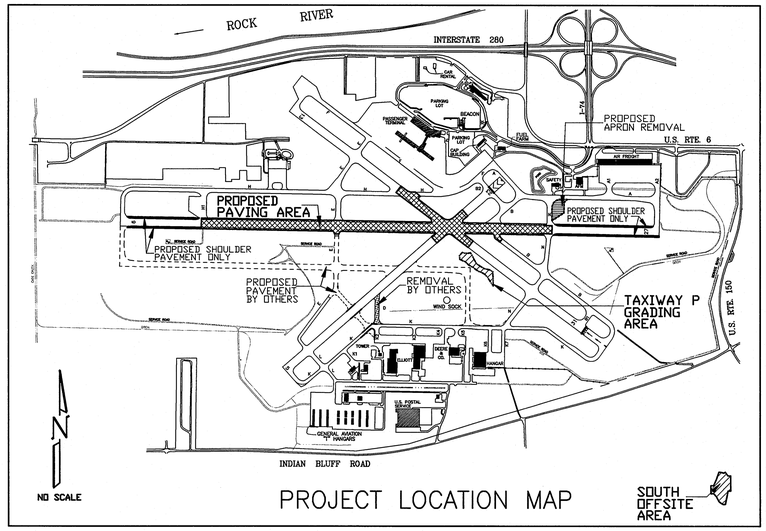
ITEM 15A

INDEX OF SHEETS		
SHEET NO.	TITLE	
1	COVER SHEET AND INDEX OF SHEETS	
2-3	SUMMARY OF QUANTITIES / GENERAL NOTES	
4-9	PROPOSED SAFETY PLAN	
10	PROJECT AREA PLAN	
11	PROPOSED SOUTH OFFSITE SOIL DISPOSAL AREA PLAN	
12-14	STAGE 1 WORK : RUNWAY 10-28 LIGHTING PLAN	
15-16	STAGE 1 WORK : RUNWAY 10-28 PAVEMENT MARKING AND GUIDANCE SIGN PLAN	
17	STAGE 1 WORK : RUNWAY 10-28 SIGN SCHEDULE	
18-26	TYPICAL SECTIONS	STAGE 2 / STAGE 3 WORK
27-37	RUNWAY 9-27 PLAN & PROFILES	
38-39	RUNWAY 13-31 PLAN & PROFILES	
40	RUNWAY 5-23 PLAN & PROFILE	
41	13' WIDE FLUSH SERVICE ROAD PLAN	
42-46	RUNWAY 9-27 JOINT PLAN	
47	JOINT DETAILS	
48-55	RUNWAY 9-27 STAKING PLAN	
56	RUNWAY GROOVING PLAN	
57-63	DRAINAGE PLAN	
64	ADDITIVE ALTERNATE 1 : DRAINAGE PLAN	
65-71	DRAINAGE - PIPE PROFILES	
72-74	DRAINAGE DETAILS	
75-80	PROPOSED PAVEMENT MARKINGS	
81-90	RUNWAY 9-27 LIGHTING PLAN	
91-92	RUNWAY 9-27 RECONSTRUCTION GUIDANCE SIGN PLAN	
93-97	LIGHTING DETAILS	
98	SCAN SYSTEM DETAILS	
99-100	ELECTRICAL VAULT MODIFICATION PLAN	
101-104	PROPOSED STORM WATER POLLUTION PREVENTION PLAN	
105-173	PROPOSED RUNWAY 9-27 CROSS SECTIONS	
174-183	PROPOSED RUNWAY 13-31 CROSS SECTIONS	
184-187	PROPOSED RUNWAY 5-23 CROSS SECTIONS	
188-192	PROPOSED 13' WIDE FLUSH SERVICE ROAD CROSS SECTIONS	
193-195	PROPOSED SOUTH OFFSITE SOIL DISPOSAL AREA CROSS SECTIONS	
196	STAGE 4 WORK: BASE BID, TAXIWAY P AREA GRADING PLAN	
197-200	STAGE 4 WORK : BASE BID, TAXIWAY P CROSS SECTIONS	
201	ADDITIVE ALTERNATE 2, T-N APRON REMOVAL, PLAN	
202	ADDITIVE ALTERNATE 2, T-N APRON REMOVAL, TYPICAL SECTION	
203	ADDITIVE ALTERNATE 2, T-N APRON REMOVAL, LIGHTING & PVMT. MARKINGS	
204-206	ADDITIVE ALTERNATE 2, T-N APRON REMOVAL, CROSS SECTION	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

CONSTRUCTION PLANS
FOR

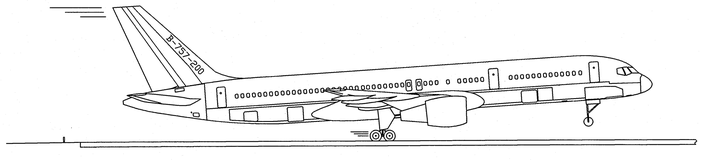
QUAD-CITY INTERNATIONAL AIRPORT
ROCK ISLAND COUNTY, ILLINOIS



PROJECT LOCATION MAP

RUNWAY 9-27 RECONSTRUCTION

P.C. CONCRETE INLAY (6,505' X 150') ON BITUMINOUS RUNWAY 9-27 AND RUNWAY 9-27 BITUMINOUS SHOULDERS (17,050' X 25') ALONG WITH PAVEMENT TIE-INS (R5-23, R13-31, T-B, T-E & T-H1) INCLUDING EARTHWORK, LIGHTING, UNDERDRAINS, MARKING, 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.

WARNING



CALL BEFORE YOU DIG

CONSULTING ENGINEERS
MISSMAN, STANLEY & ASSOC.

ENGINEER'S SIGNATURE Dennis Martin
SEALED & SIGNED 4/20/2010
DATE OF LICENSE EXPIRATION 11/30/2011

DENNIS R. MARTIN
62-32026
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

METROPOLITIAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY, ILLINOIS

Bruce Carter
4/19/10 *DATE APPROVED*

APRIL 20, 2010
OFFICIAL DATE OF PLANS

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

G:\Airport\A09T026-RW 9-27 Reconst.Design\COV.dwg, 4/20/2010 9:44:36 AM, jeffm

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
BASE BID:				
AR108108	1/C #8 5 KV UG CABLE	L.F.	15,770	
AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	850	
AR108208	2/C #8 5 KV UG CABLE	L.F.	735	
AR108258	2/C #8 5 KV UG CABLE IN UD	L.F.	2,650	
AR109210	VAULT MODIFICATIONS	L.S.	1	
AR110014	4" DIRECTIONAL BORE	L.F.	90	
AR110212	2" STEEL DUCT, DIRECT BURY	L.F.	17,200	
AR110213	3" STEEL DUCT, DIRECT BURY	L.F.	55	
AR110501	1-WAY CONC. ENCASED DUCT	L.F.	55	
AR110502	2-WAY CONCRETE ENCASED DUCT	L.F.	140	
AR110503	3-WAY CONCRETE ENCASED DUCT	L.F.	55	
AR110506	6-WAY CONCRETE ENCASED DUCT	L.F.	26	
AR110710	ELECTRICAL MANHOLE	EACH	2	
AR110900	REMOVE DUCT	L.F.	45	
AR125110	SEMIFLUSH RETROREFLECTIVE MARKER	EACH	1	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	3	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	2	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	1	
AR125461	TAXI GUIDANCE SIGN, SPECIAL	EACH	3	
AR125525	HIRL, INPAVEMENT	EACH	10	
AR125560	RUNWAY DISTANCE REMAINING SIGN	EACH	1	
AR125565	SPLICE CAN	EACH	5	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	1	
AR125903	REMOVE INPAVEMENT LIGHT	EACH	10	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	2	
AR125906	REMOVE SPLICE CAN	EACH	3	
AR125920	REPLACE	EACH	1	
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	30	
AR125943	ADJUST INPAVEMENT LIGHT	EACH	6	
AR125962	RELOCATE BASE MOUNTED LIGHT	EACH	4	
AR125964	RELOCATE TAXI GUIDANCE SIGN	EACH	1	
AR125966	RELOCATE SPLICE CAN	EACH	5	
AR125982	REFURBISH BASE MOUNTED LIGHT	EACH	106	
AR125983	REFURBISH INPAVEMENT LIGHT	EACH	2	
AR125984	REFURBISH TAXI GUIDANCE SIGN	EACH	9	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	3,300	
AR152419	UNCLASSIFIED DISPOSAL OFFSITE	C.Y.	28,900	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR156540	RIPRAP	S.Y.	200	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	53,390	
AR209600	GEOTEXTILE FABRIC	S.Y.	53,600	
AR401610	BITUMINOUS SURFACE COURSE	TON	13,000	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	143,800	

SUMMARY OF QUANTITIES, CONTINUED

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
BASE BID (CONTINUED):				
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	250	
AR402621	POROUS FRICTION COURSE, 1"	S.Y.	11,025	
AR403610	BITUMINOUS BASE COURSE	TON	8,280	
AR403630	BITUMINOUS BASE TEST SECTION	EACH	1	
AR501510	10" PCC PAVEMENT	S.Y.	24,210	
AR501514	14" PCC PAVEMENT	S.Y.	108,690	
AR501517	17" PCC PAVEMENT	S.Y.	2,100	
AR501530	PCC TEST BATCH	EACH	1	
AR501540	PCC PAVEMENT GROOVING	S.Y.	117,520	
AR501900	REMOVE PCC PAVEMENT	S.Y.	2,100	
AR602510	BITUMINOUS PRIME COAT	GAL.	16,980	
AR603510	BITUMINOUS TACK COAT	GAL.	5,340	
AR620510	PAVEMENT MARKING	S.F.	174,040	
AR620900	PAVEMENT MARKING REMOVAL	S.F.	2,770	
AR705506	6" PERFORATED UNDERDRAIN	L.F.	17,312	
AR751540	MANHOLE 4'	EACH	4	
AR751550	MANHOLE 5'	EACH	3	
AR751570	MANHOLE - SPECIAL	EACH	26	
AR751903	REMOVE MANHOLE	EACH	7	
AR751944	ADJUST MANHOLE - PAVEMENT	EACH	10	
AR751945	ADJUST MANHOLE - NON PAVEMENT	EACH	11	
AR751963	RELOCATE MANHOLE	EACH	5	
AR751983	RECONSTRUCT MANHOLE	EACH	1	
AR752900	REMOVE END SECTION	EACH	1	
AR770510	10" SANITARY SEWER	L.F.	517	
AR770704	SANITARY MANHOLE 4'	EACH	3	
AR801605	REPLACE TAXI GUIDANCE SIGN PANEL	EACH	66	
AR801606	SCAN SYSTEM UPGRADE	L.S.	1	
AR801614	SUPPLY TAXI GUIDANCE SIGN PANEL	EACH	70	
AR801617	LIGHTED RUNWAY CLOSURE MARKER	EACH	2	
AR801630	2" STEEL DUCT IN CONCR TRENCH	L.F.	230	
AR801631	EXTEND CASING	L.F.	58	
AR801632	REMOVE LIGHT EQUIPMENT	EACH	18	
AR801633	6" STEEL DUCT, DIRECT BURY	L.F.	55	
AR801634	RUNWAY GUARD LIGHT	EACH	2	
AR901510	SEEDING	ACRE	19	
AR908513	MULCHING - METHOD 3	ACRE	19	
AR908520	EXCELSIOR BLANKET	S.Y.	1,500	

G:\Airport\A09T026-RW 9-27 Reconst.Design\sumquan.dwg, 5/17/2010 1:13:43 PM, jeffm

SUMMARY OF QUANTITIES, CONTINUED

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
ADDITIVE ALTERNATE 1 (R9-27, STA 117+50 TO STA 122+00, RIGHT 950' TO RIGHT 1,900'; DRAINAGE*) :				
AS705506	6" PERFORATED UNDERDRAIN	L.F.	955	
AS705508	8" PERFORATED UNDERDRAIN	L.F.	1,065	
AS705548	8" NON PERFORATED UNDERDRAIN	L.F.	100	
AS751411	INLET-TYPE A	EACH	1	
AS751415	INLET-SPECIAL	EACH	1	
AS751570	MANHOLE - SPECIAL	EACH	1	
ADDITIVE ALTERNATE 2 (R9-27, LEFT, STA 168+00 TO STA 175+00; TAXIWAY N APRON REMOVAL) :**				
AT108158	1/C #8 5 KV UG CABLE IN UD	L.F.	1,310	
AT108258	2/C #8 5 KV UG CABLE IN UD	L.F.	80	
AT110901	CONCRETE DUCT REMOVAL	L.F.	190	
AT125565	SPLICE CAN	EACH	2	
AT125962	RELOCATE BASE MOUNTED LIGHT	EACH	12	
AT125964	RELOCATE TAXI GUIDANCE SIGN	EACH	2	
AT152410	UNCLASSIFIED EXCAVATION	C.Y.	420	
AT152419	UNCLASSIFIED DISPOSAL OFFSITE	C.Y.	1,560	
AT209510	CRUSHED AGGREGATE BASE COURSE	TON	540	
AT209600	GEOTEXTILE FABRIC	S.Y.	645	
AT401610	BITUMINOUS SURFACE COURSE	TON	10	
AT401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	67	
AT501517	17" PCC PAVEMENT	S.Y.	612	
AT501900	REMOVE PCC PAVEMENT	S.Y.	6,949	
AT602510	BITUMINOUS PRIME COAT	GAL.	3	
AT620510	PAVEMENT MARKING	S.F.	1,035	
AT620900	PAVEMENT MARKING REMOVAL	S.F.	730	
AT705506	6" PERFORATED UNDERDRAIN	L.F.	548	
AT751570	MANHOLE - SPECIAL	EACH	2	
AT751903	REMOVE MANHOLE	EACH	1	
AT801605	REPLACE TAXI GUIDANCE SIGN PANEL	EACH	8	
AT901510	SEEDING	ACRE	2.5	
AT908513	MULCHING - METHOD 3	ACRE	2.5	

* = SEE SHEET 64 FOR ADDITIVE ALTERNATE 1 DRAINAGE WORK.
** = SEE SHEETS 201 THROUGH 206 FOR ADDITIVE ALTERNATE 2 TAXIWAY N APRON REMOVAL WORK.

GENERAL NOTES:

1. MAXIMUM PAY WIDTH FOR 209510 CRUSHED AGGREGATE BASE COURSE 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.
2. 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.
3. 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.
4. THE CONTRACTOR SHALL EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALES, AS REQUIRED BY THE RESIDENT ENGINEER, TO CONTROL STORM WATER RUN-OFF.
5. THE CONTRACT AR152410-UNCLASSIFIED EXCAVATION / AR152442-OFFSITE BORROW EXCAVATION ITEMS SHALL INCLUDE ALL COSTS ASSOCIATED WITH EXCAVATION OF SOILS, HAULING OF SOILS, STOCKPILING SOILS, INSTALLATION OF SOILS, COMPACTING 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.
6. 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 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.
7. ITEM 908513 MULCHING - METHOD 3 SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE IDOT-DOA SUPPLEMENTAL SPECIFICATIONS FOR HYDRAULIC MULCHING AND IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, METHOD 3 (HYDRAULIC MULCH).
8. ITEM 908520 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.

IT IS CURRENTLY ANTICIPATED THAT THE CONSTRUCTION STAGE 2, 3 AND 4 WORK WILL NOT OCCUR UNTIL THE 2011 CONSTRUCTION SEASON. ALL CONSTRUCTION STAGE 2, 3, AND 4 WORK SHALL BE ACCOMPLISHED IN ONE CONSTRUCTION SEASON UNLESS OTHERWISE AUTHORIZED BY THE MAA. RUNWAY 9-27 SHALL NOT BE CLOSED DURING THE WINTER MONTHS.

G:\Airport\A09T026-RW 9-27 Reconst.Design\sumquan.dwg, 4/28/2010 8:46:11 AM, jeffm

GENERAL NOTES:

1. SEE SHEETS 5 THROUGH 9 FOR SAFETY PLAN NOTES, CLOSED RUNWAY MARKING, LOW PROFILE BARRICADE LOCATIONS AND STAGING DETAILS.
2. LOW PROFILE BARRICADES SHALL BE SPACED ACROSS THE ENTIRE WIDTH OF THE PAVEMENT PER DETAILS AND NOTE 8 FOUND ON SHEET 9.
3. PROPOSED TEMPORARY CONSTRUCTION STAGING / BATCH PLANT AREA EQUIPMENT HEIGHT LIMIT = 50 FEET. AT ALL OTHER LOCATIONS: EQUIPMENT HEIGHT LIMIT = 25 FEET.
4. AT THE TIME OF CONSTRUCTION, THE FAA WILL COMPLETE AN AIR SPACE STUDY TO DETERMINE THE EFFECTS OF THE INSTALLATION OF A BATCH PLANT IN THE WEST PREFERRED CONSTRUCTION BATCH PLANT AREA. IF THE FAA DETERMINES THAT A BATCH PLANT WOULD NOT EFFECT THE PROPOSED RUNWAY 10 APPROACH, THEN THE CONTRACTOR SHALL INSTALL THE BATCH PLANT IN THE WEST PREFERRED CONSTRUCTION BATCH PLANT AREA. IF THE FAA DETERMINES THAT A BATCH PLANT WOULD EFFECT THE PROPOSED RUNWAY 10 APPROACH, THEN THE CONTRACTOR SHALL INSTALL THE BATCH PLANT IN THE EAST ALTERNATE BATCH PLANT AREA. THE CONTRACTOR SHALL SET-UP HIS BATCH PLANT AND STAGING AREA AT THE LOCATION SELECTED BY THE MAA AT THE TIME OF CONSTRUCTION.
5. SEE SHEET 8 FOR CRITICAL POINT DATA TABLE.
6. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
7. IF THE PROPOSED WEST PREFERRED CONSTRUCTION BATCH PLANT AREA IS OCCUPIED BY OTHERS AND THE WEST SITE IS APPROVED TO BE USED BY THE FAA / MAA, THEN THIS MLI-3791 CONTRACTOR SHALL SET UP HIS BATCH PLANT AND STAGING IN THIS AREA.

LEGEND:

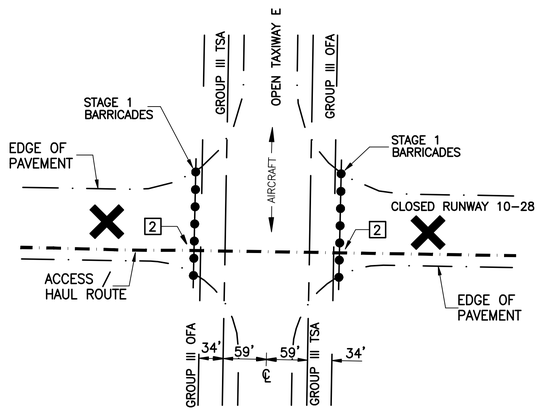
= PROPOSED STAGE 1 CONSTRUCTION ACTIVITIES AREAS
= PROPOSED STAGE 2 CONSTRUCTION ACTIVITIES AREA
= PROPOSED STAGE 3 CONSTRUCTION ACTIVITIES AREA
= PROPOSED STAGE 4 CONSTRUCTION ACTIVITIES AREAS
= PROPOSED PAVEMENT BY OTHERS
= PROPOSED CONSTRUCTION ACCESS / HAUL ROUTE
= EXISTING / PROPOSED RUNWAY / TAXIWAY SAFETY AREA
= EXISTING / PROPOSED RUNWAY RPZ

ROCK RIVER
INTERSTATE 280
AIRPORT RD.
HOME ST.
69th AVE
CASE CREEK
INDIAN BLUFF ROAD
73rd AVE
77th AVE
47th ST
50th ST
68th ST
SERVICE ROAD
DITCH
POND
CAR RENTAL
PARKING LOT
BEACON
PASSENGER TERMINAL
NORTH APRON
CAP BUILDING
FUEL FARM
SAFETY
AFM
AIR FREIGHT
INTERSTATE 74
U.S. RTE. 6
U.S. RTE. 150
DEERE & CO.
FACILITY UNDER CONSTRUCTION
AIRPORT OWNED INDUSTRIAL PARK
TOWER
ELLIOTT
HANGAR
U.S. POSTAL SERVICE
GENERAL AVIATION "T" HANGARS
WIND SOCK
10 LOCALIZER
27 GLIDE SLOPE
9 GLIDE SLOPE & RVR
9 LOCALIZER
27 MALSR
9 MALSR
27 LOCALIZER
DME
MTI
REIL
PAPI
VADI-4
L-880
R9 RPZ
R10 RPZ
R27 RPZ
R28 RPZ
RSA
STAGE 1
STAGE 2
STAGE 3
STAGE 4
NORTH STAGE 4
SOUTH STAGE 4
STA. 161+65
PROPOSED PAVEMENT (BY OTHERS) UNDER CONSTRUCTION
PROPOSED RUNWAY 10-28 CLOSED RUNWAY MARKING (BY OTHERS), TYP. SIX PLACES.
PROPOSED CONSTRUCTION ACCESS ROUTE 2 TO STAGE 2 ONLY.
PROPOSED CONSTRUCTION ACCESS ROUTE 1 TO STAGE 1 ONLY.
PROPOSED CONSTRUCTION ACCESS ROUTE 3 TO STAGE 3 & NORTH STAGE 4 AREAS ONLY.
PROPOSED CONSTRUCTION ACCESS ROUTE TO WEST BATCH PLANT, STAGE 1, AND STAGE 2 AREAS.
PROPOSED CONSTRUCTION ACCESS ROUTE 4 TO EAST ALTERNATE BATCH PLANT AND SOUTH STAGE 4 AREA ONLY.
PROPOSED WEST PREFERRED CONSTRUCTION BATCH PLANT AREA, SEE NOTE 4 AND 7.
PROPOSED EAST ALTERNATE CONSTRUCTION BATCH PLANT AREA, SEE NOTE 4.
PROPOSED TEMPORARY CONTRACTOR ACCESS ROUTE 5 TO THE SOUTH OFFSITE AREA. SEE SHT. 9 FOR CONTINUATION.
CRITICAL POINT # 1
CRITICAL POINT # 11
CRITICAL POINT # 2
SEE NOTE 7.
SEE SHEET 8 FOR SERVICE ROAD PROTECTION
SCALE 0 400 800 FEET

CONSTRUCTION ACTIVITIES LOCATION MAP

PROPOSED SAFETY PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SAFETY.dwg, 5/3/2010 8:58:36 AM, jeffm



DETAIL A
ACCESS / HAUL ROUTE
AND TAXIWAY E INTERSECTION

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.
2. CONTRACTOR SUPPLIED TRAFFIC CONTROL GUARD AND TRACTOR BRUSH DURING ALL HAULING OPERATIONS. ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTION AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES. KEEP PAVEMENT CLEAR OF FOD (FOREIGN OBJECT DEBRIS) AT ALL TIMES.

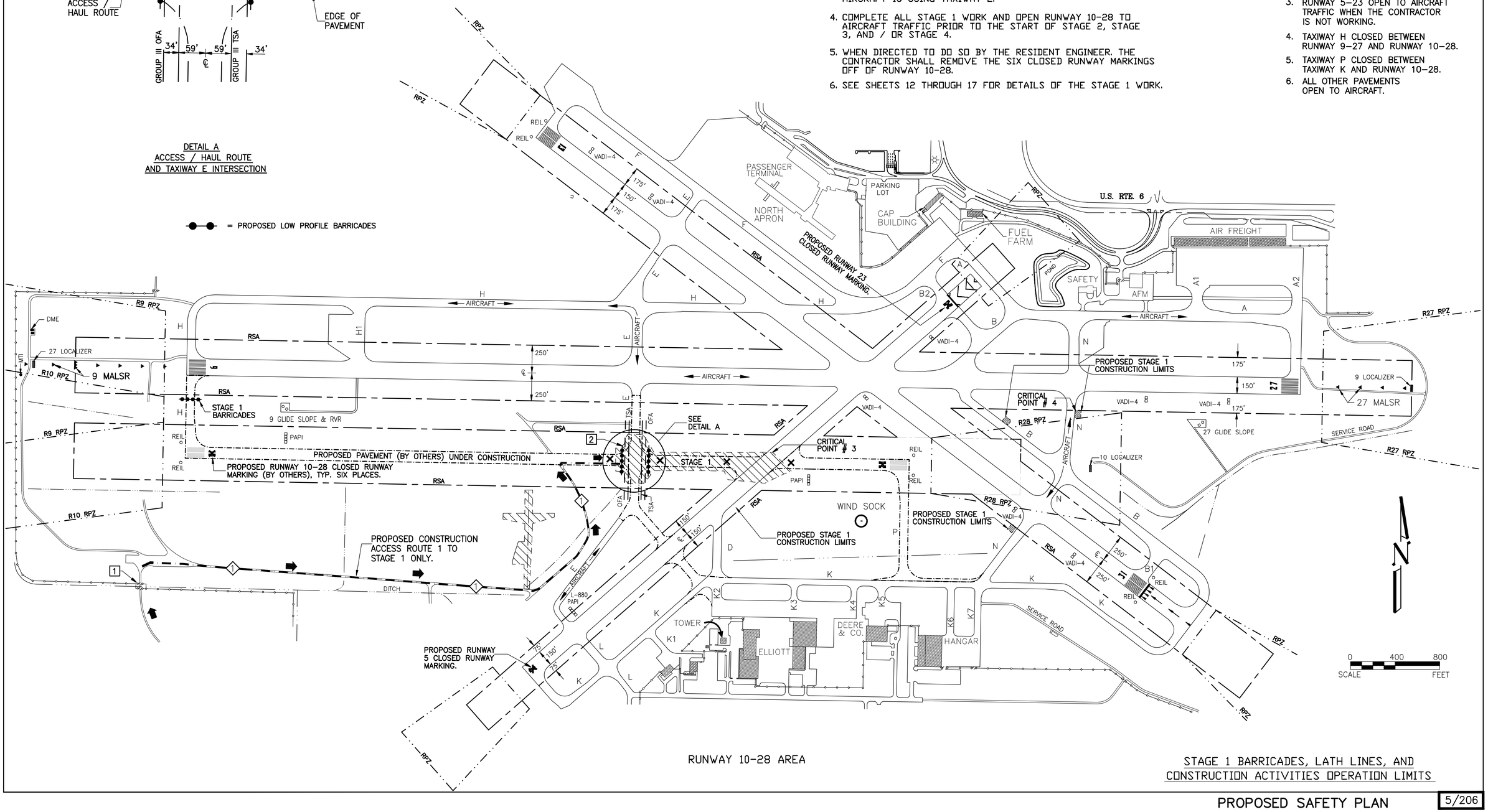
STAGE 1 NOTES:

1. RUNWAY 5-23 CLOSED RUNWAY MARKINGS SHALL BE IN PLACE WHEN THE CONTRACTOR IS IN THE 5-23 RSA (BOTH ENDS OF THE RUNWAY). THESE MARKINGS SHALL BE INSTALLED AT THE BEGINNINNG OF EACH WORK PERIOD AND REMOVED AT THE END OF EACH WORK PERIOD AS REQUIRED BY THE RESIDENT ENGINEER.
2. AT THE END OF EVERY WORK PERIOD, THE CONTRACTOR SHALL REMOVE ALL ITEMS FROM THE R5-23 SAFETY / OBJECT FREE AREAS, REGRADE THE 5-23 SAFETY AREA AND REOPEN THE PAVEMENTS TO AIRCRAFT TRAFFIC. RUNWAY 5-23 SHALL BE OPEN TO AIRCRAFT TRAFFIC AT ALL TIMES WHEN THE CONTRACTOR IS NOT IN THE R5-23 SAFETY AREA. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY E OFA (OBJECT FREE AREA) WHEN AN AIRCRAFT IS USING TAXIWAY E.
4. COMPLETE ALL STAGE 1 WORK AND OPEN RUNWAY 10-28 TO AIRCRAFT TRAFFIC PRIOR TO THE START OF STAGE 2, STAGE 3, AND / OR STAGE 4.
5. WHEN DIRECTED TO DO SO BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REMOVE THE SIX CLOSED RUNWAY MARKINGS OFF OF RUNWAY 10-28.
6. SEE SHEETS 12 THROUGH 17 FOR DETAILS OF THE STAGE 1 WORK.

