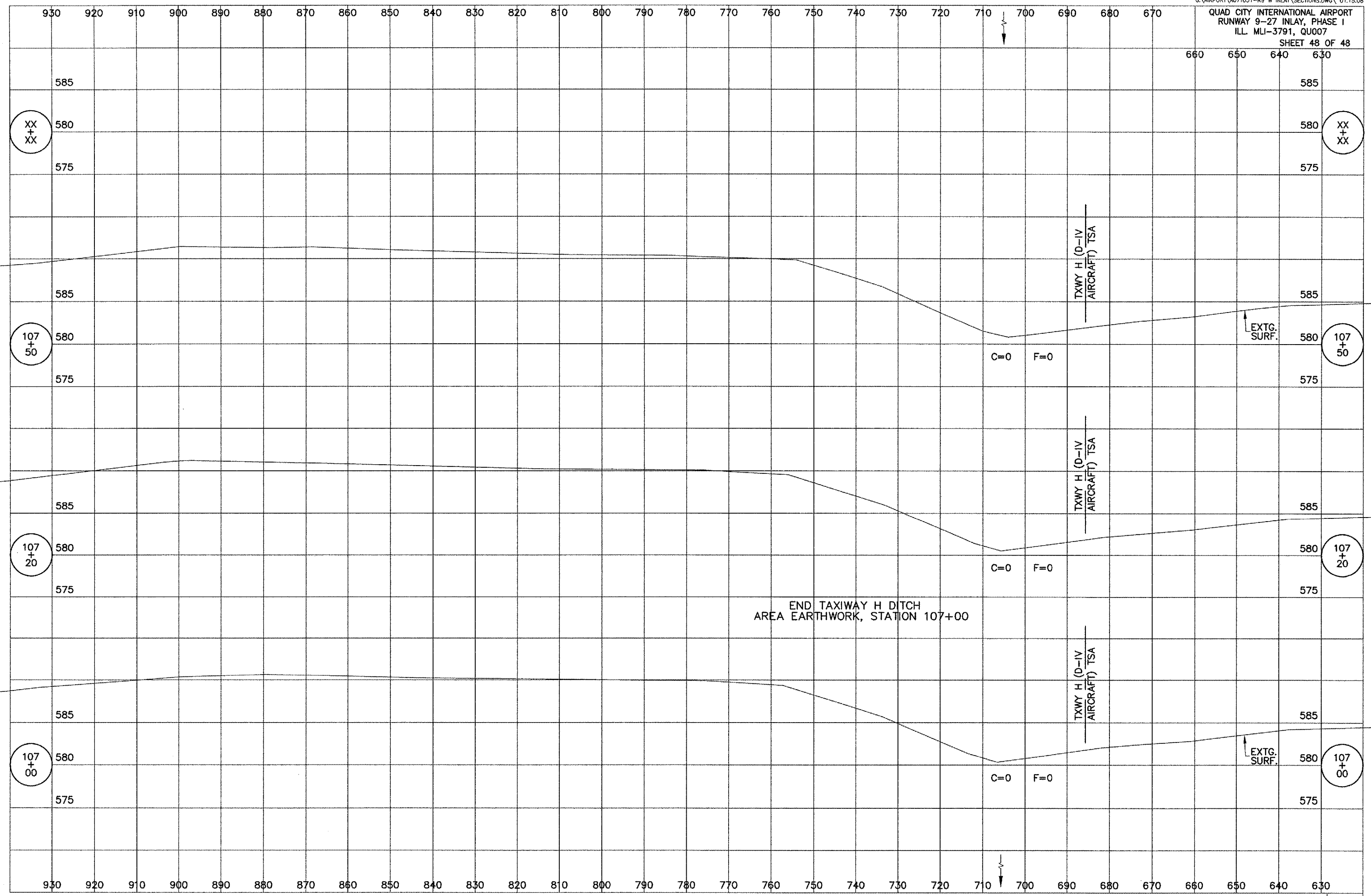
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C:\A:\pport\A077031-R9 W INLAY\SECTIONS.dwg, 4/22/2008 11:57:23 AM, jeffm



END TAXIWAY H DITCH  
AREA EARTHWORK, STATION 107+00

C=0 F=0

C=0 F=0

C=0 F=0

TXWY H (D-IV  
AIRCRAFT) TSA

TXWY H (D-IV  
AIRCRAFT) TSA

TXWY H (D-IV  
AIRCRAFT) TSA

EXTG.  
SURF.

EXTG.  
SURF.

G:\AIRPORT\A077031-R9 W INLAY\SECTIONS.dwg, 4/22/2008 11:57:28 AM, jefm