STAGE 1 AIRFIELD STATUS

1. RUNWAY 10-28 CLOSED TO AIRCRAFT TRAFFIC.
2. RUNWAY 5-23 CLOSED TO AIRCRAFT TRAFFIC ONLY WHEN THE CONTRACTOR IS WORKING.
3. RUNWAY 5-23 OPEN TO AIRCRAFT TRAFFIC WHEN THE CONTRACTOR IS NOT WORKING.
4. TAXIWAY H CLOSED BETWEEN RUNWAY 9-27 AND RUNWAY 10-28.
5. TAXIWAY P CLOSED BETWEEN TAXIWAY K AND RUNWAY 10-28.
6. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

= PROPOSED LOW PROFILE BARRICADES

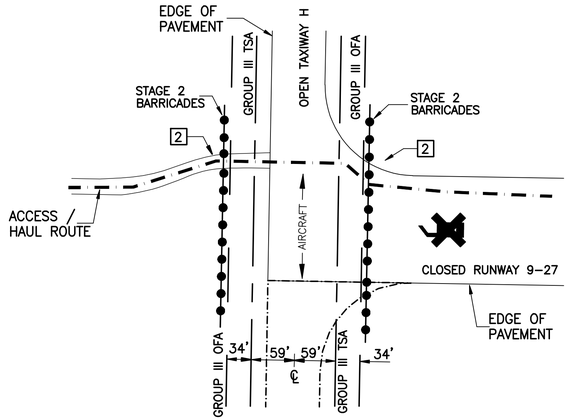


RUNWAY 10-28 AREA

STAGE 1 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS

PROPOSED SAFETY PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SAFETY.dwg, 4/30/2010 2:15:44 PM, jeffm



DETAIL B
ACCESS / HAUL ROUTE
AND TAXIWAY H INTERSECTION

= PROPOSED LOW PROFILE BARRICADES

= PROPOSED STAGE 2 LATH LINES

NUMBERED LEGEND:

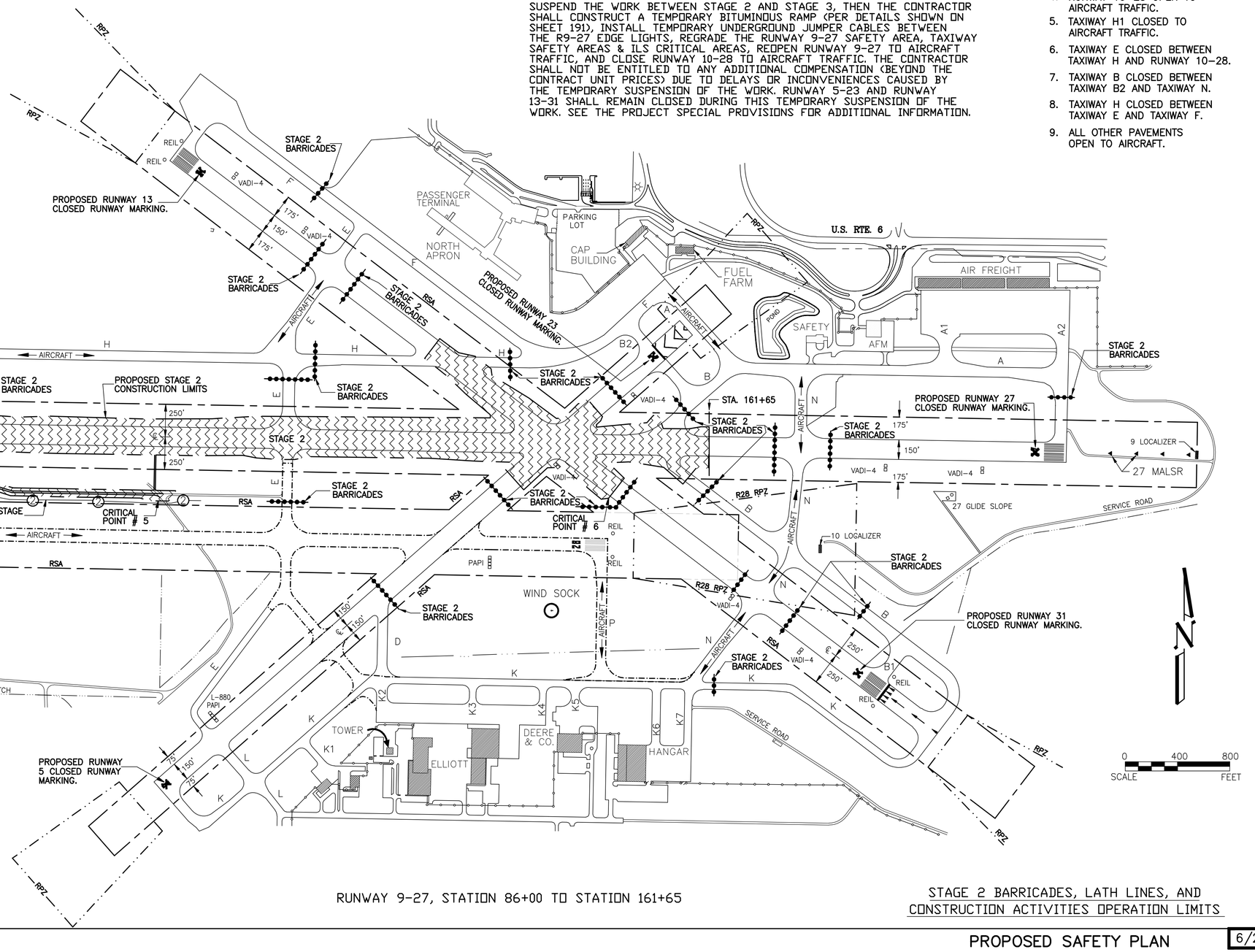
1. PROPOSED CONSTRUCTION ENTRANCE TO AIRFIELD AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.
2. CONTRACTOR SUPPLIED TRAFFIC CONTROL GUARD AND TRACTOR BRUSH DURING ALL HAULING OPERATIONS. ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTION AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES. KEEP PAVEMENT CLEAR OF FOD (FOREIGN OBJECT DEBRIS) AT ALL TIMES.

STAGE 2 NOTES:

1. STAGE 2 SHALL NOT START UNTIL RUNWAY 10-28 IS OPENED TO AIRCRAFT TRAFFIC.
2. RUNWAYS 5-23, 9-27, AND 13-31 CLOSED RUNWAY MARKINGS SHALL BE IN PLACE AT THE ENDS OF THE RUNWAYS AT ALL TIMES DURING STAGE 2 (BOTH ENDS OF RUNWAYS).
3. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY H OFA (OBJECT FREE AREA) WHEN AN AIRCRAFT IS USING TAXIWAY H.
4. COMPLETE ALL STAGE 2 WORK AND OPEN TAXIWAY B TO AIRCRAFT TRAFFIC PRIOR TO THE START OF STAGE 3 AND / OR STAGE 4.
5. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO TEMPORARILY SUSPEND THE WORK AT THE END OF STAGE 2. IF THE MAA OPTS TO SUSPEND THE WORK BETWEEN STAGE 2 AND STAGE 3, THEN THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY BITUMINOUS RAMP (PER DETAILS SHOWN ON SHEET 191), INSTALL TEMPORARY UNDERGROUND JUMPER CABLES BETWEEN THE R9-27 EDGE LIGHTS, REGRADE THE RUNWAY 9-27 SAFETY AREA, TAXIWAY SAFETY AREAS & ILS CRITICAL AREAS, REOPEN RUNWAY 9-27 TO AIRCRAFT TRAFFIC, AND CLOSE RUNWAY 10-28 TO AIRCRAFT TRAFFIC. THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY ADDITIONAL COMPENSATION (BEYOND THE CONTRACT UNIT PRICES) DUE TO DELAYS OR INCONVENIENCES CAUSED BY THE TEMPORARY SUSPENSION OF THE WORK. RUNWAY 5-23 AND RUNWAY 13-31 SHALL REMAIN CLOSED DURING THIS TEMPORARY SUSPENSION OF THE WORK. SEE THE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

STAGE 2 AIRFIELD STATUS

1. RUNWAY 9-27 CLOSED TO AIRCRAFT TRAFFIC.
2. RUNWAY 13-31 CLOSED TO AIRCRAFT TRAFFIC.
3. RUNWAY 5-23 CLOSED TO AIRCRAFT TRAFFIC.
4. RUNWAY 10-28 OPEN TO AIRCRAFT TRAFFIC.
5. TAXIWAY H1 CLOSED TO AIRCRAFT TRAFFIC.
6. TAXIWAY E CLOSED BETWEEN TAXIWAY H AND RUNWAY 10-28.
7. TAXIWAY B CLOSED BETWEEN TAXIWAY B2 AND TAXIWAY N.
8. TAXIWAY H CLOSED BETWEEN TAXIWAY E AND TAXIWAY F.
9. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.



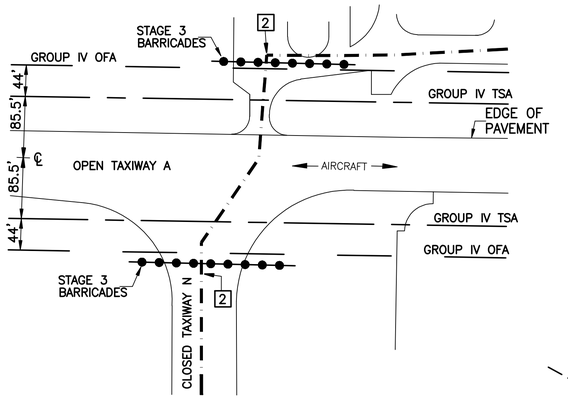
RUNWAY 9-27, STATION 86+00 TO STATION 161+65

STAGE 2 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS

PROPOSED SAFETY PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SAFETY.dwg, 5/18/2010 8:12:17 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 7 OF 206



DETAIL C
ACCESS / HAUL ROUTE
AND TAXIWAY A INTERSECTION

NUMBERED LEGEND:

[2] CONTRACTOR SUPPLIED TRAFFIC CONTROL GUARD AND TRACTOR BRUSH DURING ALL HAULING OPERATIONS. ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTION AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES. KEEP PAVEMENT CLEAR OF FOD (FOREIGN OBJECT DEBRIS) AT ALL TIMES.

[3] PROPOSED CONSTRUCTION ENTRANCE TO STAGE 3 AND NORTH STAGE 4 AREAS ONLY AT THIS EXISTING GATE (EQUIPPED WITH ELECTRIC GATE OPENER). GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE CLOSED OR GUARDED AT ALL TIMES.

STAGE 3 NOTES:

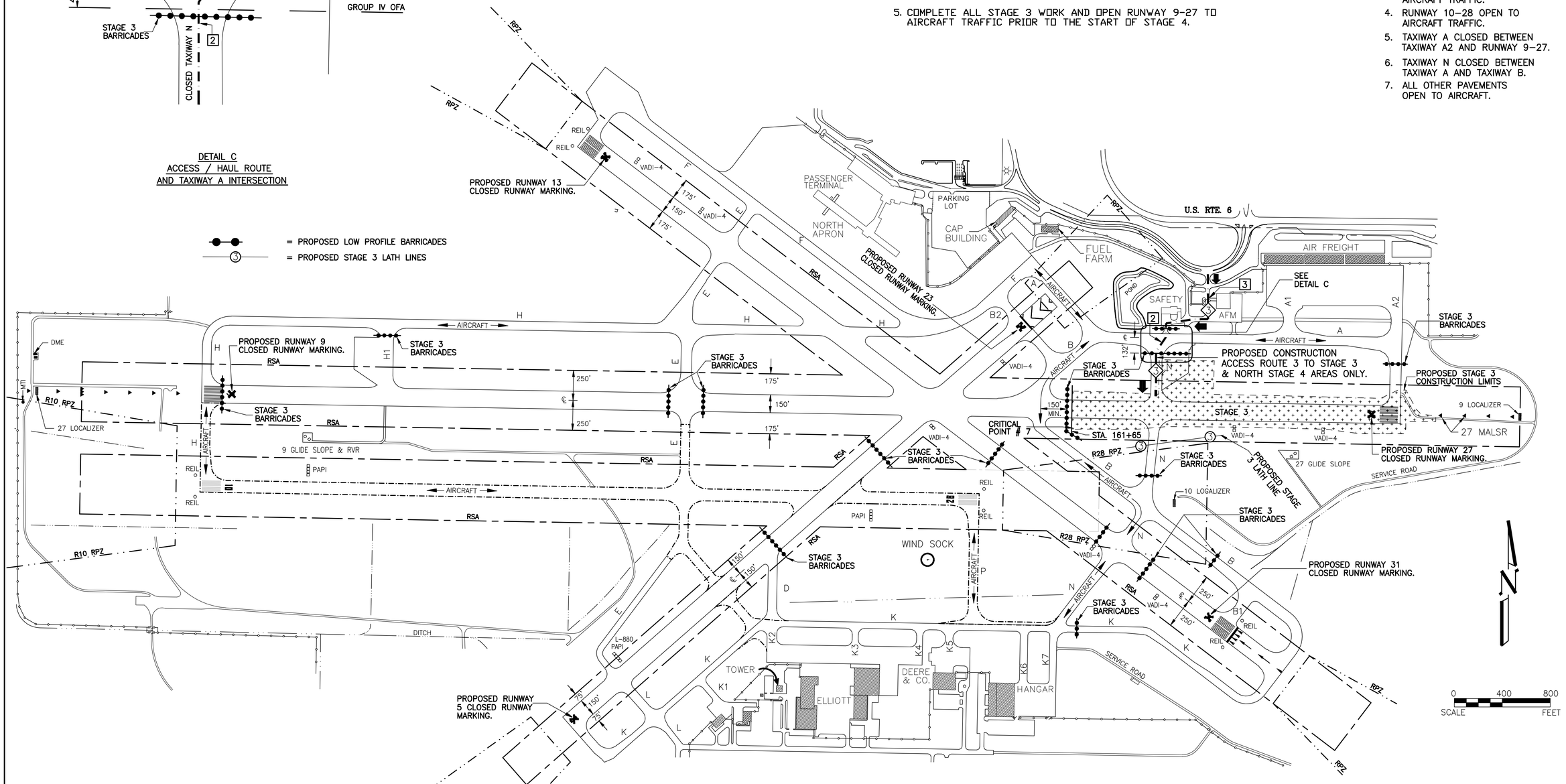
1. IF REQUIRED, REOPEN RUNWAY 10-28 AND CLOSE RUNWAY 9-27 PRIOR TO STARTING STAGE 3.
2. RUNWAY 10-28 SHALL BE OPENED TO AIRCRAFT TRAFFIC DURING STAGE 3.
3. RUNWAYS 5-23, 9-27, AND 13-31 CLOSED RUNWAY MARKINGS SHALL BE IN PLACE AT THE ENDS OF THE RUNWAYS AT ALL TIMES DURING STAGE 3 (BOTH ENDS OF RUNWAYS).
4. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY A OFA (OBJECT FREE AREA) WHEN AN AIRCRAFT IS USING TAXIWAY A.
5. COMPLETE ALL STAGE 3 WORK AND OPEN RUNWAY 9-27 TO AIRCRAFT TRAFFIC PRIOR TO THE START OF STAGE 4.

STAGE 3 AIRFIELD STATUS

1. RUNWAY 9-27 CLOSED TO AIRCRAFT TRAFFIC.
2. RUNWAY 13-31 CLOSED TO AIRCRAFT TRAFFIC.
3. RUNWAY 5-23 CLOSED TO AIRCRAFT TRAFFIC.
4. RUNWAY 10-28 OPEN TO AIRCRAFT TRAFFIC.
5. TAXIWAY A CLOSED BETWEEN TAXIWAY A2 AND RUNWAY 9-27.
6. TAXIWAY N CLOSED BETWEEN TAXIWAY A AND TAXIWAY B.
7. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

= PROPOSED LOW PROFILE BARRICADES

= PROPOSED STAGE 3 LATH LINES



RUNWAY 9-27, STATION 161+65 TO STATION 192+00

STAGE 3 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS

PROPOSED SAFETY PLAN

7/206

G:\Airport\A097026-RW 9-27 Reconst.Design\SAFETY.dwg, 4/30/2010 2:16:29 PM, jeffm

NUMBERED LEGEND:

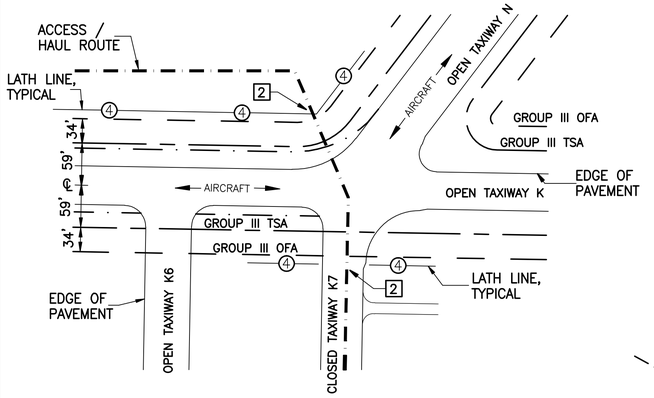
1. PROPOSED CONSTRUCTION ENTRANCE TO SOUTH STAGE 4 AREA ONLY AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES. THE CONTRACTOR SHALL NOT CROSS THE AIRFIELD BETWEEN THE NORTH AND SOUTH STAGE 4 AREAS.
2. CONTRACTOR SUPPLIED TRAFFIC CONTROL GUARD AND TRACTOR BRUSH DURING ALL HAULING OPERATIONS. ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTION AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES. KEEP PAVEMENT CLEAR OF FOD (FOREIGN OBJECT DEBRIS) AT ALL TIMES.
3. PROPOSED CONSTRUCTION ENTRANCE TO STAGE 3 AND NORTH STAGE 4 AREAS ONLY AT THIS EXISTING GATE (EQUIPPED WITH ELECTRIC GATE OPENER). GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE CLOSED OR GUARDED AT ALL TIMES. THE CONTRACTOR SHALL NOT CROSS THE AIRFIELD BETWEEN THE NORTH AND SOUTH STAGE 4 AREAS.
4. CONTRACTOR SHALL PROTECT THE EXISTING BITUMINOUS SERVICE ROAD FROM DAMAGE. AS A MINIMUM, THE CONTRACTOR SHALL COVER THE EXISTNG SERVICE ROAD WITH 1" THICK STEEL PLATES TOPPED WITH A MINIMUM OF 2' OF SOIL. THE HAUL ROAD CROSSING SHALL HAVE AT LEAST 10:1 SIDE SLOPE TAPERS ONTO THE SERVICE ROAD FOR AIRFIELD TRAFFIC ON THE SERVICE ROAD CROSSING THE HAUL ROAD.

STAGE 4 AIRFIELD STATUS

1. RUNWAY 10-28 CLOSED TO AIRCRAFT TRAFFIC.
2. RUNWAY 13-31 CLOSED TO AIRCRAFT TRAFFIC ONLY WHEN THE CONTRACTOR IS WORKING IN THE R13-31 SAFETY AREA.
3. RUNWAY 13-31 OPEN TO AIRCRAFT TRAFFIC WHEN THE CONTRACTOR IS NOT WORKING IN THE R13-31 SAFETY AREA.
4. RUNWAY 9-27 OPEN TO AIRCRAFT TRAFFIC.
5. RUNWAY 5-23 OPEN TO AIRCRAFT TRAFFIC.
6. TAXIWAY A CLOSED BETWEEN TAXIWAY B AND TAXIWAY A1.
7. TAXIWAY N CLOSED BETWEEN TAXIWAY A AND RUNWAY 9-27.
8. TAXIWAY P CLOSED BETWEEN TAXIWAY K AND RUNWAY 5-23.
9. TAXIWAY H CLOSED SOUTH OF RUNWAY 9-27.
10. TAXIWAY K7 CLOSED.
11. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

STAGE 4 NOTES:

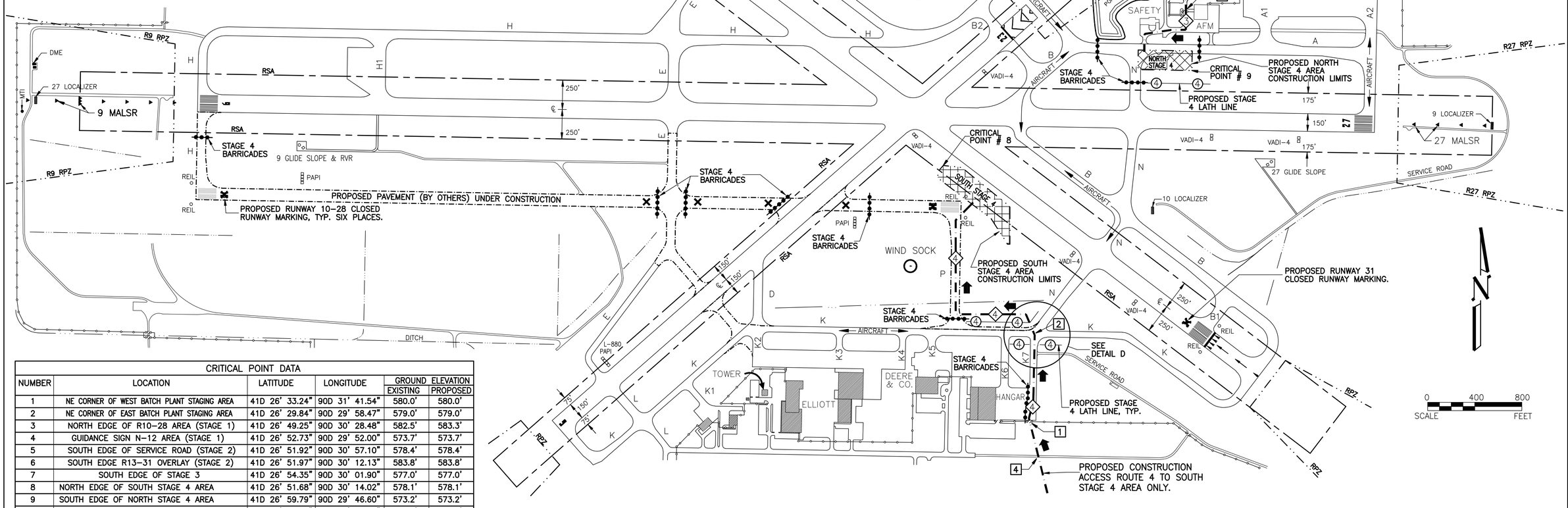
1. RUNWAYS 10-28 CLOSED RUNWAY MARKINGS SHALL BE IN PLACE AT BOTH ENDS OF THE RUNWAY AT ALL TIMES DURING STAGE 4.
2. RUNWAY 13-31 CLOSED RUNWAY MARKINGS SHALL BE IN PLACE WHEN THE CONTRACTOR IS IN THE 13-31 RSA (BOTH ENDS OF THE RUNWAY). THESE MARKINGS SHALL BE INSTALLED AT THE BEGINNING OF EACH WORK PERIOD AND REMOVED AT THE END OF EACH WORK PERIOD AS REQUIRED BY THE RESIDENT ENGINEER.
3. AT THE END OF EVERY WORK PERIOD, THE CONTRACTOR SHALL REMOVE ALL ITEMS FROM THE R13-31 SAFETY / OBJECT FREE AREAS, REGRADE THE 13-31 SAFETY AREA AND REOPEN THE PAVEMENTS TO AIRCRAFT TRAFFIC. RUNWAY 13-31 SHALL BE OPEN TO AIRCRAFT TRAFFIC AT ALL TIMES WHEN THE CONTRACTOR IS NOT IN THE R13-31 SAFETY AREA. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY K OFA (OBJECT FREE AREA) WHEN AN AIRCRAFT IS USING TAXIWAY K.
5. COMPLETE ALL STAGE 1, 2, AND 3 WORK AND OPEN RUNWAY 9-27 TO AIRCRAFT TRAFFIC PRIOR TO THE START OF STAGE 4.
6. AFTER THE SOUTH STAGE 4 AREA WORK HAS BEEN COMPLETED AND ACCEPTED BY THE MAA, THE CONTRACTOR SHALL REMOVE THE RUNWAY 13-31 CLOSED RUNWAY MARKINGS AND OPEN RUNWAY 13-31 TO AIRCRAFT TRAFFIC.
7. THE RUNWAY 10-28 CLOSED RUNWAY MARKINGS SHALL REMAIN IN PLACE AT THE END OF THIS MLI-3791 PROJECT. RUNWAY 10-28 SHALL REMAIN CLOSED AT THE END OF THIS MLI-3791 PROJECT.
8. SEE SHEETS 195 THROUGH 206 FOR DETAILS OF THE STAGE 4 WORK.



DETAIL D
ACCESS / HAUL ROUTE
AND TAXIWAY K INTERSECTION

= PROPOSED LOW PROFILE BARRICADES

= PROPOSED STAGE 4 LATH LINES



CRITICAL POINT DATA					
NUMBER	LOCATION	LATITUDE	LONGITUDE	GROUND ELEVATION EXISTING	GROUND ELEVATION PROPOSED
1	NE CORNER OF WEST BATCH PLANT STAGING AREA	41D 26' 33.24"	90D 31' 41.54"	580.0'	580.0'
2	NE CORNER OF EAST BATCH PLANT STAGING AREA	41D 26' 29.84"	90D 29' 58.47"	579.0'	579.0'
3	NORTH EDGE OF R10-28 AREA (STAGE 1)	41D 26' 49.25"	90D 30' 28.48"	582.5'	583.3'
4	GUIDANCE SIGN N-12 AREA (STAGE 1)	41D 26' 52.73"	90D 29' 52.00"	573.7'	573.7'
5	SOUTH EDGE OF SERVICE ROAD (STAGE 2)	41D 26' 51.92"	90D 30' 57.10"	578.4'	578.4'
6	SOUTH EDGE R13-31 OVERLAY (STAGE 2)	41D 26' 51.97"	90D 30' 12.13"	583.8'	583.8'
7	SOUTH EDGE OF STAGE 3	41D 26' 54.35"	90D 30' 01.90"	577.0'	577.0'
8	NORTH EDGE OF SOUTH STAGE 4 AREA	41D 26' 51.68"	90D 30' 14.02"	578.1'	578.1'
9	SOUTH EDGE OF NORTH STAGE 4 AREA	41D 26' 59.79"	90D 29' 46.60"	573.2'	573.2'
10	NE CORNER OF SOUTH OFFSITE SOIL DISPOSAL AREA	41D 26' 11.20"	90D 29' 09.77"	638.4'	638.4'
11	NE CORNER OF ALTERNATE WEST BATCH PLANT STAGING AREA	41D 26' 36.79"	90D 31' 36.43"	579.0'	579.0'

NORTH AREA: TAXIWAY N, STATION 704+50 TO STATION 706+00 AND
SOUTH AREA: TAXIWAY P, STATION 651+00 TO STATION 659+00

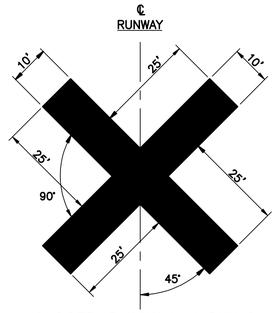
STAGE 4 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS

PROPOSED SAFETY PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SAFETY.dwg, 4/30/2010 2:16:47 PM, jeffm

SAFETY PLAN NOTES:

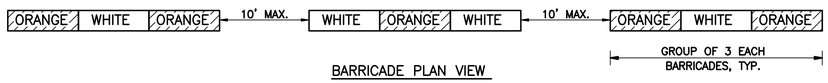
1. THE METROPOLITAN AIRPORT AUTHORITY (MAA) SHALL DETERMINE WHEN AND WHERE THE CONTRACTOR WILL BE ALLOWED TO WORK. THE CONTRACTOR SHALL BE PREPARED TO EXIT THE RESTRICTED AREAS, SAFETY AREAS AND/OR AIR FIELD AT ALL TIMES WHEN DIRECTED TO DO SO BY THE MAA. ALL PAVEMENTS SHALL BE OPEN TO AIRCRAFT TRAFFIC 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/PENALITIES 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 LOW PROFILE 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. (TYPE II BARRICADES WITH LIGHTS AND FLAGS MAY BE USED IN THE INFIELD AREAS OUTSIDE OF THE SAFETY / CRITICAL AREAS.) THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE SUFFICIENTLY WEIGHTED WITH SANDBAGS, FILLED WITH WATER / SAND 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 SWEPT 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 SWEPT 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.



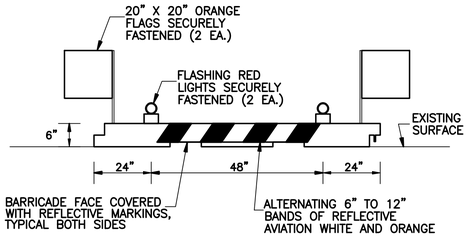
CLOSED RUNWAY MARKING DETAIL

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.



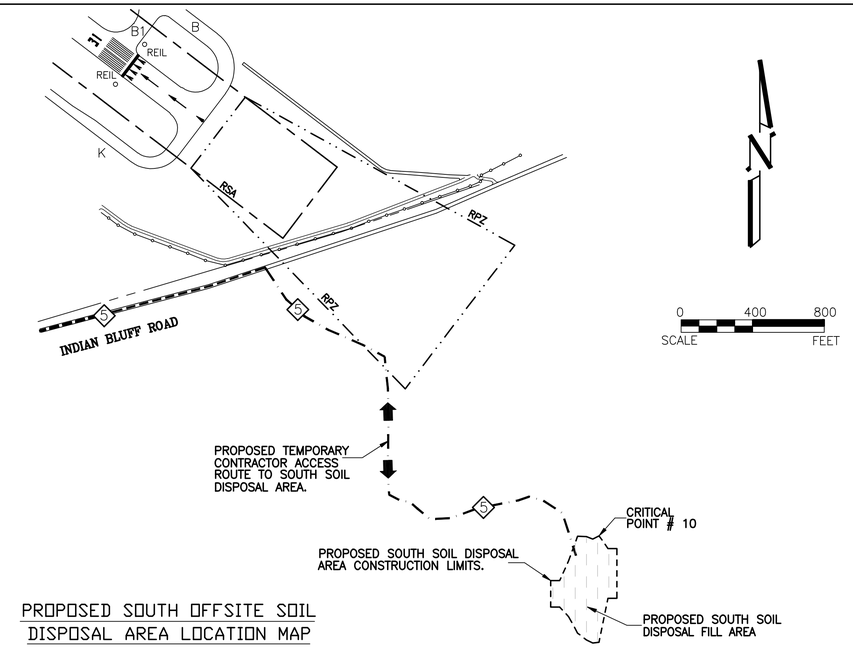
BARRICADE PLAN VIEW



LIGHTED LOW PROFILE BARRICADE DETAIL

LIGHTED LOW PROFILE BARRICADE NOTES:

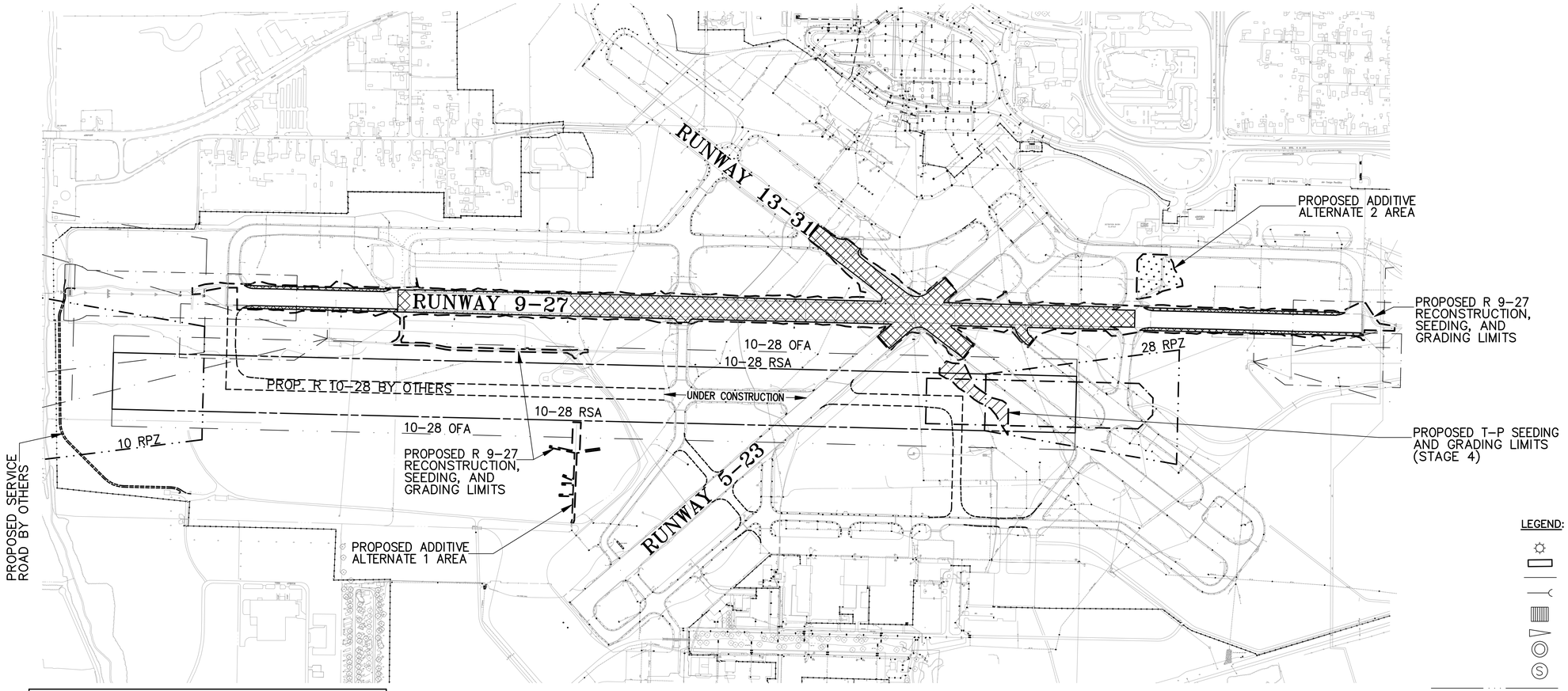
1. LOW PROFILE BARRICADES SHALL MEET THE REQUIREMENTS OF FAA AC-150/5370-2E (LATEST REVISION) AND BE SPACED ACROSS THE WIDTH OF THE PAVEMENT WITH A MAXIMUM SPACING BETWEEN THE BARRICADE ENDS OF 10'. THE FLASHING RED LIGHTS SHALL BE ABLE TO ROTATE 90 DEGREES. ALTERNATE LIGHTS SO THAT EVERY OTHER LIGHT IS ROTATED 90 DEGREES. THE FLAGS SHALL NOT BLOCK OUT THE LIGHTS.
2. LOW PROFILE BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTRACT WITH AN AIRCRAFT OR ANY COMPONENT OF AN AIRCRAFT, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. THE BARRICADES SHALL BE FRANGIBLE AT GRADE LEVEL OR AS LOW AS POSSIBLE, BUT NOT MORE THAN 3 INCHES ABOVE THE GROUND / PAVEMENT SURFACE.
3. LOW PROFILE BARRICADES SHALL BE PROPERLY SECURED TO PREVENT MOVEMENT BY WIND, PROP BLAST, OR JET BLAST WITH SPEEDS UP TO 100 MILES PER HOUR.
4. LOW PROFILE BARRICADES SHALL BE APPROVED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL SUPPLY, INSTALL, AND MAINTAIN MANUFACTURED HIGH IMPACT, UV RESISTANT, POLYETHYLENE LOW PROFILE BARRICADES (NEUBERT AERO CORP. MODEL PC 9642 OR SIMILAR APPROVED EQUAL).



PROPOSED SOUTH OFFSITE SOIL DISPOSAL AREA LOCATION MAP

G:\Airport\A09T026-RW 9-27 Reconst.Design\SAFETY.dwg, 5/3/2010 8:59:02 AM, jeffm

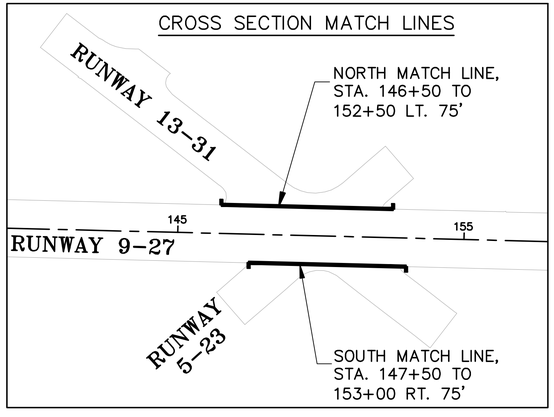
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 10 OF 206



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 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'

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' N1741496.8955, 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

CROSS SECTION MATCH LINES



NOTES:

1. SEE PLAN & PROFILE SHEETS FOR LOCATION OF EXISTING UNDERGROUND ELECTRICAL AND FIELD TILES.
2. CONTRACTOR SHALL REPAIR OR REPLACE ANY IMPROVEMENTS DAMAGED DURING CONSTRUCTION AT HIS OWN EXPENSE.

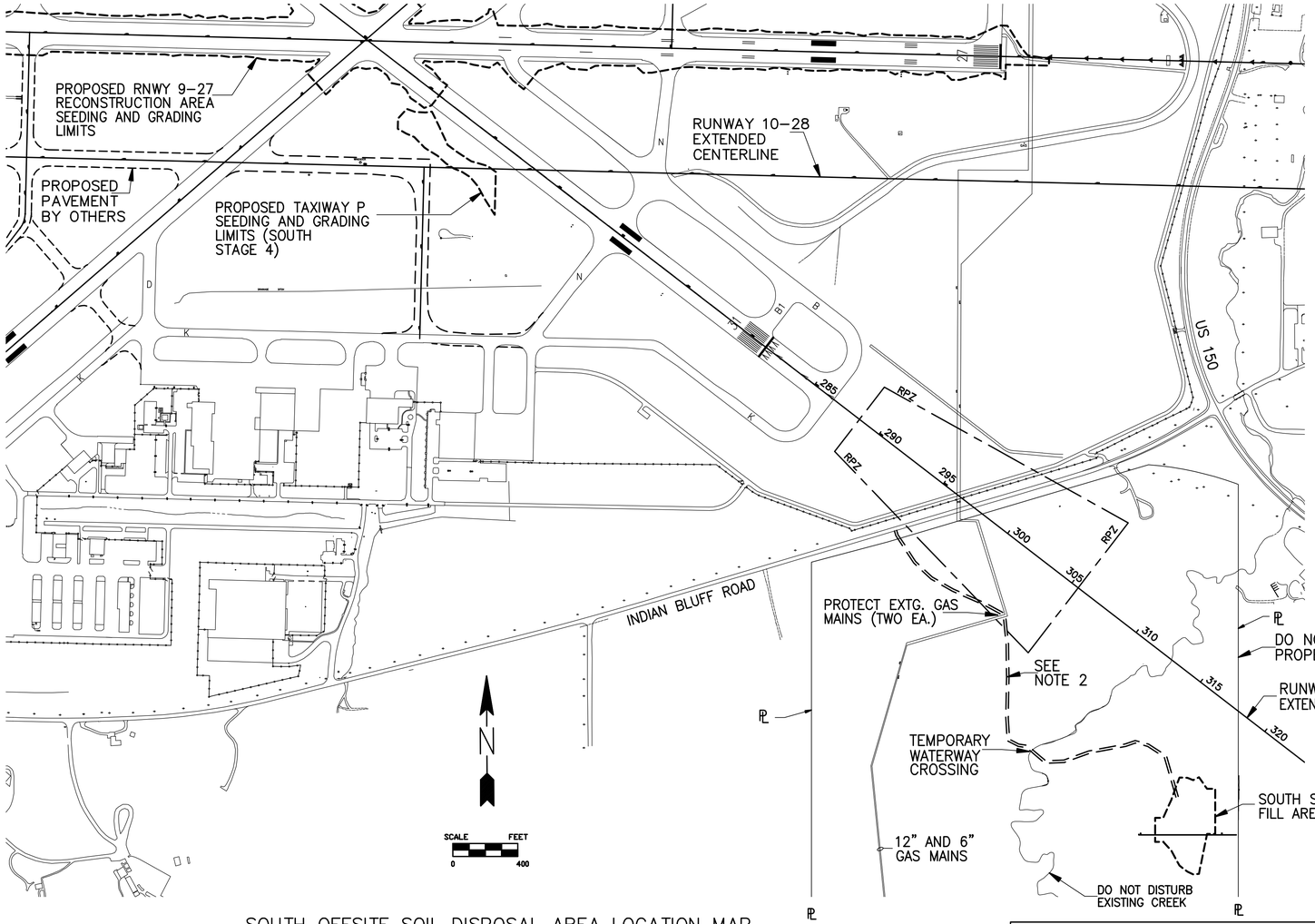
LEGEND:

- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED PAVEMENT BY OTHERS
- PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
- PROPOSED HAUL ROUTE
- ① PROPOSED UTILITY PROTECTION LOCATION NUMBER.
- PROPOSED RUNWAY 9-27 RECONSTRUCTION PAVEMENT AREA, MLI-3791.
- PROPOSED TAXIWAY P GRADING AREA (SOUTH STAGE 4).
- PROPOSED ADDITIVE ALTERNATE 1, DRAINAGE IMPROVEMENT AREA.
- PROPOSED ADDITIVE ALTERNATE 2, TAXIWAY N APRON REMOVAL AREA.

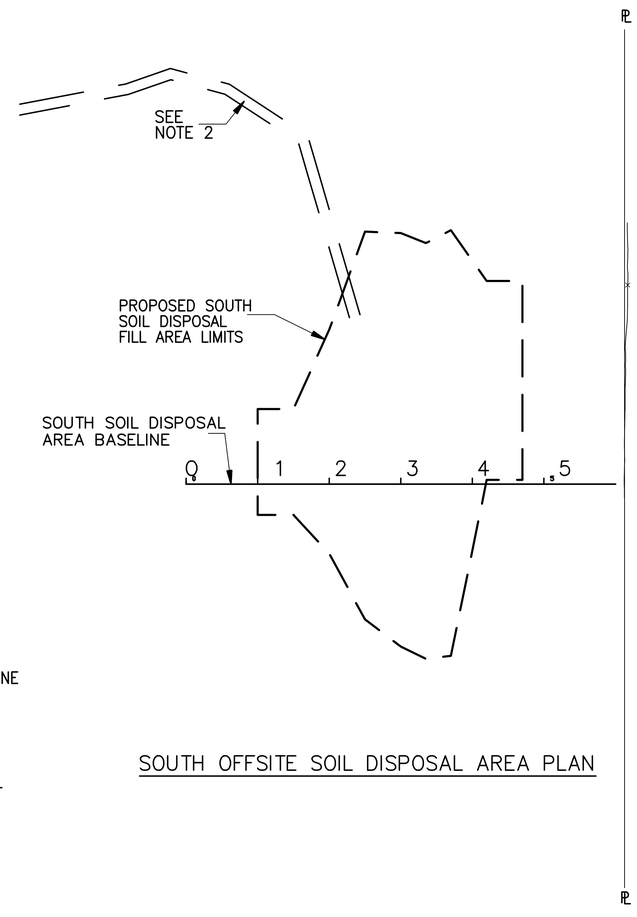
PROJECT AREA PLAN

G:\Airport\A09T028-RW 9-27 Reconst.Design\AREA.dwg, 4/29/2010 8:33:43 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 11 OF 206



SOUTH OFFSITE SOIL DISPOSAL AREA LOCATION MAP



SOUTH OFFSITE SOIL DISPOSAL AREA PLAN

LEGEND:

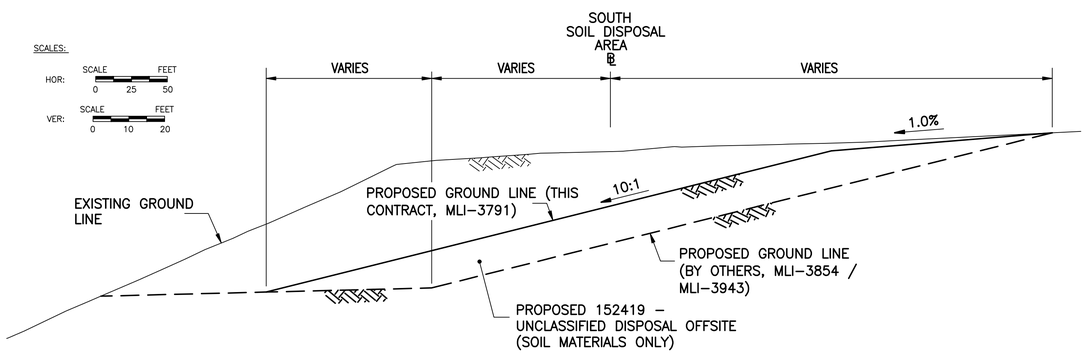
- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- FUTURE PAVEMENT
- PROPOSED GRADING LIMITS
- PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

NOTES:

1. SOILS HAULED FROM THE AIRFIELD AREA TO THE SOUTH OFFSITE SOIL DISPOSAL AREA SHALL BE PAID FOR BY CUBIC YARDS REMOVED UNDER CONTRACT ITEM 152419 – UNCLASSIFIED DISPOSAL OFFSITE. THESE SOILS SHALL BE MEASURED FOR PAYMENT IN THERE ORIGINAL POSITION IN EXCAVATION ON THE AIRFIELD AS SHOWN ON THE CROSS SECTIONS.
2. PROPOSED CONTRACTOR CONSTRUCTED TEMPORARY HAUL ROAD. SUPPLY & INSTALL TEMPORARY CULVERTS AS REQUIRED. EXACT LOCATION TO BE DETERMINE IN THE FIELD AT THE TIME OF CONSTRUCTION. LOCATION OF HAUL ROAD SUBJECT TO THE APPROVAL OF THE RESIDENT ENGINEER AND THE MAA. REMOVE HAUL ROAD AFTER EARTHWORK ACTIVITIES ARE DONE.
3. THE CONTRACTOR SHALL ONLY DISPOSE OF AIRFIELD WASTE SOILS IN THIS AREA. ALL MATERIALS TO BE WASTED IN THIS AREA SHALL BE SUBJECT TO THE APPROVAL OF THE RESIDENT ENGINEER AND THE MAA. THE CONTRACTOR SHALL HAUL AND DISPOSE OF ALL NON-APPROVED WASTE MATERIALS TO AN APPROVED LOCATION OFF OF AIRPORT PROPERTY.

PROPOSED TYPICAL SECTION – SOUTH OFFSITE SOIL DISPOSAL AREA

SOUTH DISPOSAL (SOIL MATERIAL ONLY) AREA LEFT, STA. 0+00 TO STA. 6+00

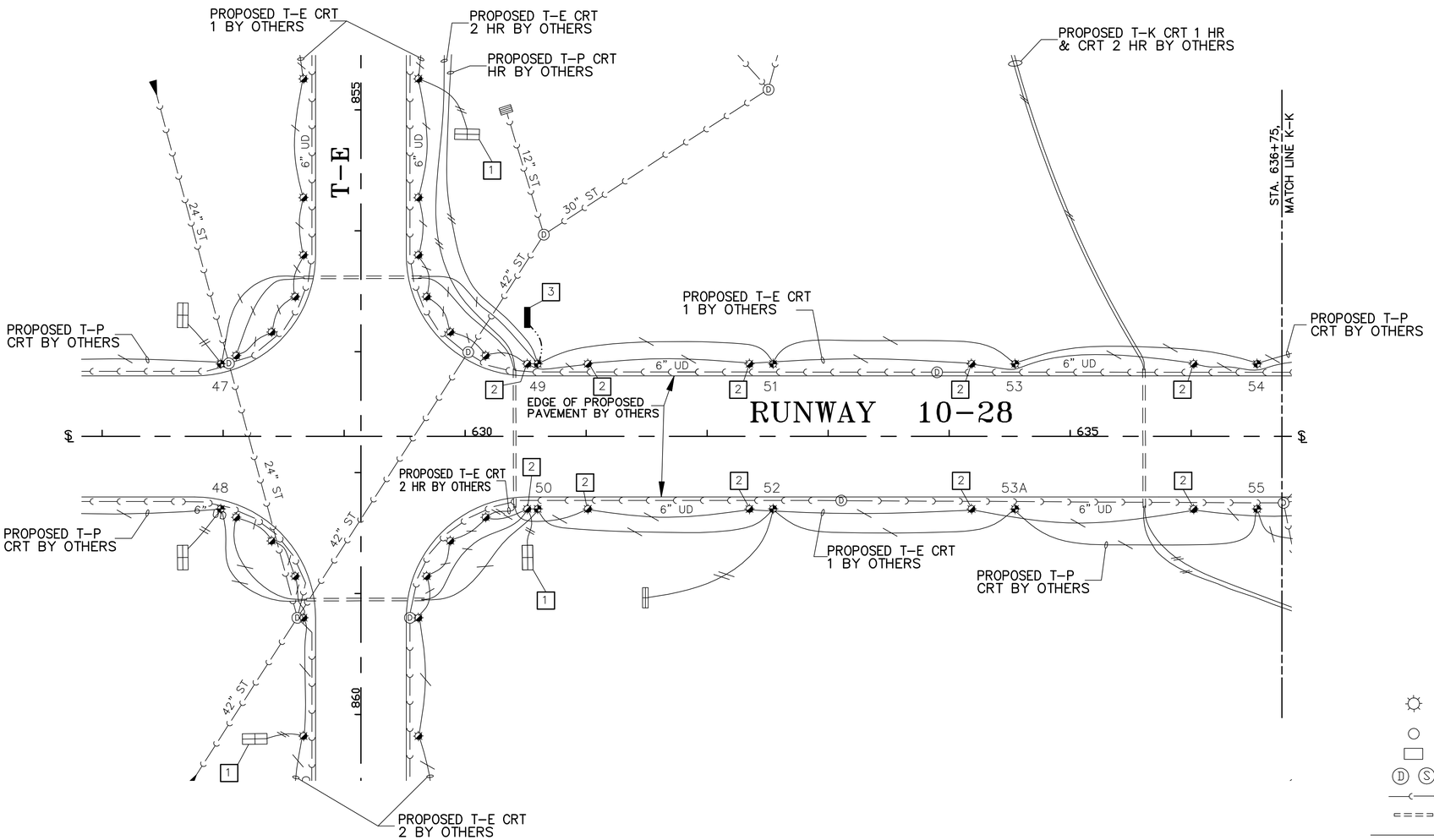


PROPOSED SOUTH OFFSITE SOIL DISPOSAL AREA PLAN

11/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\AREA1.dwg, 4/26/2010 8:28:19 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 12 OF 206



GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.

N

SCALE FEET
0 50

SYMBOL LEGEND

- EXISTING EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN BY OTHERS
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED L-861 OR L-861E MIRL BY OTHERS
- PROPOSED L-861T MITL BY OTHERS
- PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT
- PROPOSED 1/C ELECTRICAL CABLE IN UD BY OTHERS
- PROPOSED 2/C ELECTRICAL CABLE IN UD BY OTHERS

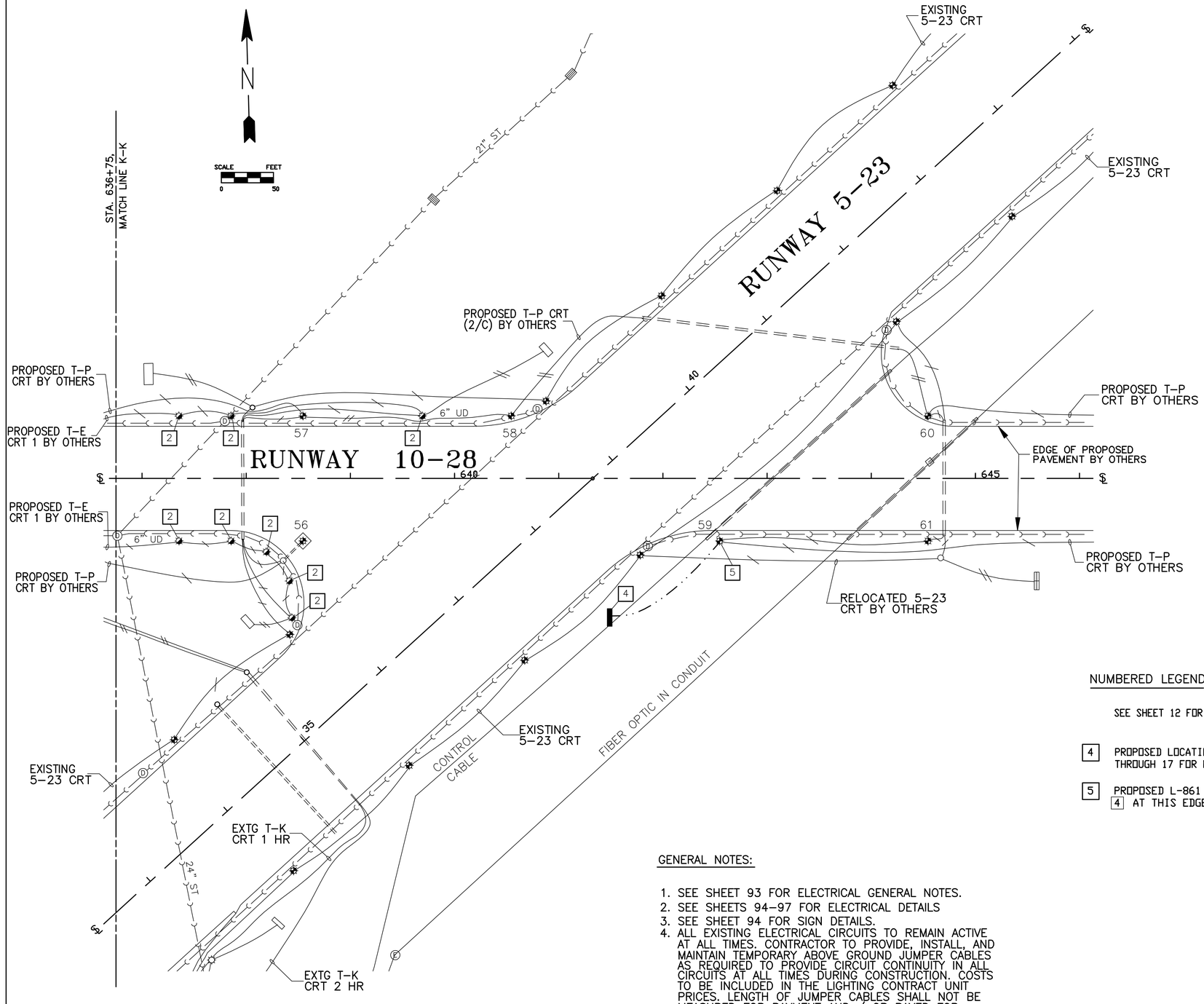
NUMBERED LEGEND

1. PROPOSED GUIDANCE SIGN BY OTHERS. SUPPLY & INSTALL NEW SIGN PANELS. SEE SHEETS 15 THROUGH 17 FOR MORE INFO.
2. PROPOSED L-861T MITL BY OTHERS. DISCONNECT LIGHT & TRANSFORMER FROM CIRCUIT, REMOVE LIGHT, TRANSFORMER & BASE PLATE FROM BASE CAN, SUPPLY & INSTALL NEW SOLID STEEL COVER. TURN REMOVED EQUIPMENT OVER TO MAA. MAINTAIN CONTINUITY IN CIRCUIT. PAYMENT MADE UNDER CONTRACT ITEM 'AR801632 - REMOVE LIGHTING EQUIPMENT' PER EACH.
3. PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 15 THROUGH 17 FOR MORE INFO.

STAGE 1 WORK : RUNWAY 10-28 LIGHTING PLAN

G:\Airport\A09T028-RW 9-27 Reconst.Design\LIGHTING2.dwg, 4/28/2010 8:23:41 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 13 OF 206



SYMBOL LEGEND

- EXISTING EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN BY OTHERS
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED L-861 OR L-861E MIRL BY OTHERS
- PROPOSED L-861T MITL BY OTHERS
- PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT
- PROPOSED 1/C ELECTRICAL CABLE IN UD BY OTHERS
- PROPOSED 2/C ELECTRICAL CABLE IN UD BY OTHERS

NUMBERED LEGEND

SEE SHEET 12 FOR NUMBERED LEGEND ITEMS [1] THROUGH [3].

[4] PROPOSED LOCATION FOR NEW RUNWAY 10-28 DISTANCE REMAINING SIGN. SEE SHEETS 15 THROUGH 17 FOR MORE INFO.

[5] PROPOSED L-861 MIRL BY OTHERS. START NEW 2/C CABLE IN UNIT DUCT TO LOCATION [4] AT THIS EDGE LIGHT.

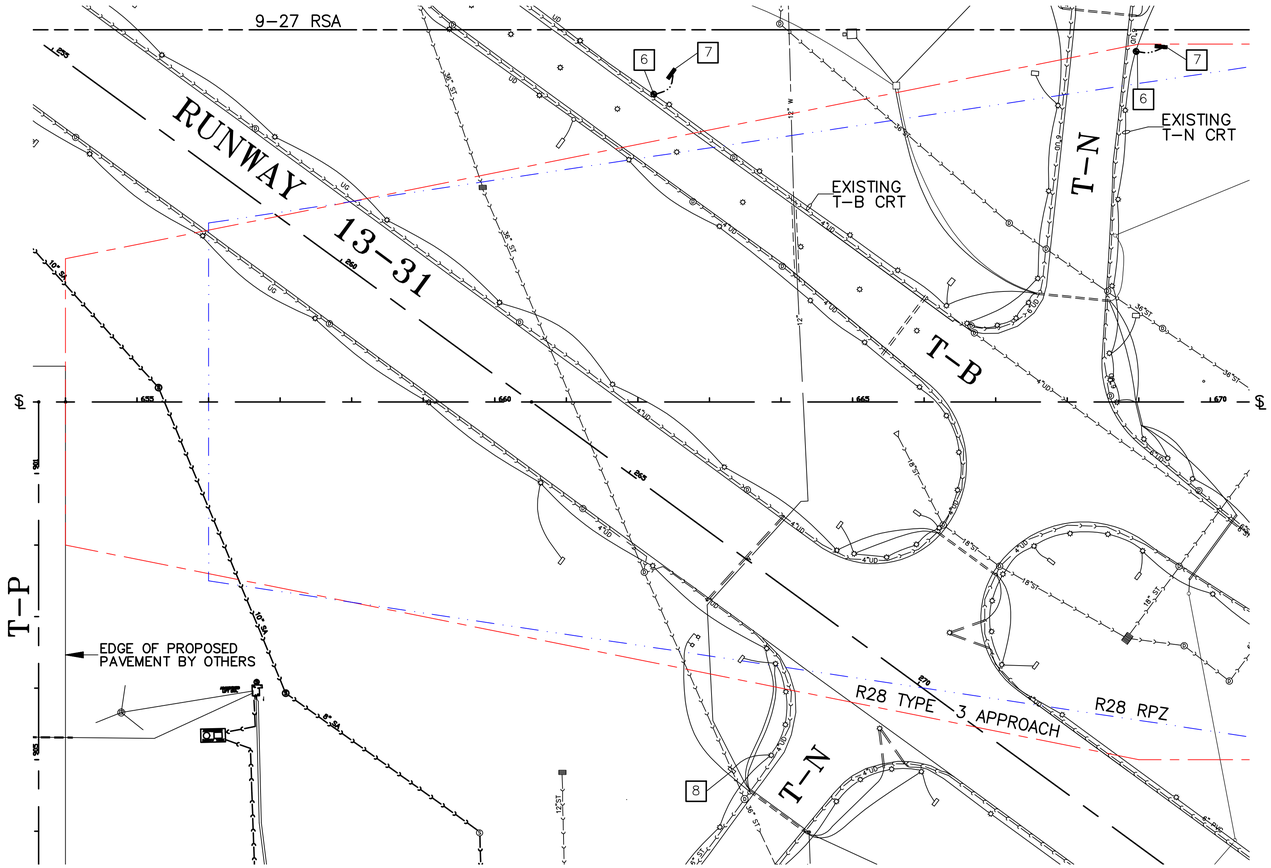
GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.

STAGE 1 WORK : RUNWAY 10-28 LIGHTING PLAN

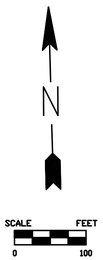
G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING2.dwg, 5/19/2010 2:52:21 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 14 OF 206



GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.



SYMBOL LEGEND

- EXISTING EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN BY OTHERS
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED L-861 OR L-861E MIRL BY OTHERS
- PROPOSED L-861T MITL BY OTHERS
- PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT
- PROPOSED 1/C ELECTRICAL CABLE IN UD BY OTHERS
- PROPOSED 2/C ELECTRICAL CABLE IN UD BY OTHERS

NUMBERED LEGEND

SEE SHEETS 12 THROUGH 13 FOR NUMBERED LEGEND ITEMS [1] THROUGH [5].

[6] PROPOSED L-867 SPLICE CAN. LOCATE EXISTING T-B CRT / T-N CRT. INSTALL T-B / T-N CRT INTO PROPOSED SPLICE CAN. START NEW 2/C CABLE IN UNIT DUCT TO LOCATION [7] IN THIS SPLICE CAN.

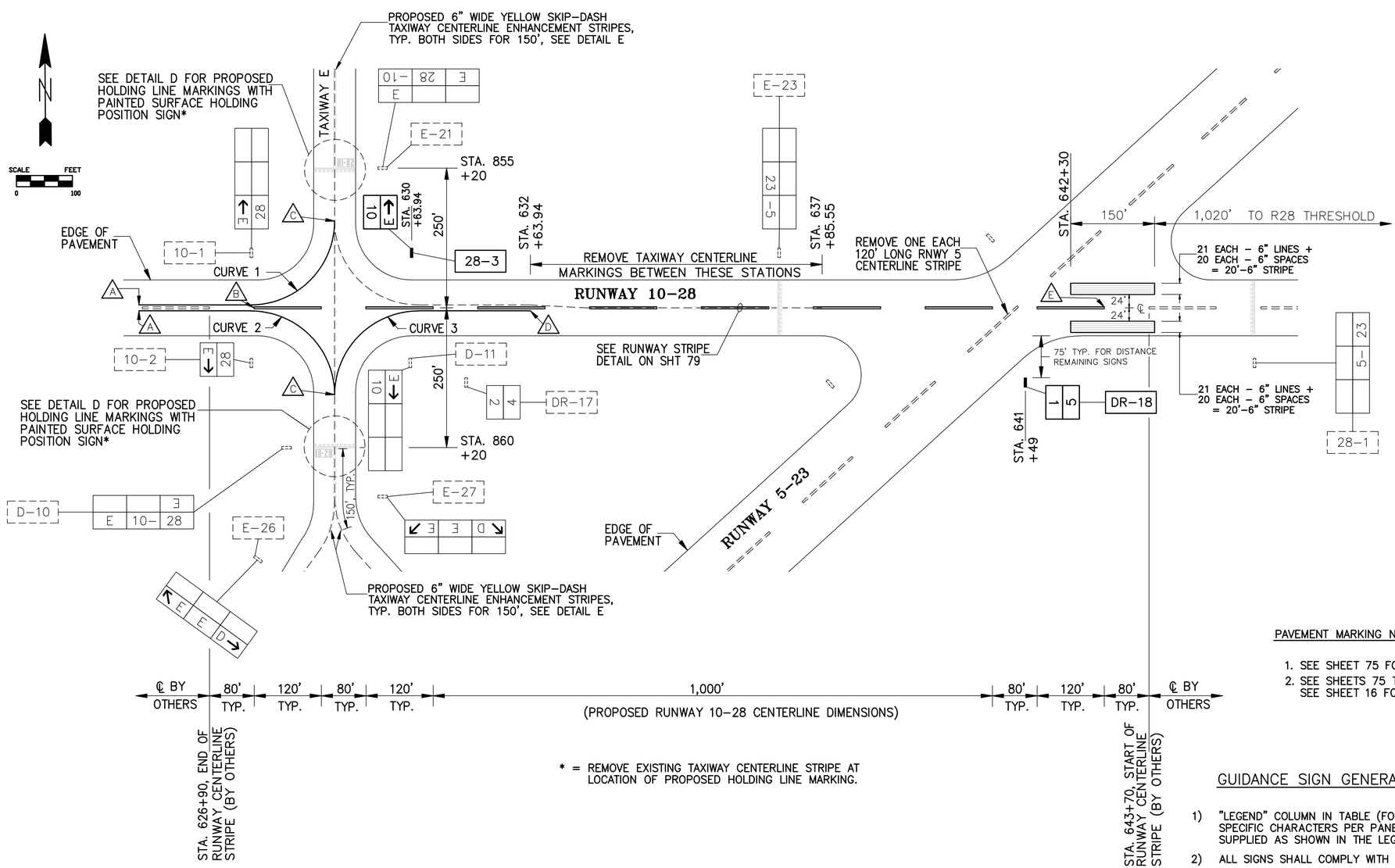
[7] PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 15 THROUGH 17 FOR MORE INFO.

[8] EXISTING 3 MODULE GUIDANCE SIGN. REMOVE EXISTNG SIGN AND INSTALL NEW 4 MODULE GUIDANCE SIGN. SEE SHEETS 15 THROUGH 17 FOR MORE INFO.

STAGE 1 WORK : RUNWAY 10-28 LIGHTING PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING2.dwg, 4/26/2010 8:25:00 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 15 OF 206



* = REMOVE EXISTING TAXIWAY CENTERLINE STRIPE AT LOCATION OF PROPOSED HOLDING LINE MARKING.

LEGEND:

- EXISTING GUIDANCE SIGN
- 23-4 — EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- 23-4 — EXISTING SIGN NUMBER AT NEW SIGN LOCATION
- PROPOSED LOCATION FOR NEW GUIDANCE SIGN
- H-20 — PROPOSED NEW SIGN NUMBER
- E-20 — PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) GUIDANCE SIGN
- EXISTING / PROPOSED (BY OTHERS) PAVEMENT MARKINGS (OR)
- PROPOSED PAVEMENT MARKINGS (OR)

PAVEMENT MARKING NOTES:

1. SEE SHEET 75 FOR PAVEMENT MARKING GENERAL NOTES.
2. SEE SHEETS 75 THROUGH 79 FOR PAVEMENT MARKING DETAILS A, B AND C. SEE SHEET 16 FOR PAVEMENT MARKING DETAILS D, E AND F.

TAXIWAY CENTERLINE CURVE DATA			
ITEM	CURVE NUMBER		
	1	2	3
△	90°00'00.00"	90°00'00.00"	90°00'00.00"
D	38°11'49.92"	38°11'49.92"	38°11'49.92"
T	150.00'	150.00'	150.00'
L	235.62'	235.62'	235.62'
R	150.00'	150.00'	150.00'
P.C. STA.	627+63.94, LT. 5.25'	627+63.94, RT. 5.25'	630+63.94, RT. 5.25'
P.I. STA.	629+13.94, LT. 5.25'	629+13.94, RT. 5.25'	629+13.94, RT. 5.25'
P.T. STA.	629+13.94, LT. 155.25'	629+13.94, RT. 155.25'	629+13.94, RT. 155.25'
P.R. STA.	627+63.94, LT. 155.25'	627+63.94, RT. 155.25'	630+63.94, RT. 155.25'

PAVEMENT MARKING KEYED NOTES:

(A) STA. 625+63.94, LT. 5.25' & RT. 5.25' : START PROPOSED 1' WIDE YELLOW TAXIWAY CENTERLINE STRIPES.

(B) STA. 627+70 : START PROPOSED 3' - 6' WIDE WHITE RUNWAY CENTERLINE STRIPE PER DETAILS ON SHEET 76.

(C) STA. 629+13.94, LT. 155.25' & RT. 155.25' : END PROPOSED 1' WIDE YELLOW TAXIWAY CENTERLINE STRIPES. MEET EXISTING STRIPES.

(D) STA. 632+63.94, RT. 5.25' : END PROPOSED 1' WIDE YELLOW TAXIWAY CENTERLINE STRIPE.

(E) STA. 642+90 : END PROPOSED 3' - 6' WIDE WHITE RUNWAY CENTERLINE STRIPE PER DETAILS ON SHEET 76.

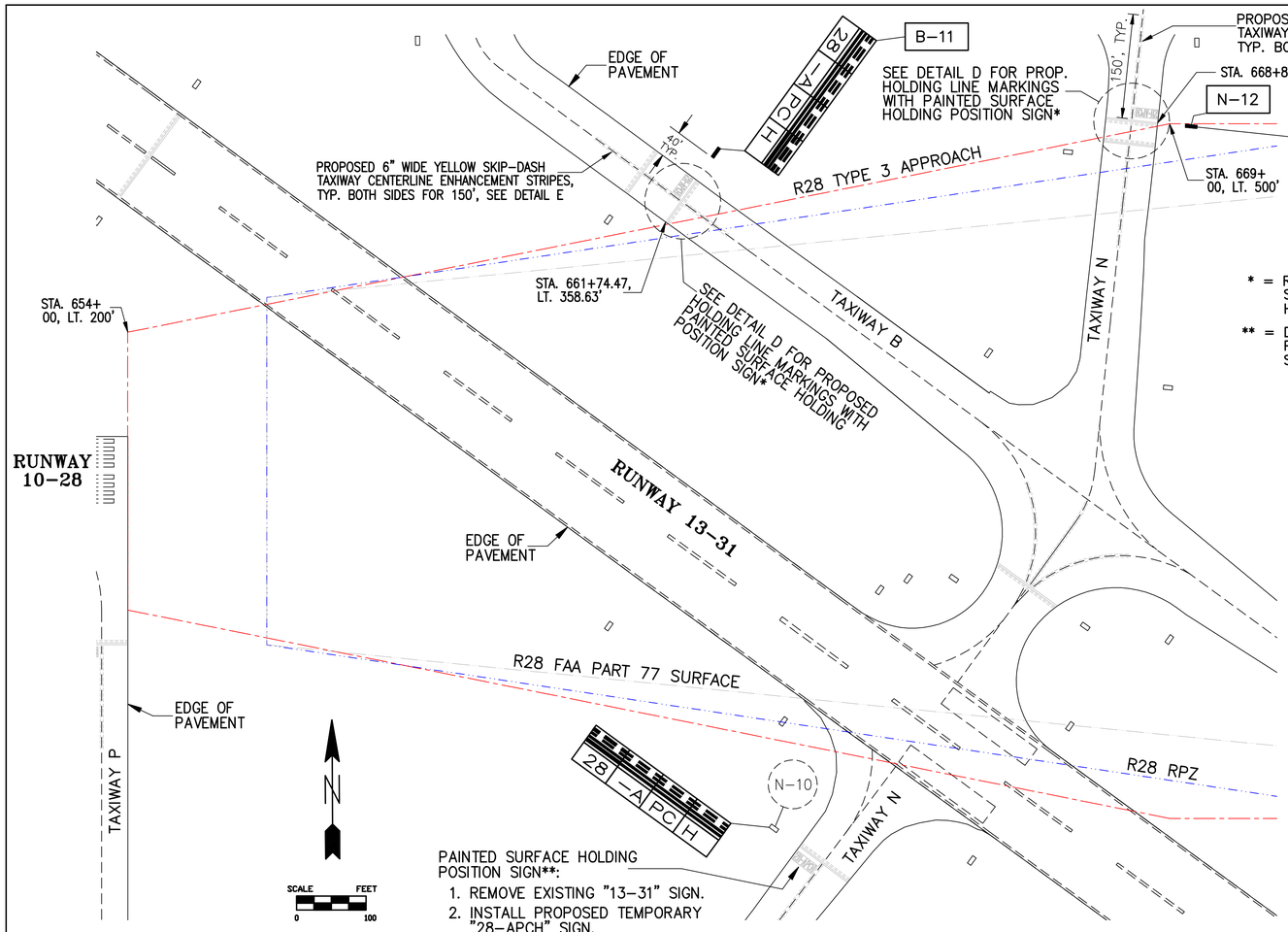
GUIDANCE SIGN GENERAL NOTES:

1) "LEGEND" COLUMN IN TABLE (FOUND ON SHEET 17) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44E.
3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, L-858L, OR L-858B). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE AGM D-LUX OR APPROVED EQUAL.
6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
7) SEE SHEET 93 - 97 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
8) SEE SHEET 94 FOR SIGN DETAILS.
9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.

STAGE 1 WORK : RUNWAY 10-28 PAVEMENT MARKINGS AND GUIDANCE SIGN PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SIGNS1.dwg, 5/10/2010 7:57:03 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007



* = REMOVE EXISTING TAXIWAY CENTERLINE STRIPE AT LOCATION OF PROPOSED HOLDING LINE MARKING.

** = DURING STAGE 4 OF THIS MLI-3791 PROJECT REMOVE THE PROPOSED TEMPORARY "28-APCH" SURFACE HOLDING POSITION SIGN AND REINSTALL THE PERMANENT "13-31" PAINTED SIGN.

GUIDANCE SIGN NOTES:

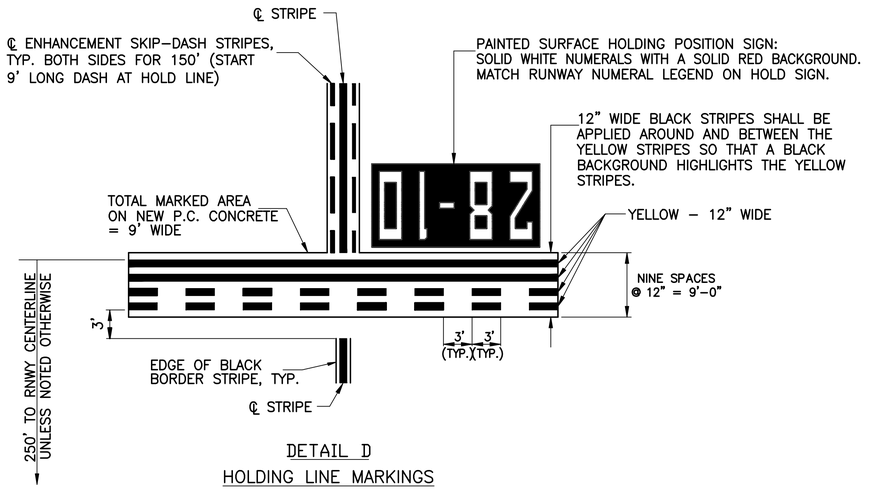
1. SEE SHEET 15 FOR GUIDANCE SIGN GENERAL NOTES.
2. SEE SHEETS 93 THROUGH 97 FOR GUIDANCE SIGN DETAILS.

PAVEMENT MARKING NOTES:

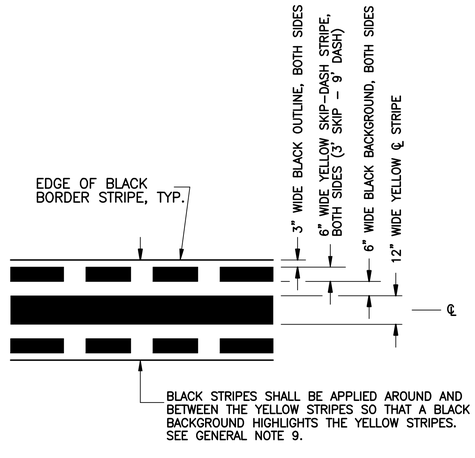
1. SEE SHEET 75 FOR PAVEMENT MARKING GENERAL NOTES.
2. SEE SHEETS 75 THROUGH 79 FOR PAVEMENT MARKING DETAILS A, B AND C.

LEGEND:

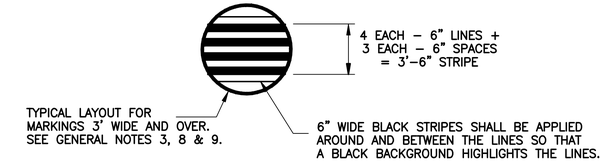
- EXISTING GUIDANCE SIGN
- 23-4 — EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- 23-4 — EXISTING SIGN NUMBER AT NEW SIGN LOCATION
- PROPOSED LOCATION FOR NEW GUIDANCE SIGN
- H-20 — PROPOSED NEW SIGN NUMBER
- E-20 — PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) GUIDANCE SIGN
- OR — EXISTING / PROPOSED (BY OTHERS) PAVEMENT MARKINGS
- OR — PROPOSED PAVEMENT MARKINGS



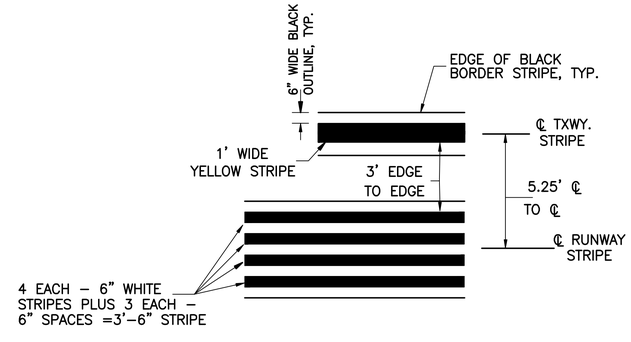
DETAIL D
HOLDING LINE MARKINGS



DETAIL E
TAXIWAY CENTERLINE ENHANCEMENT STRIPES
STRIATED



DETAIL OF RUNWAY STRIPE



DETAIL F
RUNWAY ℄ / TAXIWAY ℄ STRIPES

STAGE 1 WORK : RUNWAY 28 APPROACH PAVEMENT MARKINGS AND GUIDANCE SIGN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SIGNS1.dwg, 5/10/2010 7:57:41 AM, jeffm

RUNWAY 10-28 GUIDANCE SIGN SCHEDULE
SIZE 3, STYLE 2 OR 3 (NEW SIGNS WITH LED LIGHTING SYSTEM INCLUDING LED LAMPS), CLASS 2

SIGN NUMBER	FACE	EXISTING (OR PROPOSED BY OTHERS) LEGEND	LETTERS / BACKGROUND	PROPOSED LEGEND (THIS CONTRACT)	LETTERS / BACKGROUND	FAA STYLE	CIRCUIT	PAY ITEMS	REMARK
A-7 & A-7A	W	N →	B / Y	28 • N →	B / Y B / Y	2	T-A	AR125443	PROPOSED NEW 3 CHARACTER SIGN, INSTALL ADJACENT TO EXISTING SIGN A-7
	E		B / B		B / B B / B				
B-11	NW			28 -A PC H	W/R W/R W/R W/R	2	T-B	AR125461	PROPOSED NEW SIGN, SPECIAL
	SE				B/Y B/Y B/Y B/Y				
D-10	N		B/B B/B B/B B/B	E	Y/B NO CHANGE	2	T-E-2	AR801605	REPLACE 4 PANELS
	S	E	B/B B/Y B/B B/B	E 10- 28	Y/B W/R W/R				
D-11	W		B/B B/B B/B B/B	10	Y/B NO CHANGE	2	T-E-2	AR801605	REPLACE 4 PANELS
	E	← E →	B/B B/B B/Y B/Y	← E	B/B B/B B/Y				
E-21	N	E	B/B B/B B/Y B/B	E 28 -10	Y/B W/R W/R	2	T-E-1	AR801605	REPLACE 4 PANELS
	S		B/B B/B B/B B/B	E	Y/B NO CHANGE				
N-10	NE		B/B B/B B/Y B/B		B/Y B/Y B/Y B/Y	2	T-K-2	AR125461 & AR125904	REMOVE EXISTING 3 MODULE SIGN & PROPOSED NEW SIGN, SPECIAL
	SW	N 13 -31	Y/B W/R W/R	28 -A PC H	W/R W/R W/R W/R				
N-12	N			28 -A PC H	W/R W/R W/R W/R	2	T-N	AR125461	PROPOSED NEW SIGN, SPECIAL
	S				B/Y B/Y B/Y B/Y				
28-3	W			10	Y / B	2	T-P	AR125442	PROPOSED NEW 2 CHARACTER SIGN
	E			E →	B / Y				
K-20	NE				B/B B/B B/B B/B	2	T-K-1	AR125446	PROPOSED NEW 6 CHARACTER SIGN
	SW			10 • 28 ↗	B/Y B/Y B/Y				
K-21	W			10 ↑	B/Y B/Y	2	T-K-2	AR125443	PROPOSED NEW 3 CHARACTER SIGN
	E				B/B B/B				
FUTURE N-10 (PANELS ONLY)	N				B/B B/B B/B B/B B/B			AR801605	SUPPLY 8 REPLACEMENT PANELS (TO BE INSTALLED AFTER R10-28 IS CLOSED & BEFORE R13-31 IS REOPENED)
	S			N 13 -31	B/B B/Y B/W W/R				

PROPOSED TEMPORARY RUNWAY 10-28 DISTANCE REMAINING SIGN SCHEDULE
SIZE 4, STYLE 3 (WITH LED LIGHTING SYSTEM INCLUDING LED LAMPS), CLASS 2, TYPE L-858B

SIGN NUMBER	FACE	PROPOSED LEGEND	LETTERS / BACKGROUND	CIRCUIT	PAY ITEMS	REMARK
DR-18	W	1	W / B	T-P	AR125560	PROPOSED DISTANCE REMAINING SIGN
	E	5	W / B			

N = NORTH
S = SOUTH
E = EAST
W = WEST
NW = NORTHWEST
SE = SOUTHEAST
NE = NORTHEAST
SW = SOUTHWEST

B/Y = BLACK LETTERS ON YELLOW BACKGROUND (TYPE L-858Y)
Y/B = YELLOW LETTERS ON BLACK BACKGROUND (TYPE L-858L)
B/B = BLACK BLANK PANEL
Y/Y = YELLOW BLANK PANEL
W/R = WHITE LETTERS ON RED BACKGROUND (TYPE L-858R)
W/B = WHITE LETTERS ON BLACK BACKGROUND (TYPE L-858B)

NOTES:

1. IF THE CONDITION OF THE EXISTING SIGN EQUIPMENT TO BE REMOVED IS ACCEPTABLE TO RESIDENT ENGINEER, THE CONTRACTOR MAY REUSE THE REMOVED TRANSFORMERS, TRANSFORMER CANS, MOUNTING PLATES, AND SIGN FRAMES AT THE PROPOSED SIGN LOCATIONS. IF THE EXISTING SIGN EQUIPMENT IS REUSED, THEN THE CONTRACTOR SHALL SUPPLY AND INSTALL 8" CRHD. AGG. BEDDING, 10" CONCRETE PAD, CONDUITS, WIRING, SIGN PANELS, GASKETS, RETAP BASE HOLES AS REQD., NEW STAINLESS STEEL BOLTS, NUTS, & WASHERS, AND NEW LAMPS AS REQUIRED. CONTRACTOR SHALL REPLACE ANY DAMAGED EQUIPMENT AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL NEW SIGN EQUIPMENT AS REQUIRED.
2. FAA STYLE 2 = 4.8A-6.6A, 3 STEP BRIGHTNESS CIRCUIT.
3. FAA STYLE 3 = 2.8A-6.6A, 5 STEP BRIGHTNESS CIRCUIT.

SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS
ISOLATION TRANSFORMER DATA*

NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.
** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

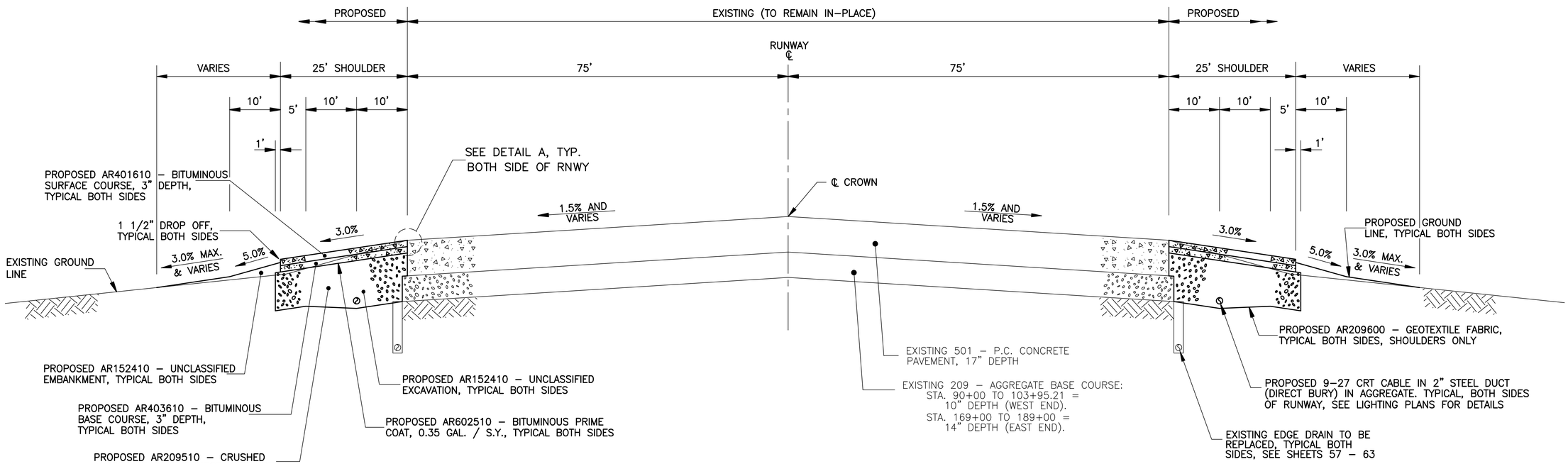
G:\Airport\A09T026-RW 9-27 Reconst.Design\SIGNS1.dwg, 5/17/2010 1:08:30 PM, jeffm

AIRCRAFT APPROACH CATEGORY D
AIRPLANE DESIGN GROUP IV
PRECISION RUNWAY

PROPOSED TYPICAL SECTION

RUNWAY 9-27, STA. 90+00 TO STA. 103+95.21
AND STA. 169+00.18 TO STA. 189+20

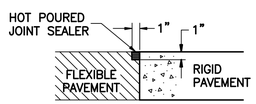
BITUMINOUS SHOULDERS ONLY, 6" DEPTH



SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4



DETAIL A

NOTES:

1. PROPOSED AR209510 CRHD AGGR BASE CRSE DEPTH:
   - A. AT EDGE OF EXTG PVMT : MEET EXISTING DEPTH:
     1. STA. 90+00 TO STA. 103+95.21 = 21"*.
     2. STA. 169+00.18 TO STA. 189+20 = 25".
   - B. AT 10' OFF OF EXTG EOP : EXISTING DEPTH:
     1. STA. 90+00 TO STA. 103+95.21 = 21"*.
     2. STA. 169+00.18 TO STA. 189+20 = 25".
   - C. AT 20' OFF OF EXTG EOP :
     1. STA. 90+00 TO STA. 103+95.21 = 17".
     2. STA. 169+00.18 TO STA. 189+20 = 19".
   - D. AT 26' OFF OF EXTG EOP :
     1. STA. 90+00 TO STA. 103+95.21 = 17".
     2. STA. 169+00.18 TO STA. 189+20 = 19".
2. * = WEST END, PROPOSED AR209510 CRHD AGGR BASE CRSE DEPTH: MAKE TRANSITION FROM 21" DEPTH (FOR THE FIRST 10' ADJACENT TO THE EDGE OF PAVEMENT) AT STA. 103+95 TO 18" DEPTH (FOR THE FIRST 10' ADJACENT TO THE EDGE OF PAVEMENT) AT STA. 104+05.

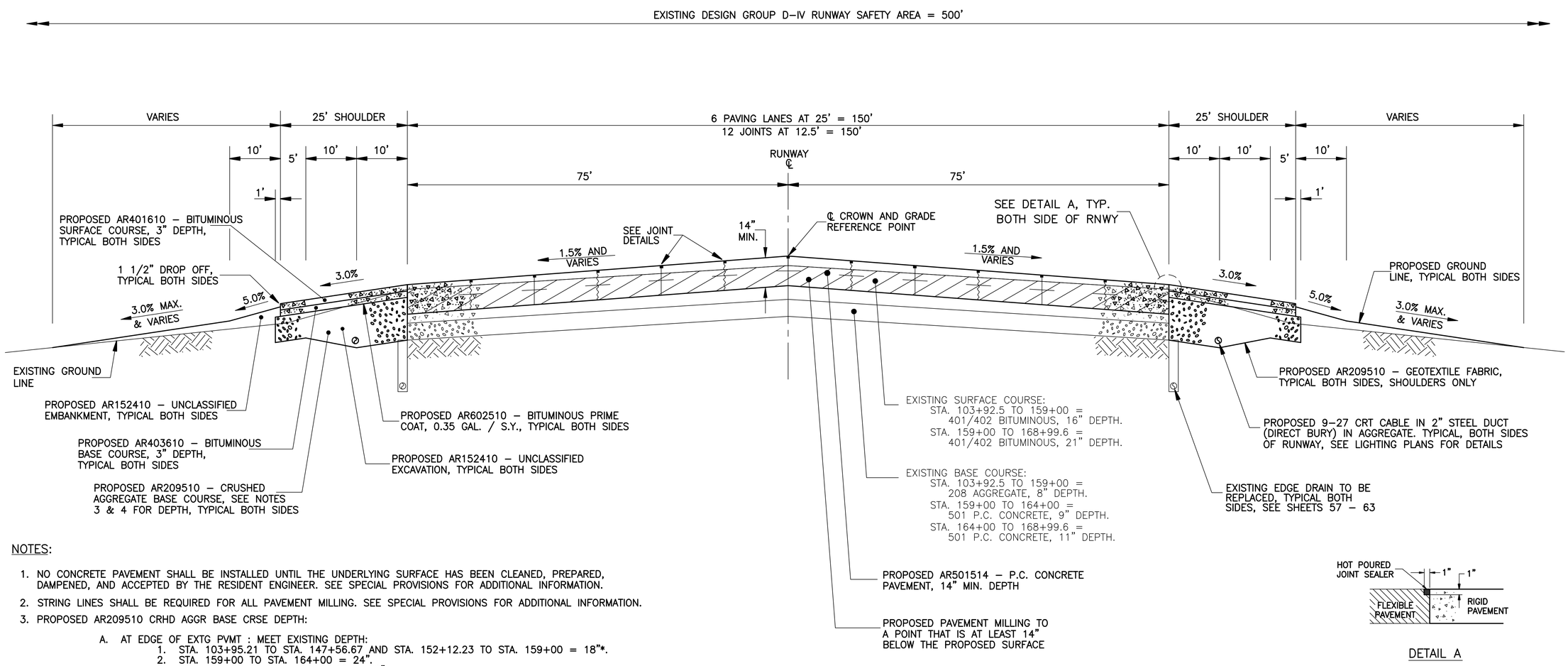
G:\Airport\A09T026-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:11:03 AM, jeffm

PROPOSED TYPICAL SECTION

RUNWAY 9-27, STA. 103+95.21 TO STA. 145+00
RUNWAY 9-27, STA. 153+00 TO STA. 169+00.18

P. C. CONCRETE INLAY (14" DEPTH, PAVEMENT CENTERLINE CROWN)
WITH BITUMINOUS SHOULDERS, 6" DEPTH

AIRCRAFT APPROACH CATEGORY D
AIRPLANE DESIGN GROUP IV
PRECISION RUNWAY

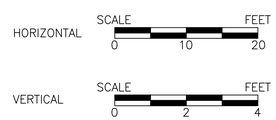


DETAIL A

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. STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. PROPOSED AR209510 CRHD AGGR BASE CRSE DEPTH:
   - A. AT EDGE OF EXTG PVMT : MEET EXISTING DEPTH:
     1. STA. 103+95.21 TO STA. 147+56.67 AND STA. 152+12.23 TO STA. 159+00 = 18"*.
     2. STA. 159+00 TO STA. 164+00 = 24".
     3. STA. 164+00 TO STA. 169+00.18 = 26".
   - B. AT 10' OFF OF EXTG EOP : EXISTING DEPTH:
     1. STA. 103+95.21 TO STA. 147+56.67 AND STA. 152+12.23 TO STA. 159+00 = 18"*.
     2. STA. 159+00 TO STA. 164+00 = 24".
     3. STA. 164+00 TO STA. 169+00.18 = 26".
   - C. AT 20' OFF OF EXTG EOP :
     1. STA. 103+95.21 TO STA. 147+56.67 AND STA. 152+12.23 TO STA. 159+00 = 12".
     2. STA. 159+00 TO STA. 164+00 = 18".
     3. STA. 164+00 TO STA. 169+00.18 = 20".
   - D. AT 26' OFF OF EXTG EOP :
     1. STA. 103+95.21 TO STA. 147+56.67 AND STA. 152+12.23 TO STA. 159+00 = 12".
     2. STA. 159+00 TO STA. 164+00 = 18".
     3. STA. 164+00 TO STA. 169+00.18 = 20".
4. * = WEST END, PROPOSED AR209510 CRHD AGGR BASE CRSE DEPTH: MAKE TRANSITION FROM 21" DEPTH (FOR THE FIRST 10' ADJACENT TO THE EDGE OF PAVEMENT) AT STA. 103+95 TO 18" DEPTH (FOR THE FIRST 10' ADJACENT TO THE EDGE OF PAVEMENT) AT STA. 104+05.
5. STA. 103+95.21 TO STA. 144+30 AND STA. 154+45 TO STA. 169+00.18 :
   THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT CENTERLINE OF THE RUNWAY AND WORK HIS WAY TO THE OUTSIDE EDGES OF THE RUNWAY.
   STA. 144+30 TO STA. 154+45 :
   THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT AT THE NORTH EDGE OF THE RUNWAY AND WORK HIS WAY TO THE LOW POINT AT THE SOUTH EDGE OF THE RUNWAY.

SCALES:



G:\Airport\A09T026-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:11:25 AM, jeffm

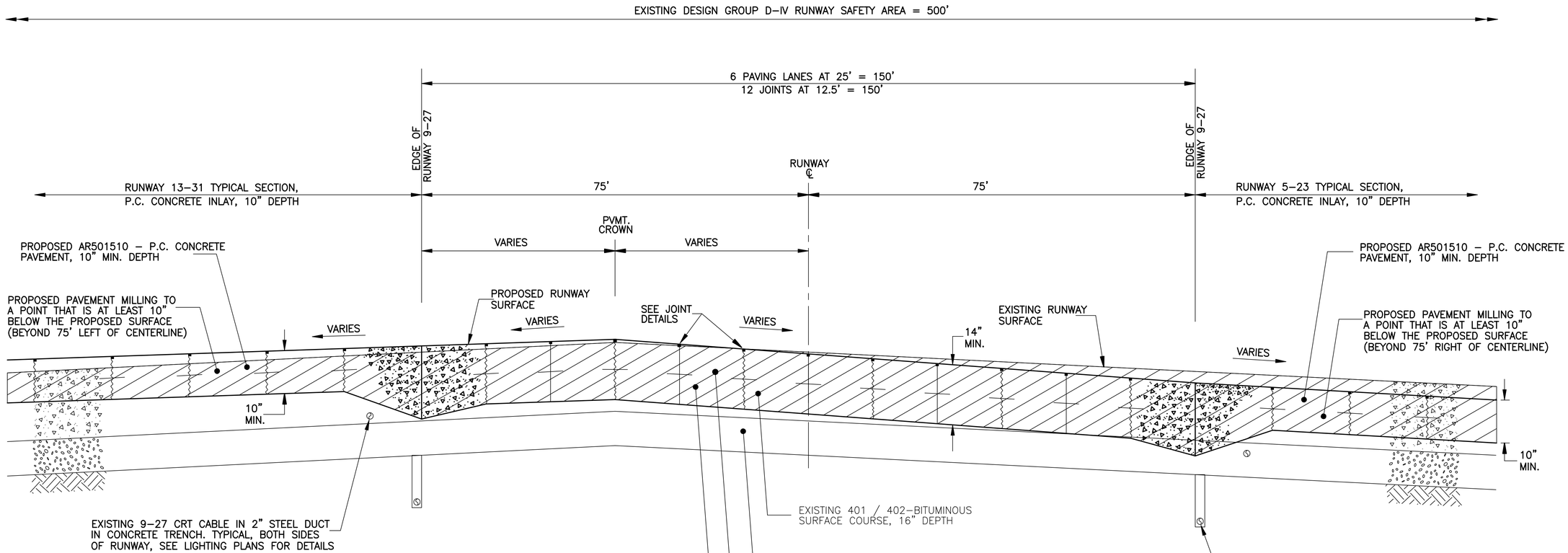
PROPOSED TYPICAL SECTION

RUNWAY 9-27, STA. 145+00 TO STA. 149+00

RUNWAY 9-27, STA. 150+75 TO STA. 153+00

P. C. CONCRETE INLAY (14" DEPTH, PAVEMENT CROWN SHIFTS TO NORTH)
WITH BITUMINOUS SHOULDERS, 6" DEPTH)

AIRCRAFT APPROACH CATEGORY D
AIRPLANE DESIGN GROUP IV
PRECISION RUNWAY



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. STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARELLEL TO THE RUNWAY CENTERLINES. IN THE MID-FIELD AREA (BETWEEN THE NORTH AND SOUTH EDGES OF RUNWAY 9-27), THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARELLEL TO THE CENTERLINE OF RUNWAY 9-27.
4. STA. 103+95.21 TO STA. 144+30 AND STA. 154+45 TO STA. 169+00.18 :
   THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT CENTERLINE OF THE RUNWAY AND WORK HIS WAY TO THE OUTSIDE EDGES OF THE RUNWAY.
   STA. 144+30 TO STA. 154+45 :
   THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT AT THE NORTH EDGE OF THE RUNWAY AND WORK HIS WAY TO THE LOW POINT AT THE SOUTH EDGE OF THE RUNWAY.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 1 2

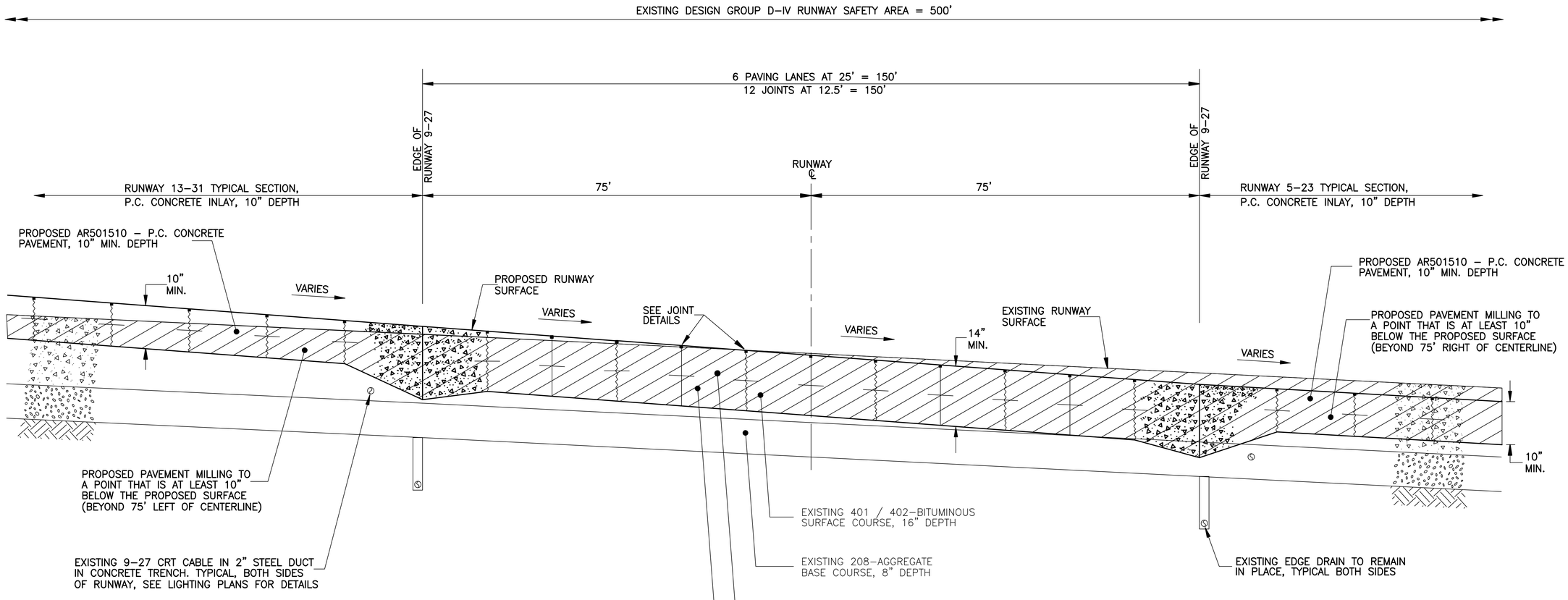
G:\Airport\AO9T026-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:11:42 AM, jeffm

AIRCRAFT APPROACH CATEGORY D
AIRPLANE DESIGN GROUP IV
PRECISION RUNWAY

PROPOSED TYPICAL SECTION

RUNWAY 9-27, STA. 149+00 TO STA. 150+75

P. C. CONCRETE INLAY (14" DEPTH, PAVEMENT CROWN AT NORTH EDGE OF RUNWAY)



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. STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARALLEL TO THE RUNWAY CENTERLINES. IN THE MID-FIELD AREA (BETWEEN THE NORTH AND SOUTH EDGES OF RUNWAY 9-27), THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARALLEL TO THE CENTERLINE OF RUNWAY 9-27.
4. STA. 103+95.21 TO STA. 144+30 AND STA. 154+45 TO STA. 169+00.18 :
   THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT CENTERLINE OF THE RUNWAY AND WORK HIS WAY TO THE OUTSIDE EDGES OF THE RUNWAY.

   STA. 144+30 TO STA. 154+45 :
   THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT AT THE NORTH EDGE OF THE RUNWAY AND WORK HIS WAY TO THE LOW POINT AT THE SOUTH EDGE OF THE RUNWAY.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 1 2

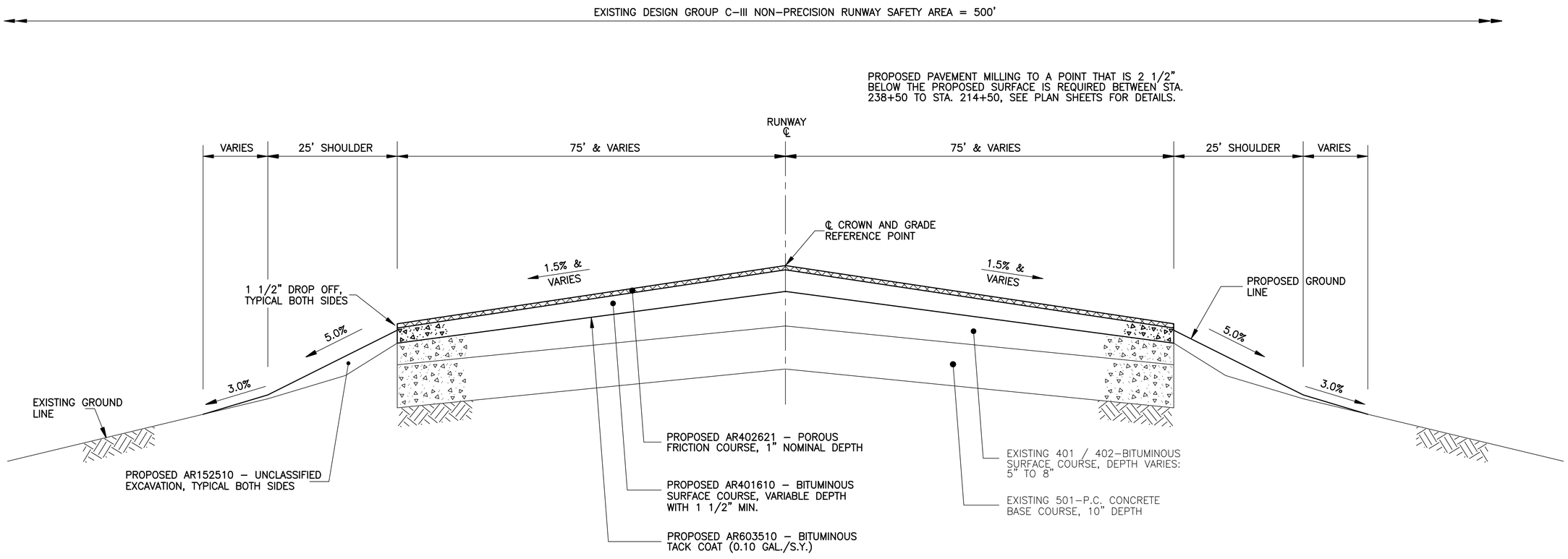
G:\Airport\A09T026-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:11:59 AM, jeffm

AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III
NON-PRECISION RUNWAY

PROPOSED TYPICAL SECTION

RUNWAY 13-31, STA. 238+50 TO STA. 244+95

VARIABLE DEPTH BITUMINOUS OVERLAY



NOTES:

1. CONTRACTOR SHALL SPRAY A LIGHT COAT OF 603- BITUMINOUS TACK COAT MATERIALS BETWEEN ALL LAYERS OF BITUMINOUS AS DIRECTED BY THE RESIDENT ENGINEER.
2. STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARALLEL TO THE RUNWAY CENTERLINES.
4. 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 RUNWAY.
5. 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.
6. THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT CENTERLINE OF THE RUNWAY AND WORK HIS WAY TO THE OUTSIDE EDGES OF THE RUNWAY.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 1 2

G:\Airport\A09T026-RW 9-27 Reconst.Design\typ.dwg, 4/28/2010 8:12:20 AM, jeffm

PROPOSED TYPICAL SECTION

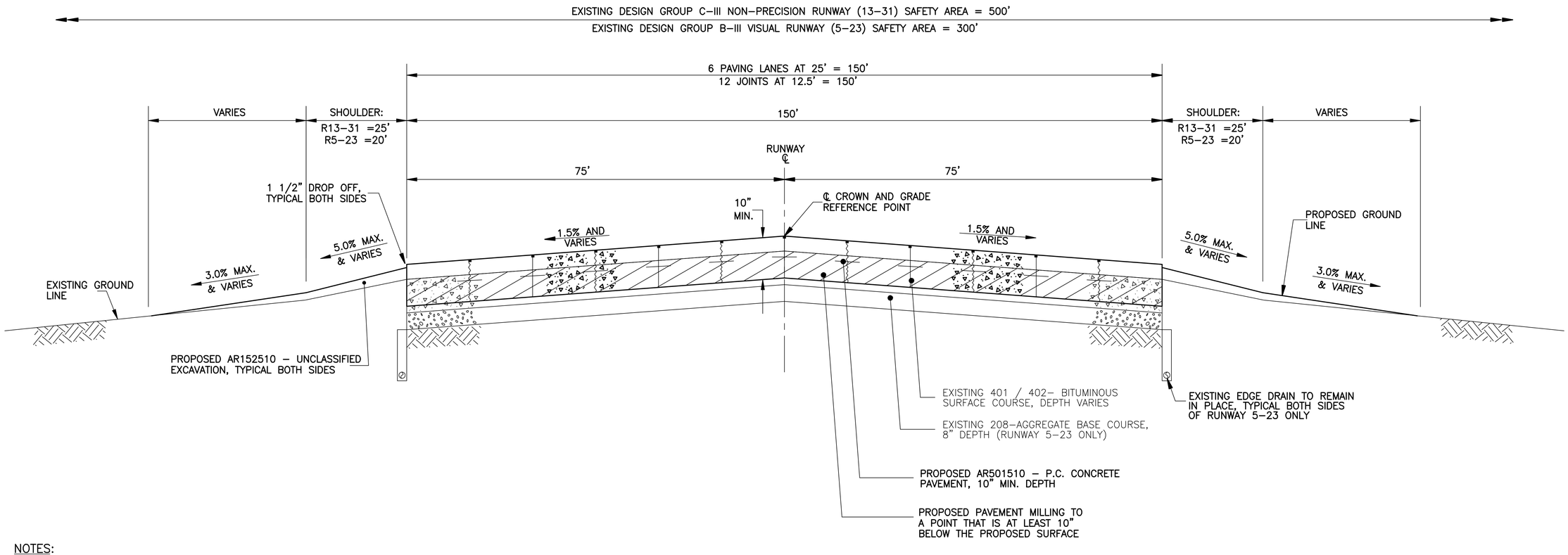
RUNWAY 13-31, STA. 244+95 TO STA. 249+00.59 (N EDGE OF R9-27)
RUNWAY 13-31, STA. 251+54.60 (S EDGE OF R9-27) TO STA. 255+60
RUNWAY 5-23, STA. 46+29.81 TO STA. 49+06.38 (S EDGE OF R9-27)
RUNWAY 5-23, STA. 51+29.13 (N EDGE OF R9-27) TO STA. 54+10.13

RUNWAY 13-31:

AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III
NON-PRECISION RUNWAY

RUNWAY 5-23:

AIRCRAFT APPROACH CATEGORY B
AIRPLANE DESIGN GROUP III
VISUAL RUNWAY



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. STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARELLEL TO THE RUNWAY CENTERLINES. IN THE MID-FIELD AREA (BETWEEN THE NORTH AND SOUTH EDGES OF RUNWAY 9-27), THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARELLEL TO THE CENTERLINE OF RUNWAY 9-27.
4. THE CONTRACTOR SHALL START PAVING OPERATIONS AT THE HIGH POINT CENTERLINE OF THE RUNWAYS AND WORK HIS WAY TO THE OUTSIDE EDGES OF THE RUNWAYS.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 1 2

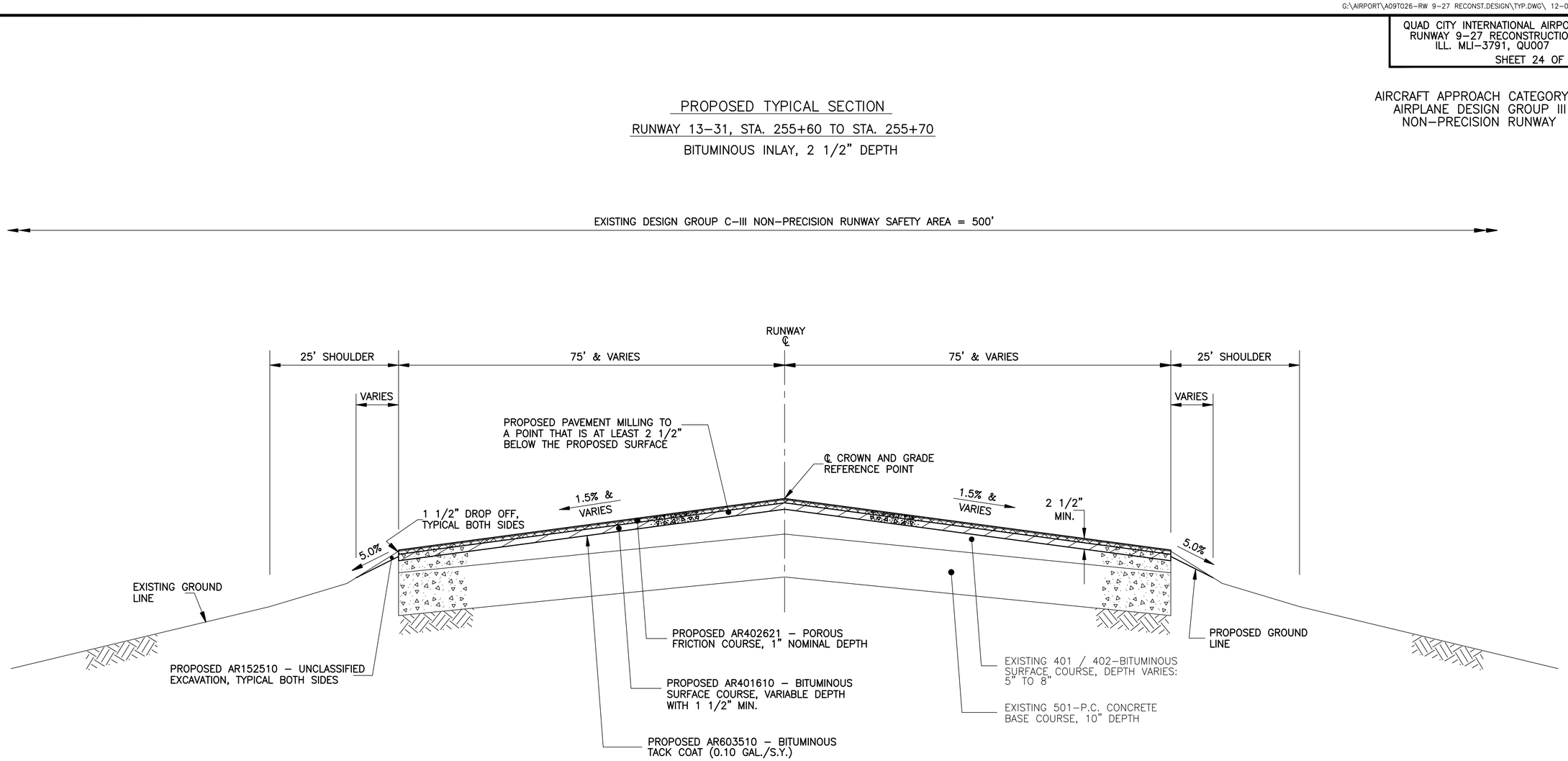
G:\Airport\A09T026-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:12:37 AM, jeffm

AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III
NON-PRECISION RUNWAY

PROPOSED TYPICAL SECTION

RUNWAY 13-31, STA. 255+60 TO STA. 255+70

BITUMINOUS INLAY, 2 1/2" DEPTH



NOTES:

1. CONTRACTOR SHALL SPRAY A LIGHT COAT OF 603- BITUMINOUS TACK COAT MATERIALS BETWEEN ALL LAYERS OF BITUMINOUS AS DIRECTED BY THE RESIDENT ENGINEER.
2. STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. 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 RUNWAY.
4. 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.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

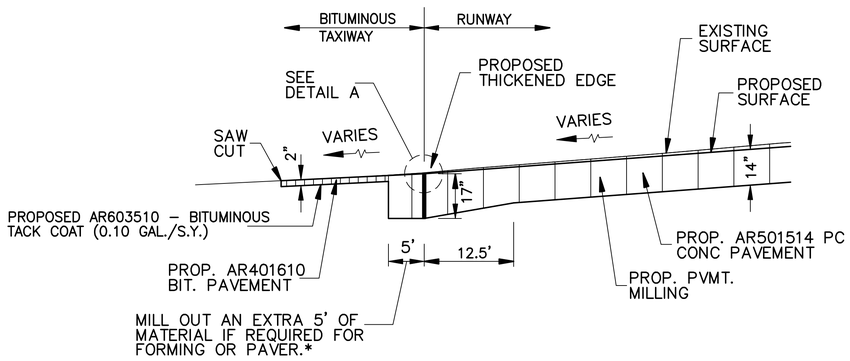
VERTICAL SCALE FEET 0 1 2

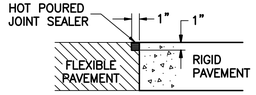
G:\Airport\A09T026-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:12:55 AM, jeffm

PROPOSED TYPICAL SECTION

BITUMINOUS PAVEMENT TIE-IN

STA. 103+95.21 TO 106+10 LT., T-H1 AND
STA. 127+65 TO 130+63 RT., T-E SOUTH





DETAIL A

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

* = 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

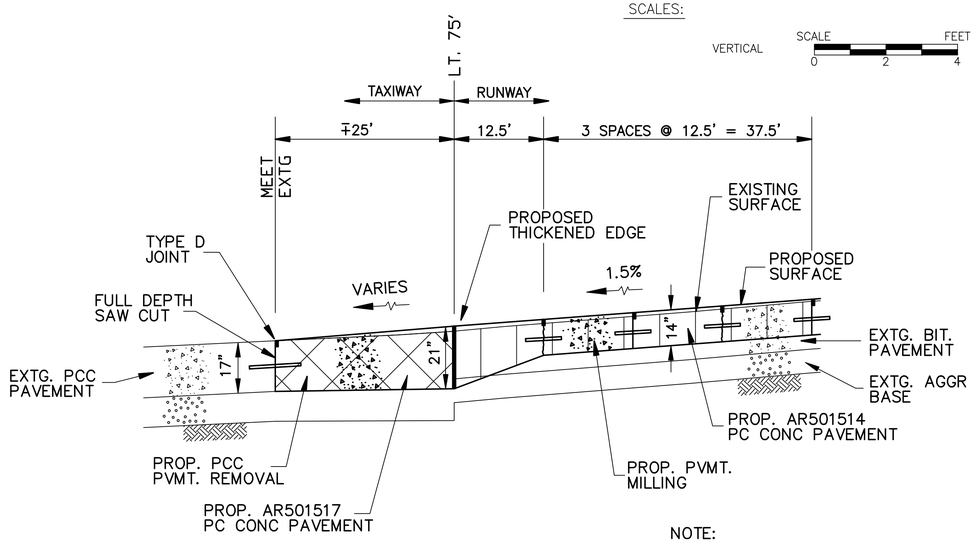
PROPOSED TYPICAL SECTION

STA. 127+08 TO 131+34 LT., T-E NORTH &
STA. 155+08 TO 160+30 LT., T-B NORTH

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

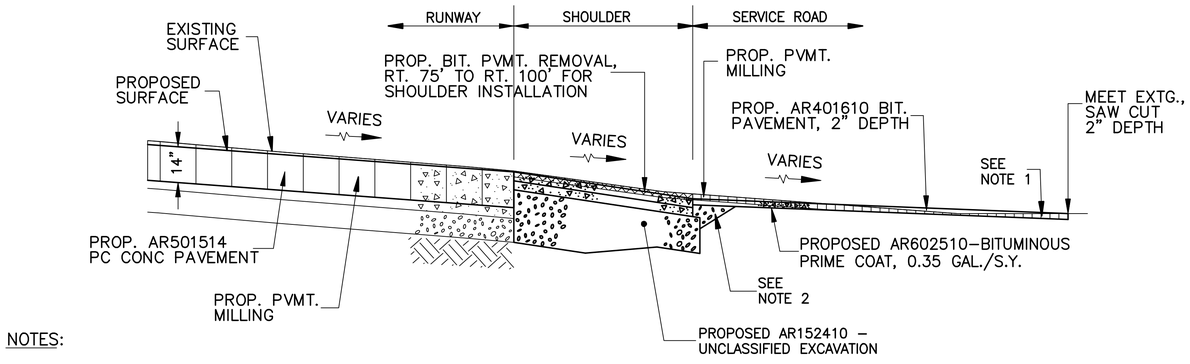


NOTE:
REPAIR AR209 CRHD AGGRE BSE CRSE AS REQUIRED.

PROPOSED TYPICAL SECTION

SERVICE ROAD TIE-IN

STA. 104+30 TO 104+49 RT.



NOTES:

1. PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 2" BELOW THE PROPOSED SURFACE OR TO THE BOTTOM OF THE EXISTING SERVICE ROAD BITUMINOUS SURFACE (WHICH EVER ELEVATION IS THE HIGHEST).
2. REPLACE THE EXISTING SERVICE ROAD AR209510 CRHD AGGRE BSE CRSE AS REQUIRED FOR A DISTANCE OF 5' BEYOND THE EDGE OF THE PROPOSED SHOULDER.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

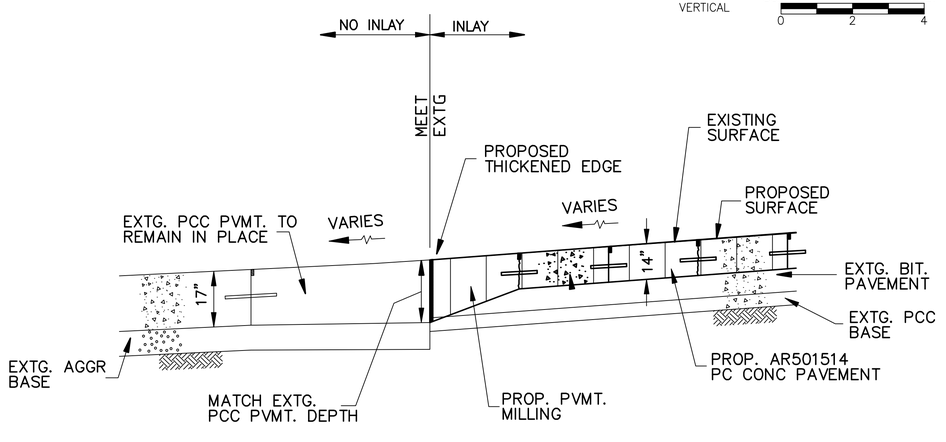
PROPOSED TYPICAL SECTION

STA. 166+88 TO 169+00.18 RT., T-N; STA. 166+99 TO
169+00.18 LT., T-N; & STA. 169+00.18 RT. & LT., R 9-27

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

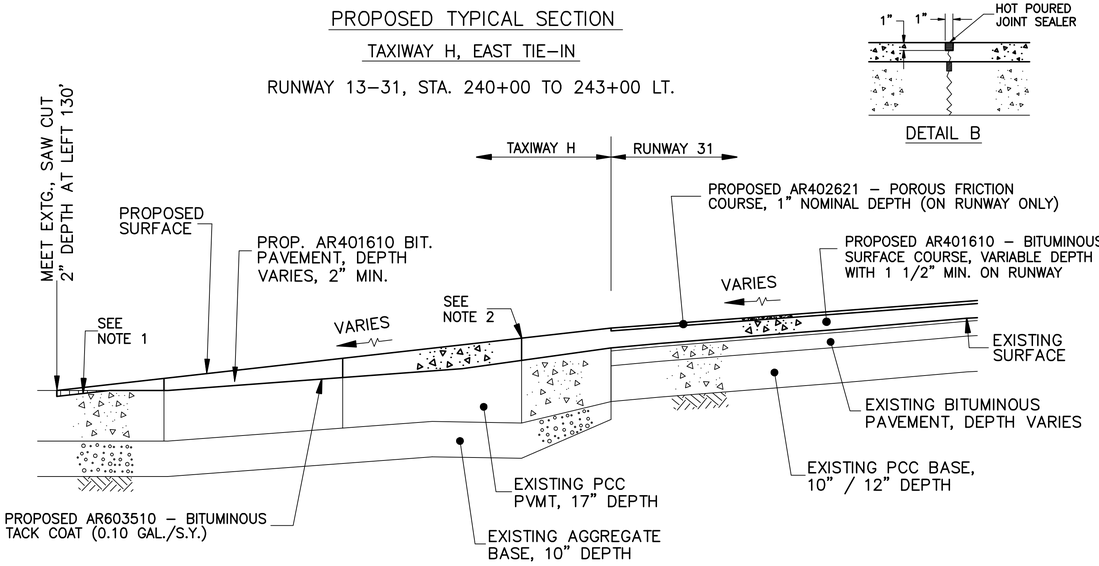


G:\Airport\A09T028-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:13:11 AM, jeffm

PROPOSED TYPICAL SECTION

TAXIWAY H, EAST TIE-IN

RUNWAY 13-31, STA. 240+00 TO 243+00 LT.



DETAIL B

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

NOTES:

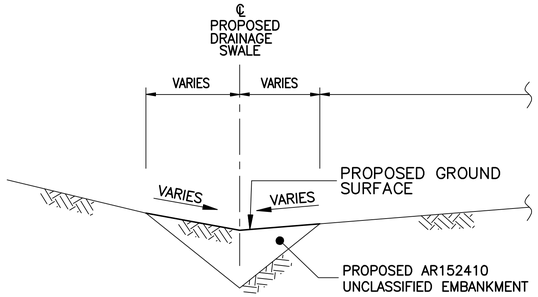
1. PROPOSED PAVEMENT MILLING ON TAXIWAY TO A POINT THAT IS AT LEAST 2" BELOW THE PROPOSED SURFACE.
2. SAW CUT PROPOSED TY H DUMMY JOINTS PER DETAIL "B" IN PROPOSED BIT. TAXIWAY PVMT. ON TOP OF EXISTING PCC PAVEMENT JOINTS, TYP.

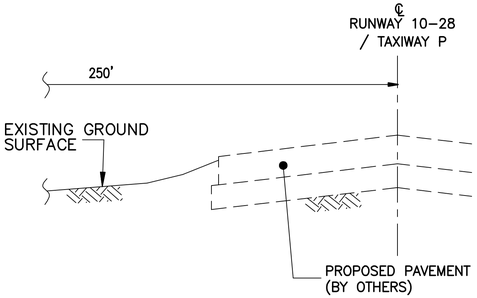
PROPOSED TYPICAL SECTION -

RUNWAY 10-28 SAFETY AREA GRADING

TAXIWAY P, STA. 651+50 TO STA. 655+00, LEFT SIDE

STAGE 4 WORK





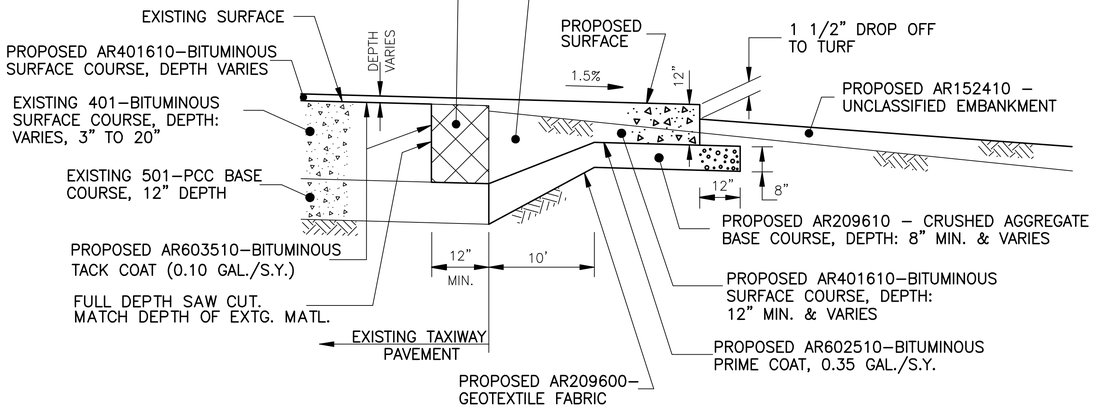
SCALES:

HORIZONTAL SCALE FEET 0 20 40

VERTICAL SCALE FEET 0 5

REMOVED AND DISPOSED OF THE EXISTING BTUMINOUS MATERIALS WITHIN 1' OF THE EXISTING TAXIWAY EDGE. REPLACED WITH PROPOSED 401 MATERIALS. COST FOR SAW CUT, REMOVAL, AND DISPOSAL OF THE EXISTING MATERIALS SHALL BE INCLUDED IN THE PAVEMENT REMOVAL CONTRACT UNIT PRICE.

REMOVED EXISTING SOILS AS REQUIRED TO INSTALL PROPOSED MATERIALS. COST FOR SOIL REMOVAL SHALL BE INCLUDED IN THE AR152410 CONTRACT UNIT PRICES.



TYPICAL SECTION - PAVEMENT WIDENING

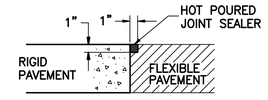
TAXIWAY B, RIGHT STA. 159+25.85 TO STA. 160+03.55

(NO SCALE)

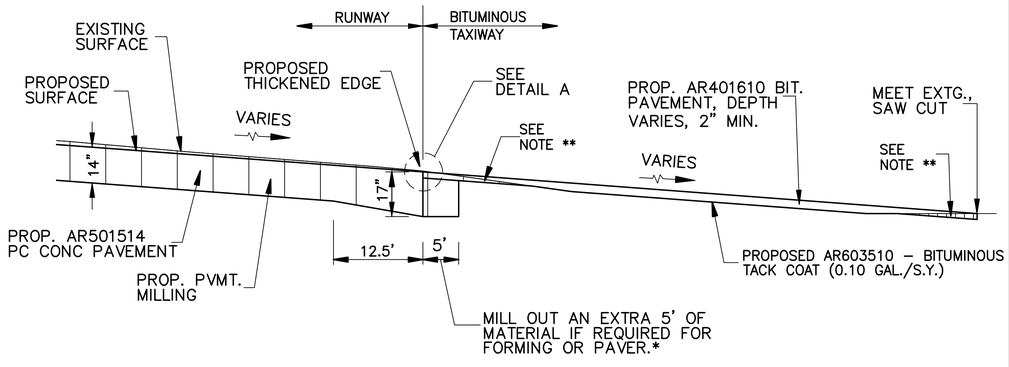
PROPOSED TYPICAL SECTION

BITUMINOUS PAVEMENT TIE-IN

STA. 158+15 TO 159+42 RT., T-B SOUTH



DETAIL A



NOTES:

* = REPLACEMENT MATERIAL FOR TAXIWAY : P-401 BIT. PVMT.

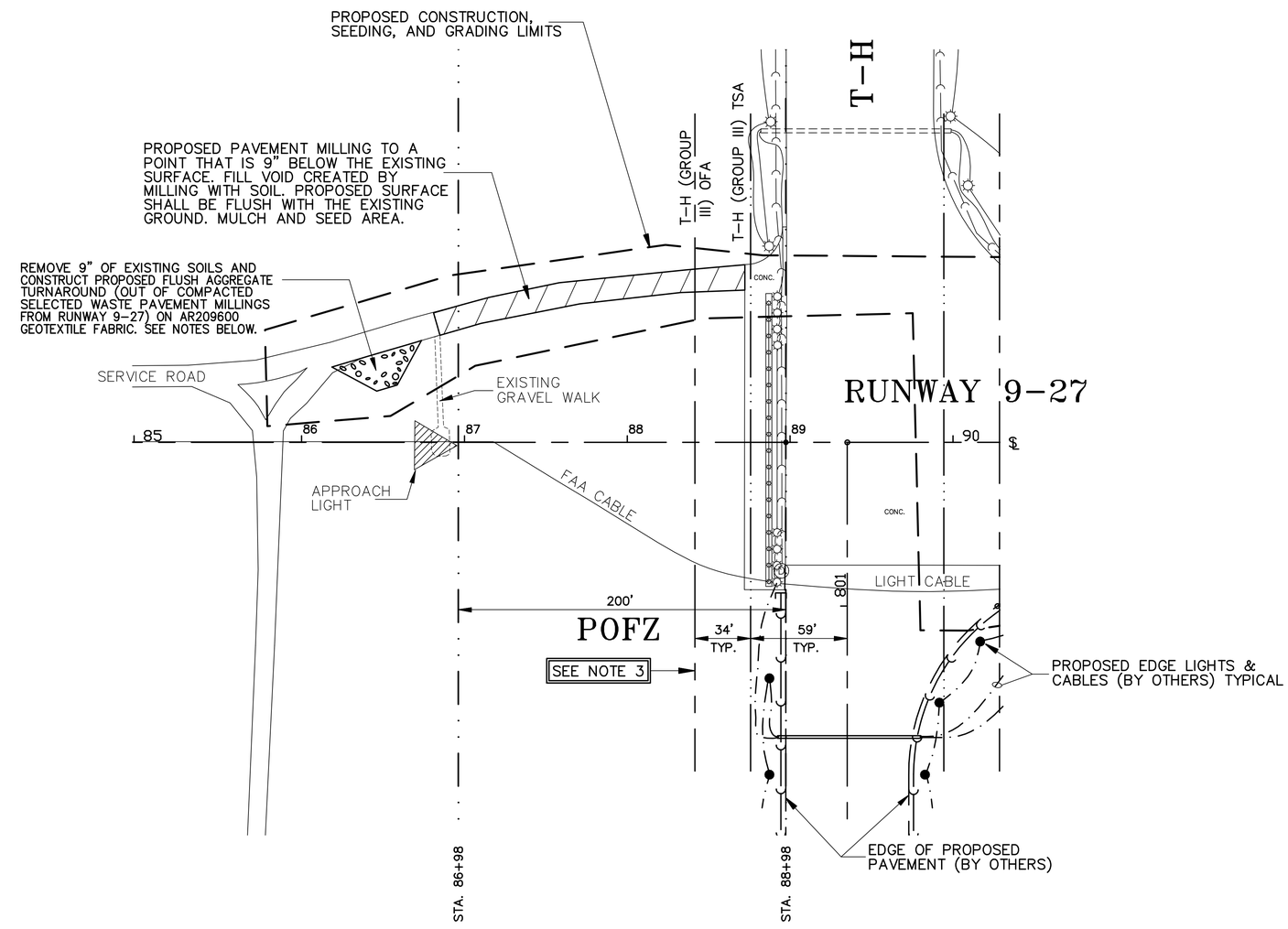
** = PROPOSED PAVEMENT MILLING ON TAXIWAY TO A POINT THAT IS AT LEAST 2" BELOW THE PROPOSED SURFACE.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

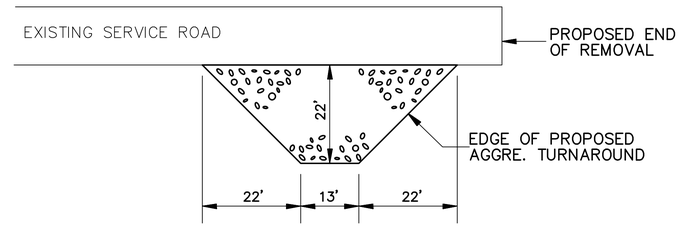
VERTICAL SCALE FEET 0 2 4

G:\Airport\A09T026-RW 9-27 Reconst.Design\typ.dwg, 4/26/2010 8:13:29 AM, jeffm



WEST (R-9 THRESHOLD) END





TURNAROUND LAYOUT DETAIL

NOTES:

1. THE CONTRACTOR SHALL USE SELECTED PAVEMENT MILLING WASTE MATERIALS TO CONSTRUCT THIS PROPOSED FLUSH AGGREGATE SERVICE ROAD. PAVEMENT MILLING WASTE MATERIALS SHALL BE LESS THAN 2" IN SIZE AND CONTAIN NO SOIL MATERIALS, JOINT RUBBER MATERIALS, JOINT SEALER MATERIALS, DUST MATERIALS, OR OTHER FOREIGN OBJECTS. THE CONTRACTOR SHALL COMPACT THE PAVEMENT WASTE MATERIALS TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE AR401650 BITMINOUS PAVEMENT MILLING CONTRACT UNIT PRICE.
2. SERVICE ROAD TURNAROUND SHALL BE FLUSH WITH THE EXISTING GROUND.
3. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY H OFA (OBJECT FREE AREA) WHEN AN AIRCRAFT IS USING TAXIWAY H.

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

WEST SERVICE ROAD REMOVAL PLAN, STA. 85+00 TO STA 89+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP.dwg, 4/26/2010 8:03:28 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 28 OF 206

NOTE:
ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY H OFA (OBJECT FREE AREA) WHEN AN AIRCRAFT IS USING TAXIWAY H.

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' N1741496.8955, 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

N

T-H

T-H (GROUP III) OFA

T-H (GROUP III) TSA

SERVICE ROAD

CONC.

EXTG. SERVICE RD. TO BE REMOVED, SEE SHEET 27

STA. 90+39.32, LT. 100.24', START 25' WIDE BITUMINOUS SHOULDER

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

EDGE OF PROPOSED BITUMINOUS SHOULDER

25' & VARIES

RELOCATE EXISTING MANHOLE, TYP.

REFURBISH EXISTING EDGE LIGHTS, TYP.

EDGE OF EXTG. PCC PAVEMENT

RUNWAY 9-27

75' & VARIES

℄ 88 89 90 91 92 93 94 95 96 97 98 ℄

℄ EXISTING RUNWAY 9

END OF RUNWAY

59' TYP.

34' TYP.

SEE NOTE

REPLACE SURFACE SENSOR, SUB-SURFACE TEMPERATURE PROBE, AND SENSOR CABLE

RELOCATE SLICE CAN

REFURBISH EXISTING EDGE LIGHT, TYP.

801

PROPOSED UNDERDRAIN (BY OTHERS) TYPICAL BOTH SIDES

STA. 90+27.18, RT. 100', START 25' WIDE BITUMINOUS SHOULDER

PROPOSED EDGE LIGHTS & CABLES (BY OTHERS) TYPICAL

EDGE OF PROPOSED PAVEMENT (BY OTHERS)

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE CDR 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 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, N1741775.9203S, E2203365.2139 STATION 144+70.44, RT. 113.99'

SCALE FEET
HORZ 0 40
SCALE FEET
VERT 0 2

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

583 581 579 577 575 573

EXISTING GRADE LINE ALONG RUNWAY 9 CENTERLINE

END OF RUNWAY

EXISTING AGGREGATE BASE, 10" DEPTH

EXISTING PCC PAVEMENT, 17" DEPTH

CENTERLINE ELEVATIONS: 578.01 578.13 578.21 578.27 578.35 578.45 578.57 578.70 578.83 578.99 579.16 579.35 579.53 579.70 579.88 580.09 580.28 580.44 580.65 580.83 580.99 581.19 581.36 581.56 581.75

87+60 88+40 89+20 90+00 90+80 91+60 92+40 93+20 94+00 94+80 95+60 96+40 97+20 98+00 98+80

RUNWAY 9-27 PLAN & PROFILE, STA 87+80 TO STA 98+60

28/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP.dwg, 4/28/2010 8:04:04 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 29 OF 206

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' N1741496.8955, 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

N

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

T-H1

REPLACE EXISTING L-853 RETROREFLECTIVE PVMT. MARKER

MILL OUT EXTG. MATERIAL TO A POINT THAT IS 2" BELOW THE PROPOSED SURFACE AND INSTALL 2" OF AR401610 BITUMINOUS SURF. COURSE MATL.

SAW CUT FOR BUTT JOINT, LT. 95'

PROPOSED EDGE OF PCC PAVEMENT

PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

25' & VARIES

EDGE OF PROPOSED BITUMINOUS SHOULDER

6"ST

6"UD

REFURBISH SPLICE CAN, TYP.

EDGE OF EXTG. PCC PAVEMENT

ADJUST EXISTING MANHOLE, TYP.

PROPOSED EDGE OF PCC PVMT.

75' & VARIES

RUNWAY 9-27

99 100 101 102 103 104 105 106 107 108 109

℄ EXISTING RUNWAY 9

START RUNWAY INLAY AT EXTG. PCC PAVEMENT, STA. 103+95.21, EL. 584.03'

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

EDGE OF EXTG. PCC PAVEMENT

REMOVE EXISTING MANHOLE

PROPOSED BIT PVMT RVML

PROPOSED EDGE OF PCC PVMT.

CONC. BIT.

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

EDGE OF PROPOSED BITUMINOUS SHOULDER

REFURBISH EXISTING EDGE LIGHT, TYP.

MILL OUT EXTG. MATERIAL TO A POINT THAT IS 2" BELOW THE PROPOSED SURFACE AND INSTALL 2" OF P-401 BITUMINOUS SURF. COURSE MATL.

REPLACE EXTG. SCAN CABLE

FAA CABLE

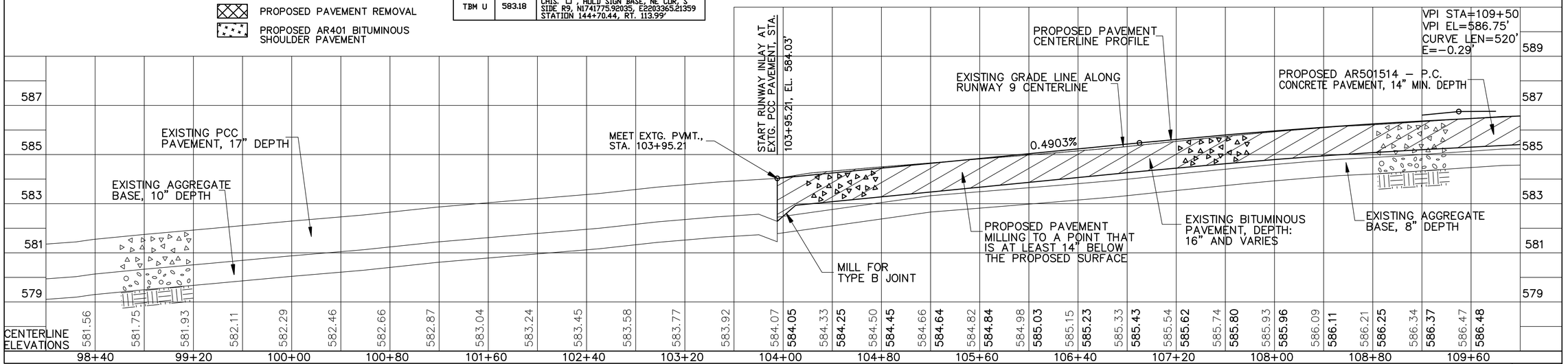
PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

SAW CUT FOR BUTT JOINT, RT. 120'

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2339, 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 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'

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

SCALE FEET HORZ 0 40
SCALE FEET VERT 0 2



RUNWAY 9-27 PLAN & PROFILE, STA 98+60 TO STA 109+40

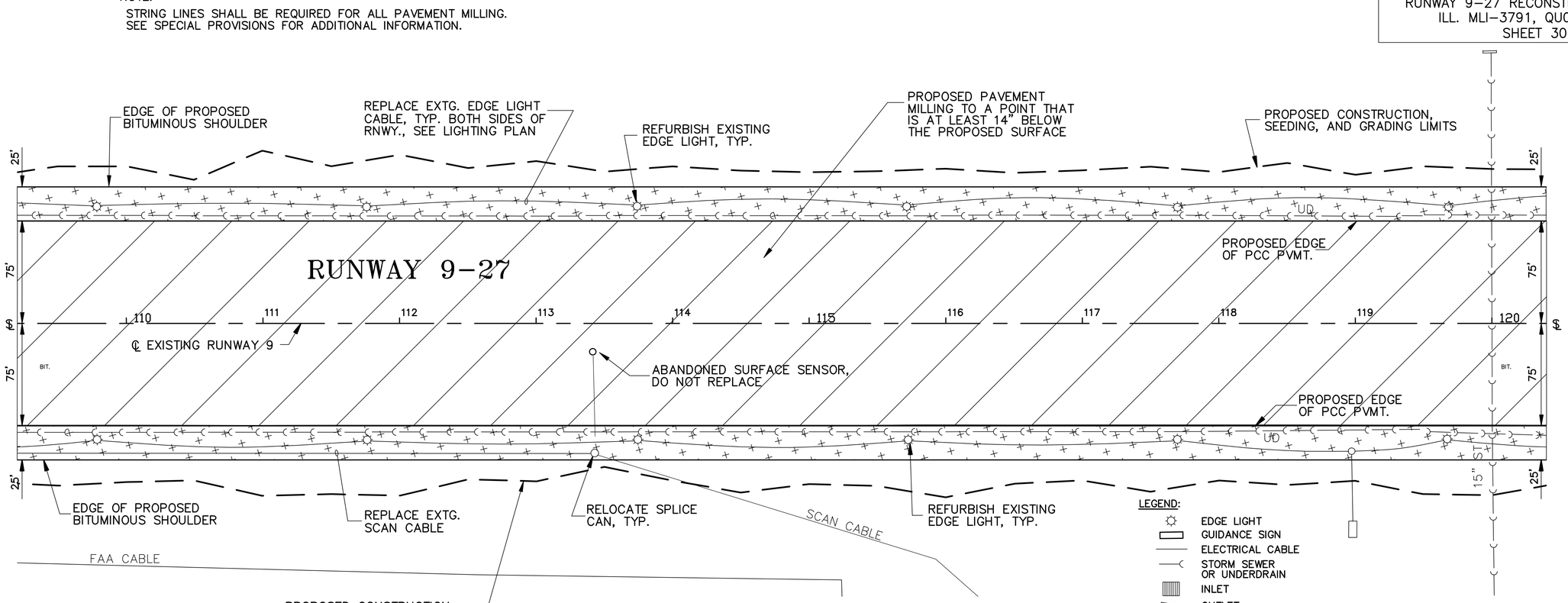
29/206

G:\Airport\A09T028-RW 9-27 Reconst.Design\PP.dwg, 4/26/2010 8:04:38 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 30 OF 206

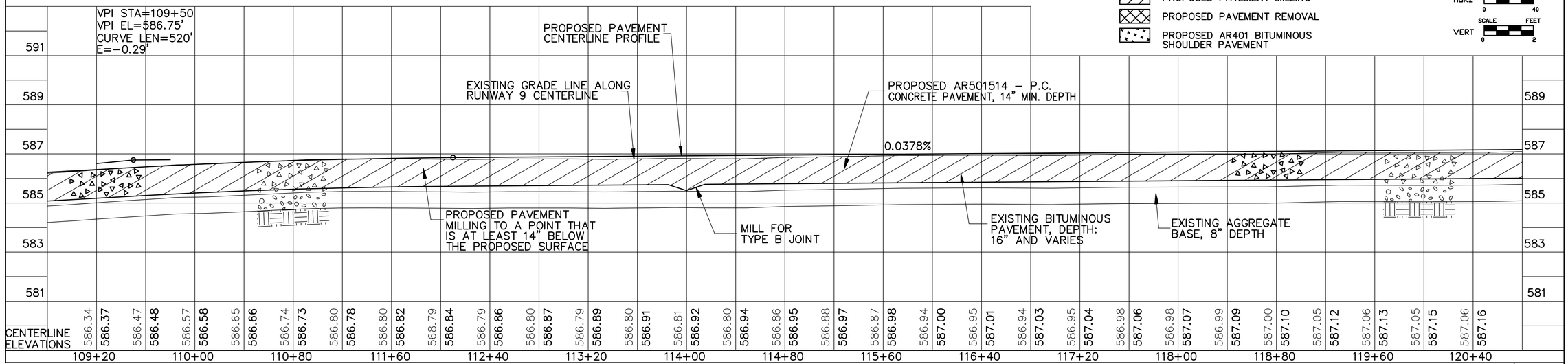
NOTE:
STRING LINES SHALL BE REQUIRED FOR ALL PAVEMENT MILLING.
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

N



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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

HORZ SCALE 0 40 FEET
VERT SCALE 0 2 FEET



RUNWAY 9-27 PLAN & PROFILE, STA 109+40 TO STA 120+20 30/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP.dwg, 4/26/2010 8:05:02 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 31 OF 206

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

N

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

EDGE OF PROPOSED BITUMINOUS SHOULDER

PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

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

PROPOSED P-501517 PCC PVMT. REMOVAL & REPLACEMENT

REFURBISH EXISTING GUIDANCE SIGN, TYP.

160' R

6"UD

FULL DEPTH SAW CUT @ EXTG. JOINT, ∓100' RT.

175' R

T-E

25'

75'

PROPOSED EDGE OF PCC PVMT.

RUNWAY 9-27

STA. 126+88.41, LT. 75'

CONC.

BIT.

REFURBISH EXISTING IN-PVMT. EDGE LIGHTS, TYP.

R9 STA. 129+13.94 = T-E STA. 850+00

℄ EXISTING RUNWAY 9

120 121 122 123 124 125 126 127 128 129 130 131

90D

15" ST

STA. 127+65.86, RT. 75'

ADJUST EXISTING MANHOLE, TYP.

PROPOSED EDGE OF PCC PVMT.

STA. 130+63.01, RT. 75'

850'

18" ST

100' R

RELOCATE EXISTING MANHOLE

REFURBISH EXISTING EDGE LIGHT, TYP.

SCAN CABLE

EDGE OF PROPOSED BITUMINOUS SHOULDER

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

R.P. STA. 127+ 75.86, RT. 178'

R.P. STA. 130+ 53.01, RT. 178'

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

MILL OUT EXTG. MATERIAL TO A POINT THAT IS 2" BELOW THE PROPOSED SURFACE AND INSTALL 2" OF AR401610 BITUMINOUS SURF. COURSE MATL.

T-E

SAW CUT FOR BUTT JOINT, RT. 130'

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

SCALE FEET HORZ 0 40
SCALE FEET VERT 0 2

VPI STA=128+00
VPI EL=587.45'
CURVE LEN=100'
E=0.01'

EXISTING GRADE LINE ALONG RUNWAY 9 CENTERLINE

PROPOSED AR501514 – P.C. CONCRETE PAVEMENT, 14" MIN. DEPTH

PROPOSED PAVEMENT CENTERLINE PROFILE

0.0378%

0.0808%

MILL FOR TYPE B JOINT

PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

EXISTING BITUMINOUS PAVEMENT, DEPTH: 16" AND VARIES

EXISTING AGGREGATE BASE, 8" DEPTH

589 587 585 583 581 591

CENTERLINE ELEVATIONS	587.05	587.15	587.06	587.16	587.09	587.18	587.13	587.19	587.14	587.21	587.14	587.22	587.14	587.24	587.15	587.25	587.16	587.27	587.19	587.28	587.21	587.30	587.22	587.31	587.27	587.33	587.33	587.34	587.37	587.36	587.39	587.37	587.38	587.39	587.39	587.40	587.42	587.42	587.45	587.44	587.46	587.46	587.47	587.48	587.49	587.51	587.56	587.55	587.59	587.58	587.63	587.61	587.64	587.64	587.66	587.68	587.68	587.71
	120+00			120+80				121+60				122+40				123+20				124+00				124+80				125+60				126+40				127+20				128+00				128+80				129+60				130+40				131+20			

RUNWAY 9-27 PLAN & PROFILE, STA 120+20 TO STA 131+00 31/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP.dwg, 4/26/2010 8:05:36 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 32 OF 206

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

N

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

175' R

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

30" ST

STA. 131+53.81, LT. 75'

R9 STA. 137+66.73 = T-D STA. 1000+00

EDGE OF PROPOSED BITUMINOUS SHOULDER

REFURBISH EXISTING EDGE LIGHT, TYP.

25'

RELOCATE EXISTING MANHOLE, TYP.

6"UD

RUNWAY 9-27

PROPOSED EDGE OF PCC PVMT.

75'

131 132 133 134 135 136 137 138 139 140 141 142

℄ EXISTING RUNWAY 9

BIT.

53D 57' 45.605"

1000

REPLACE SURFACE SENSOR AND SENSOR CABLE

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

PROPOSED EDGE OF PCC PVMT.

1001

RELOCATE SPLICE CAN, TYP.

ADJUST EXISTING MANHOLE, TYP.

REFURBISH EXISTING EDGE LIGHT, TYP.

EDGE OF PROPOSED BITUMINOUS SHOULDER

REPLACE EXTG. SCAN CABLE

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

T-D 1002

EXISTING TAXIWAY D PAVEMENT TO BE REMOVED BY OTHERS

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

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 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'

SCALE FEET
HORZ 0 40
SCALE FEET
VERT 0 2

VPI STA=133+20
VPI EL=587.87'
CURVE LEN=260'
E=-0.08'

PROPOSED PAVEMENT CENTERLINE PROFILE

EXISTING GRADE LINE ALONG RUNWAY 9 CENTERLINE

PROPOSED AR501514 - P.C. CONCRETE PAVEMENT, 14" MIN. DEPTH

0.0808%

-0.1620%

MILL FOR TYPE B JOINT

PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

EXISTING BITUMINOUS PAVEMENT, DEPTH: 16" AND VARIES

EXISTING AGGREGATE BASE, 8" DEPTH

591 589 587 585 583 581

CENTERLINE ELEVATIONS

130+80	131+60	132+40	133+20	134+00	134+80	135+60	136+40	137+20	138+00	138+80	139+60	140+40	141+20	142+00
587.66 587.68	587.68 587.71	587.73 587.74	587.73 587.77	587.73 587.79	587.73 587.80	587.71 587.79	587.71 587.77	587.69 587.73	587.62 587.68	587.58 587.61	587.53 587.55	587.44 587.48	587.37 587.42	587.30 587.35	587.23 587.29	587.18 587.22	587.14 587.16	587.11 587.09	587.04 587.03	586.98 586.96	586.91 586.90	586.84 586.83	586.78 586.77	586.72 586.70	586.66 586.64	586.59 586.57	586.51 586.51	586.44 586.44

RUNWAY 9-27 PLAN & PROFILE, STA 131+00 TO STA 141+80

32/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP.dwg, 4/26/2010 8:06:03 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 33 OF 206

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM V	580.08	N.E. CDR. RNWY HOLD SIGN BASE, S. OF R9-27, E. OF R13-31, STATION 155+31.76, RT. 114.49'
TBM W	578.32	N.E. CDR. TXWY B EXIT SIGN BASE, S. OF R9-27, E. OF TXWY B, STATION 159+75.37, RT. 112.31'
TBM X	576.15	N.E. CDR. TXWY N EXIT SIGN BASE, S. OF R9-27, E. OF TXWY N, STATION 169+41.07, RT. 147.41'

RUNWAY 13-31

RUNWAY 9-27

RUNWAY 5-23

ON RUNWAY 5-23 AND 13-31: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

EDGE OF PROPOSED BITUMINOUS SHOULDER

REFURBISH EXISTING EDGE LIGHT, TYP.

R.P. STA. 146+16.46, LT. 125'

50' R

ADJUST EXISTING MANHOLE, TYP.

R.P. STA. 149+71.75, LT. 298.71'

150' R

REPLACE EXTG. 8" SAN SEW

PROPOSED SAN. MANHOLE, TYP.

PROPOSED PVMT RMVL, SEE NOTE 3 ON SHT 60

R.P. STA. 152+38.81, LT. 101', EOP RADIUS = 26'

PROPOSED EDGE OF PCC PVMT.

6"UD

18" ST

8" SA

℄ EXISTING RUNWAY 9

REPLACE SURFACE SENSOR AND SENSOR CABLE

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

R.P. STA. 147+45.49, RT. 90', EOP RADIUS = 15'

FULL DEPTH SAW CUT BOTH SIDES

110' R

R.P. STA. 150+00.09, RT. 230.07'

ON RUNWAY 9-27: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

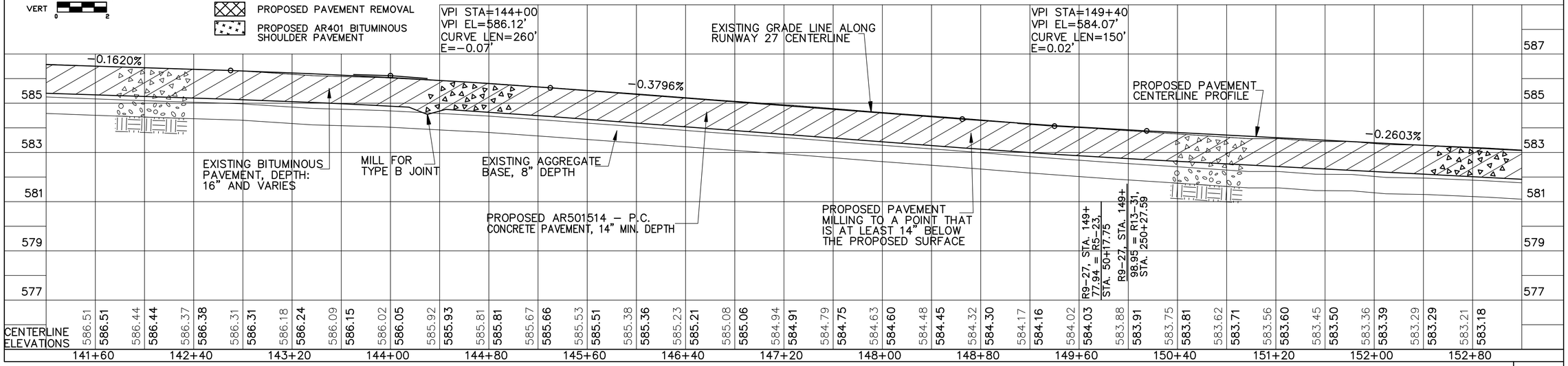
PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

ON RUNWAY 5-23 AND 13-31: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

HORZ SCALE FEET 0 40
VERT SCALE FEET 0 2

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



RUNWAY 9-27 PLAN & PROFILE, STA 141+80 TO STA 152+60

33/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP1.dwg, 4/23/2010 3:55:56 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 34 OF 206

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
- PROPOSED PAVEMENT WIDENING
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

N

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

EXISTING TAXIWAY B ℄ GOING SOUTH

T-B

PROPOSED AR501517 17" PCC PVMT. REMOVAL & REPLACEMENT

SEE JOINT PLAN FOR DETAILS (TYP.)

CP-51

24" ST

FULL DEPTH SAW CUT

EDGE OF PROPOSED BITUMINOUS SHOULDER

CP-50

6" UD

CONC.

ADJUST EXISTING EDGE LIGHT, TYP.

PROPOSED EDGE OF PCC PVMT.

RUNWAY 9-27

153 154 155 156 157 158 159 160 161 162 163

℄ EXISTING RUNWAY 9

R27, 158+93.53, CENTERLINE = TAXIWAY B, STA. 0+00, CENTERLINE

90D

ADJUST EXISTING MANHOLE, TYP.

TBM-W

STA. 160+03.55, RT. 75'

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

PROPOSED EDGE OF PCC PAVEMENT

BIT.

R.P. STA. 153+04.95, RT. 100', EOP RADIUS = 25'

TBM-V

SCAN CABLE

R.P. STA. 160+57.87, RT. 94.09'

R.P. STA. 160+03.55, RT. 125'

112.5' R

EDGE OF PROPOSED BITUMINOUS SHOULDER

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

PROPOSED AR401610 BIT. SURF. COURSE MATL., DEPTH VARIES, 2" MIN.

PROPOSED PERMANENT PAVEMENT WIDENING, 12" (& VARIES) OF 401 BIT. SURF. CRSE. ON 8" OF 209 CRHD. AGGR. ON 209 GOETEXTILE FABRIC. SEE SHT. 87 FOR ELEC. ITEMS.

SAW CUT AND REMOVE 12" OF EXISTING PAVEMENT IN WIDENING AREA, SEE SHT. 26 FOR DETAIL.

REMOVE LIGHT

STA. 159+60.09, RT. 149.72'

STA. 2+63.85, SAW CUT FOR BUTT JOINT

MILL OUT EXTG. MATERIAL TO A POINT THAT IS 2" BELOW THE PROP. SURFACE FOR PROP. BUTT JOINT

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

SCALE FEET HORZ 0 40
SCALE FEET VERT 0 2

VPI STA=156+20
VPI EL=582.30'
CURVE LEN=150'
E=-0.02'

VPI STA=161+00
VPI EL=580.41'
CURVE LEN=300'
E=0.11'

-0.2603%

-0.3937%

-0.1000%

PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

PROPOSED AR501514 – P.C. CONCRETE PAVEMENT, 14" MIN. DEPTH

PROPOSED PAVEMENT CENTERLINE PROFILE

AT THE OPTION OF THE MAA, THE CONTRACTOR MAY BE REQUIRED TO INSTALL A 200' LONG TEMPORARY BITUMINOUS RAMP BETWEEN CONSTRUCTION STAGES 2 AND 3. SEE SHEETS 6 & 191 FOR DETAILS.

EXISTING GRADE LINE ALONG RUNWAY 27 CENTERLINE

MILL FOR TYPE B JOINT

EXISTING BITUMINOUS PAVEMENT, DEPTH: 16" AND VARIES

EXISTING AGGREGATE BASE, 8" DEPTH

EXISTING BITUMINOUS PAVEMENT, DEPTH: 20" AND VARIES

MILL FOR TYPE B JOINT

EXISTING PCC BASE, 9" DEPTH

585 583 581 579 577 575

CENTERLINE ELEVATIONS	583.29	583.29	583.21	583.18	583.10	583.08	582.99	582.98	582.89	582.87	582.78	582.77	582.67	582.66	582.59	582.56	582.48	582.46	582.34	582.34	582.20	582.21	582.06	582.06	581.92	581.91	581.76	581.75	581.60	581.59	581.43	581.43	581.24	581.28	581.05	581.12	580.85	580.96	580.70	580.82	580.56	580.69	580.46	580.57	580.37	580.47	580.28	580.39	580.21	580.32	580.14	580.27	580.10	580.23	580.07	580.19	580.04	580.15
	152+40			153+20			154+00			154+80			155+60			156+40			157+20			158+00			158+80			159+60			160+40			161+20			162+00			162+80			163+60																					

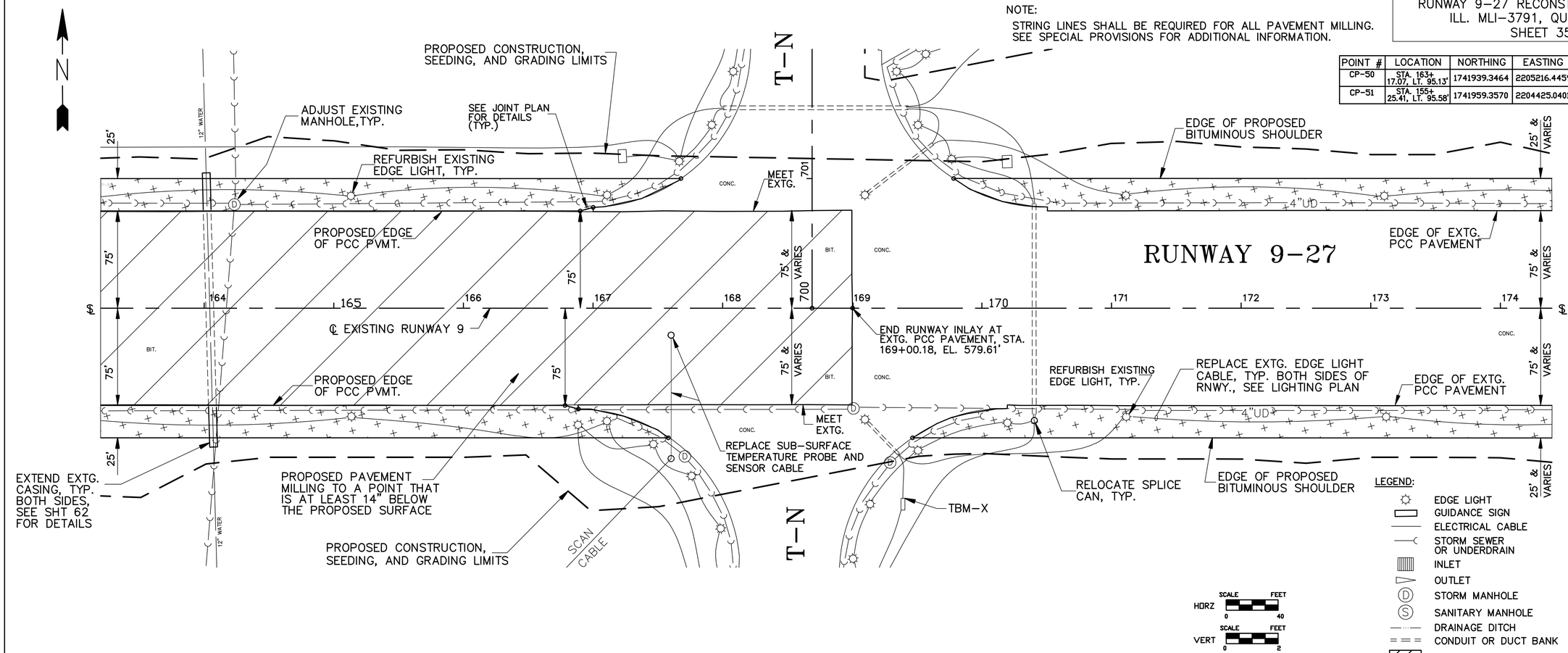
RUNWAY 9-27 PLAN & PROFILE, STA 152+60 TO STA 163+40 34/206

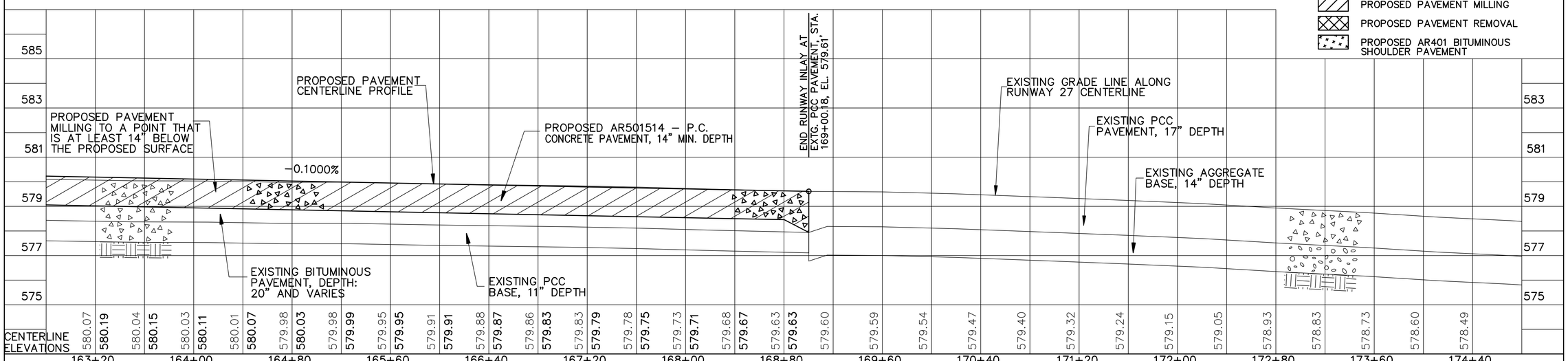
G:\Airport\A09T026-RW 9-27 Reconst.Design\PP1.dwg, 4/23/2010 3:56:24 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 35 OF 206

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

POINT #	LOCATION	NORTHING	EASTING	DESCRIPTION
CP-50	STA. 163+17.07, LT. 95.13'	1741939.3464	2205216.4459	10" SPIKE
CP-51	STA. 155+25.41, LT. 95.58'	1741959.3570	2204425.0401	10" SPIKE





RUNWAY 9-27 PLAN & PROFILE, STA 163+40 TO STA 174+20

35/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP1.dwg, 4/23/2010 3:56:56 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 36 OF 206

N

4" UD

4" UD

25' & VARIES

REFURBISH EXISTING EDGE LIGHT, TYP.

EDGE OF PROPOSED BITUMINOUS SHOULDER

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

EDGE OF EXTG. PCC PAVEMENT

RUNWAY 9-27

75' & VARIES

℄ 174 175 176 177 178 179 180 181 182 183 184 185 ℄

℄ EXISTING RUNWAY 9

CONC.

EDGE OF EXTG. PCC PAVEMENT

RELOCATE SPLICE CAN, TYP.

REFURBISH EXISTING EDGE LIGHT, TYP.

REPLACE EXTG. EDGE LIGHT CABLE, TYP. BOTH SIDES OF RNWY., SEE LIGHTING PLAN

4" UD

EDGE OF PROPOSED BITUMINOUS SHOULDER

REFURBISH SPLICE CAN

VADI

VADI CABLE

VADI

SCAN CABLE

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

HORZ SCALE 0 40 FEET

VERT SCALE 0 2 FEET

EXISTING GRADE LINE ALONG RUNWAY 27 CENTERLINE

EXISTING PCC PAVEMENT, 17" DEPTH

EXISTING AGGREGATE BASE, 14" DEPTH

581 579 577 575 573 571

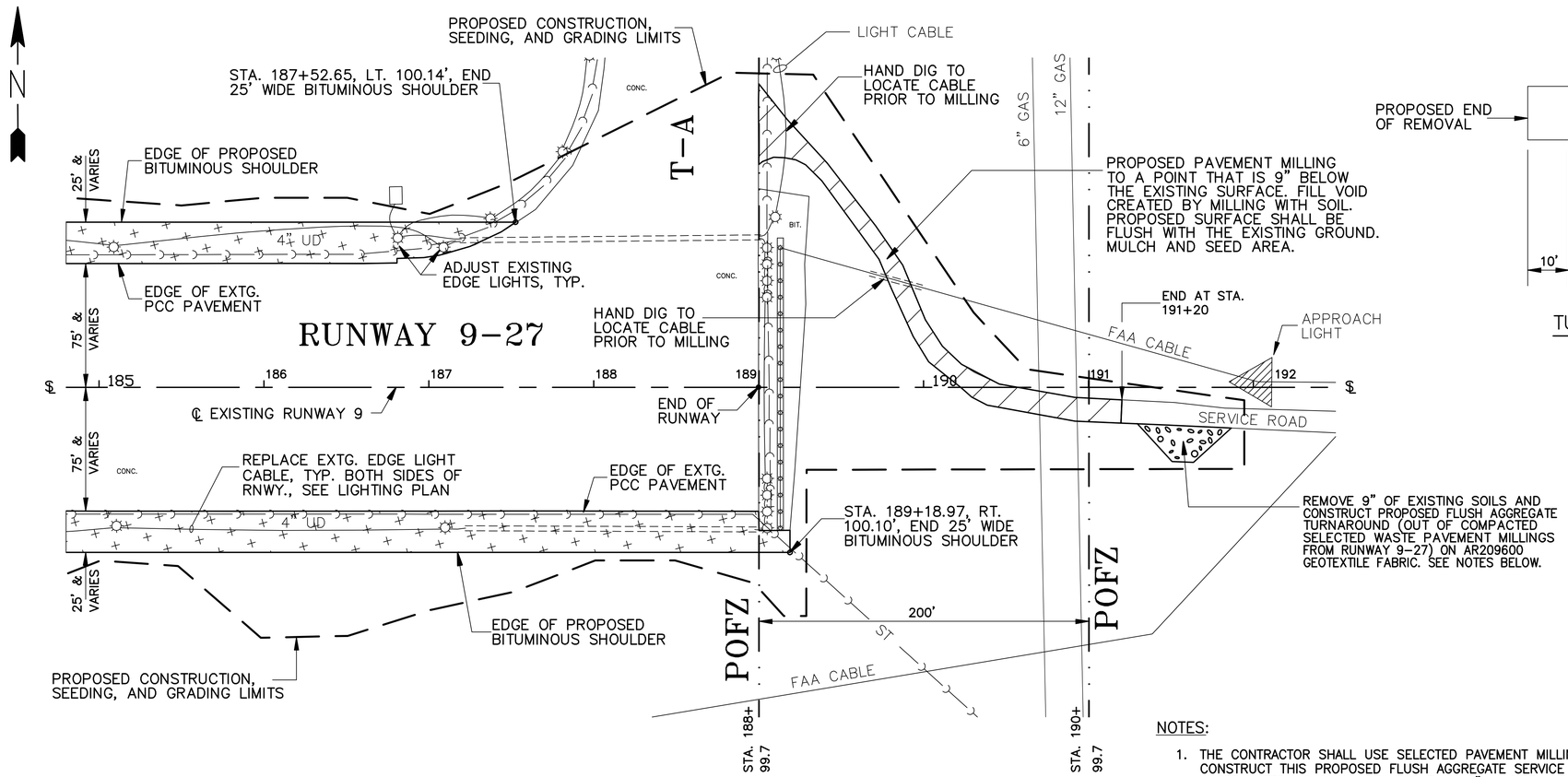
CENTERLINE ELEVATIONS	578.60	578.49	578.39	578.27	578.14	578.02	577.91	577.81	577.70	577.58	577.46	577.34	577.20	577.10	576.99	576.88	576.77	576.65	576.53	576.41	576.29	576.19	576.07	575.94	575.84	575.71	575.58	575.48	575.37
	174+00		174+80		175+60		176+40		177+20		178+00		178+80		179+60		180+40		181+20		182+00		182+80		183+60		184+40		185+20

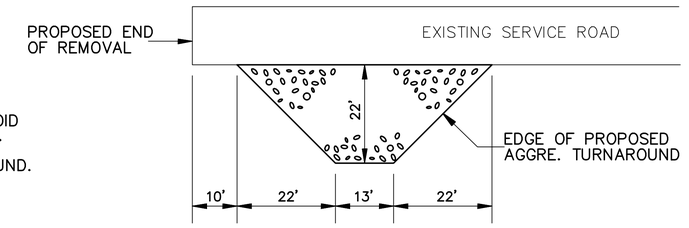
RUNWAY 9-27 PLAN & PROFILE, STA 174+20 TO STA 185+00

36/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP1.dwg, 4/23/2010 3:57:23 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 37 OF 206





TURNAROUND LAYOUT DETAIL

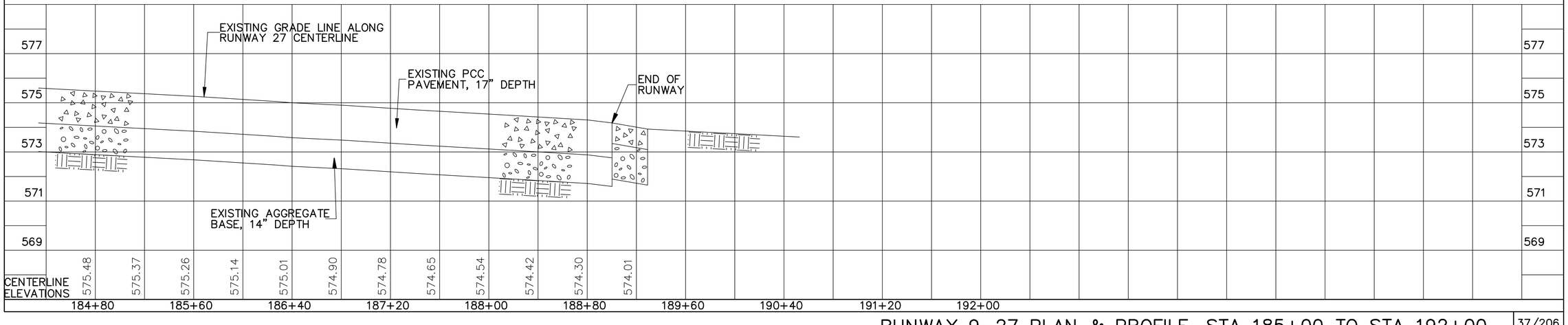
LEGEND:

- 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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

NOTES:

1. THE CONTRACTOR SHALL USE SELECTED PAVEMENT MILLING WASTE MATERIALS TO CONSTRUCT THIS PROPOSED FLUSH AGGREGATE SERVICE ROAD. PAVEMENT MILLING WASTE MATERIALS SHALL BE LESS THAN 2" IN SIZE AND CONTAIN NO SOIL MATERIALS, JOINT RUBBER MATERIALS, JOINT SEALER MATERIALS, DUST MATERIALS, OR OTHER FOREIGN OBJECTS. THE CONTRACTOR SHALL COMPACT THE PAVEMENT WASTE MATERIALS TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE AR401650 BITMINOUS PAVEMENT MILLING CONTRACT UNIT PRICE.
2. SERVICE ROAD TURNAROUND SHALL BE FLUSH WITH THE EXISTING GROUND.

SCALE FEET
HORZ 0 40
SCALE FEET
VERT 0 2



RUNWAY 9-27 PLAN & PROFILE, STA 185+00 TO STA 192+00

37/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP1.dwg, 4/23/2010 3:57:53 PM, jeffm

G:\AIRPORT\A09T026-RW 9-27 RECONST.DESIGN\PP2.DWG\ 11-30-09

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 38 OF 206

N

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

SAW CUT FOR BUTT JOINT AT LEFT 130'

PROPOSED PAVEMENT MILLING TO A POINT THAT IS 2 1/2" BELOW THE PROPOSED SURFACE

24" ST

6"UD

T-H

ADJUST EXISTING MANHOLE, TYP.

STA. 244+95

PROP BIT PVMT | PROP PCC PVMT

STA. 244+95 TO NORTH EDGE OF R9-27: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

RUNWAY 13-31

LT. 75'

EXISTING EDGE OF PAVEMENT

75' & VARIES

236 237 238 239 240 241 242 243 244 245 246

℄ EXISTING RUNWAY 13

START RUNWAY 13 OVERLAY AT STA. 238+50, EL. 587.95'

SAW CUT FOR BUTT JOINT

65' 80' 40' +00

SAW CUT FOR TY B JOINT

75'

RT. 75'

ADJUST EXISTING EDGE LIGHT, TYP.

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

STA 240+50

STA 241+50

R9 OFZ

PROPOSED EDGE OF R9-27 PCC PVMT.

EDGE OF PROPOSED R9-27 BITUMINOUS SHOULDER

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

SCALE FEET
HORZ 0 40
VERT 0 2

START RUNWAY 31 OVERLAY AT STA. 238+50, EL 587.95

VPI STA=239+50
VPI EL=587.61'
CURVE LEN=150'
E=0.03'

VPI STA=246+75
VPI EL=586.14'
CURVE LEN=450'
E=-0.24'

R13-31, STA. 246+88.92 NORTH EDGE OF R9-27 OFZ

EXISTING BITUMINOUS PAVEMENT, DEPTH VARIES

EXISTING PCC BASE, 10"/12" DEPTH

PROPOSED AR402621 POROUS FRICTION COURSE, 1" DEPTH, STA. 238+50 – STA. 244+95

PROPOSED PAVEMENT CENTERLINE PROFILE

-0.3400%

-0.2028%

EXISTING GRADE LINE ALONG RUNWAY 13 CENTERLINE

PROPOSED AR501510, P.C. CONC. PVMT., 10" MIN. DEPTH, STA. 244+95 TO N EDGE OF R9-27

PROPOSED PAVEMENT MILLING TO A POINT THAT IS 2 1/2" BELOW THE PROPOSED SURFACE

PROPOSED AR401610 BITUMINOUS SURFACE COURSE, DEPTH VARIES WITH 1 1/2" MIN., STA. 238+50 – STA. 244+95

MILL FOR TYPE B JOINT

PROPOSED AR603510 – BITUMINOUS TACK COAT, 0.10 GAL./S.Y., STA. 238+50 – STA. 244+95

589 587 585 583 581 591

CENTERLINE ELEVATIONS	589.04	588.89	588.73	588.58	588.42	588.26	588.12	587.99	587.83	58785	587.68	587.72	587.53	587.61	587.38	587.51	587.23	587.43	587.09	587.35	586.95	587.27	586.79	587.18	586.63	587.10	586.48	587.02	586.34	586.94	586.21	586.86	586.09	586.78	585.97	586.70	585.89	586.62	585.82	586.53	585.69	586.43	585.59	586.32	585.48	586.19	585.35	586.04	585.22	585.88
	235+60		236+40		237+20		238+00		238+80				239+60				240+40				241+20				242+00				242+80				243+60				244+40				245+20				246+00				246+80			

RUNWAY 13-31 PLAN & PROFILE, STA 235+80 TO STA 246+60

38/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP2.dwg, 4/23/2010 3:31:14 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 39 OF 206

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

STA. 244+95 TO NORTH EDGE OF R9-27: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

REPLACE EXTG. 8" SAN SEW

PROPOSED SAN. MANHOLE, TYP.

RUNWAY 5-23

PROPOSED PVMT RMVL, SEE PROFILE ON SHT 68

ON RWY 9: PROPOSED PAVEMENT MILLING TO A POINT THAT IS 14" BELOW THE PROPOSED SURFACE

EDGE OF PROPOSED R9-27 BITUMINOUS SHOULDER

R9 OFZ

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

SAW CUT FOR TY B JOINT

SAW CUT FOR BUTT JOINT

ADJUST EXISTING MANHOLE, TYP.

RUNWAY 13-31

℄ EXISTING RUNWAY 13

END RUNWAY 13 OVERLAY AT STA. 255+70, EL. 581.00'

75' & VARIES

PROPOSED EDGE OF R9-27 PCC PVMT.

ADJUST EXISTING EDGE LIGHT, TYP.

RUNWAY 9-27

8" ST

10" SA

STA. 255+60 TO STA. 255+70: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 2 1/2" BELOW THE PROPOSED SURFACE

SOUTH EDGE OF R9-27 TO STA. 255+60: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

PROP PCC PVMT | PROP BIT PVMT

STA. 255+60

EDGE OF PROPOSED R9-27 BITUMINOUS SHOULDER

PROPOSED EDGE OF R9-27 PCC PVMT.

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
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

SCALE FEET HORZ 0 40
SCALE FEET VERT 0 2

VPI STA=246+75
VPI EL=586.14'
CURVE LEN=450'
E=-0.24'

PROPOSED AR501510, P.C. CONC. PVMT., 10" MIN. DEPTH, STA. 244+95 TO N EDGE OF R9-27

R13-31, STA. 249+00.59, NORTH EDGE OF R9-27

PROPOSED AR501514, P.C. CONC. PVMT., 14" MIN. DEPTH

R13-31, STA. 250+27.59= R9-27, STA. 149+98.95

ON RWY 9: PROPOSED PAVEMENT MILLING TO A POINT THAT IS 14" BELOW THE PROP. SURFACE

R13-31, STA. 251+54.60, SOUTH EDGE OF R9-27

SOUTH EDGE OF R9-27 TO STA. 255+60: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

VPI STA=253+55
VPI EL=581.86'
CURVE LEN=250'
E=0.07'

R13-31, STA. 253+66.27 SOUTH EDGE OF R9-27 OFZ

END RUNWAY OVERLAY AT STA. 255+70, EL. 581.00'

STA. 255+60 – STA. 255+70:
1. PROPOSED AR402621 POROUS FRICTION COURSE, 1" DEPTH
2. PROPOSED AR401610 BITUMINOUS SURFACE COURSE, DEPTH VARIES WITH 1 1/2" MIN.
3. PROPOSED AR603510 – BITUMINOUS TACK COAT, 0.10 GAL./S.Y.
4. PROPOSED PAVEMENT MILLING TO A POINT THAT IS 2 1/2" BELOW THE PROPOSED SURFACE

STA. 244+95 TO NORTH EDGE OF R9-27: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

EXISTING BITUMINOUS PAVEMENT, DEPTH VARIES

PROPOSED PAVEMENT CENTERLINE PROFILE

R13-31, STA. 246+88.92, NORTH EDGE OF R9-27 OFZ

MILL FOR TYPE B JOINT, TYP.

EXISTING AGGREGATE BASE, 8" DEPTH

R13-31, STA. 250+13.16 = R5-23 STA. 50+30.41

EXISTING BITUMINOUS PAVEMENT, DEPTH: 16" AND VARIES

-0.6294%

PROPOSED AR501510, P.C. CONC. PVMT., 10" MIN. DEPTH, S EDGE OF R9-27 TO STA. 255+60

EXISTING BITUMINOUS PAVEMENT, DEPTH VARIES

-0.4000%

MILL FOR TYPE B JOINT

EXISTING GRADE LINE ALONG RUNWAY 13 CENTERLINE

EXISTING BITUMINOUS PAVEMENT, DEPTH VARIES

EXISTING PCC BASE, 10"/12" DEPTH

	246+40	247+20	248+00	248+80	249+60	250+40	251+20	252+00	252+80	253+60	254+40	255+20	256+00	256+80	257+60
CENTERLINE ELEVATIONS	585.35	585.88	585.70	585.51	584.85	584.60	584.35	584.09	583.84	583.59	583.34	583.09	582.84	582.58	582.34
	586.04	585.22	585.08	584.89	584.74	584.26	584.05	583.84	583.59	583.32	583.10	582.84	582.62	582.38	582.20
		585.08	585.70	585.51	585.31	584.60	584.35	584.09	583.84	583.59	583.34	583.09	582.84	582.58	582.34
			584.89	585.51	585.31	584.44	584.26	584.05	583.84	583.59	583.32	583.10	582.84	582.62	582.38
				584.74	585.31	584.85	584.60	584.26	584.05	583.84	583.59	583.32	583.10	583.09	582.84
				584.63	585.08	584.44	584.35	584.09	583.84	583.59	583.32	583.10	582.84	582.62	582.38
				585.08	584.53	584.85	584.60	584.26	584.05	583.84	583.59	583.32	583.10	583.09	582.84
				584.53	584.85	584.44	584.35	584.09	583.84	583.59	583.32	583.10	582.84	582.62	582.38
					584.44	584.60	584.26	584.05	583.84	583.59	583.32	583.10	582.84	582.58	582.34
					584.60	584.26	584.35	584.09	583.84	583.59	583.32	583.10	582.84	582.62	582.38
					584.26	584.35	584.09	584.05	583.84	583.59	583.32	583.10	582.84	582.58	582.34
					584.35	584.09	584.05	583.84	583.59	583.59	583.32	583.10	582.84	582.62	582.38
					584.05	584.09	583.84	583.84	583.59	583.59	583.32	583.10	582.84	582.58	582.34
					584.09	583.84	583.84	583.59	583.59	583.32	583.34	583.09	582.84	582.62	582.38
					583.84	583.84	583.59	583.59	583.32	583.34	583.10	583.09	582.84	582.58	582.34
					583.84	583.59	583.59	583.32	583.34	583.10	583.09	582.84	582.62	582.38	582.20
					583.59	583.59	583.32	583.34	583.10	583.09	582.84	582.84	582.62	582.58	582.34
					583.59	583.32	583.34	583.10	583.09	582.84	582.84	582.62	582.58	582.38	582.20
					583.32	583.34	583.10	583.09	582.84	582.84	582.62	582.58	582.38	582.34	582.12
					583.34	583.10	583.09	582.84	582.84	582.62	582.58	582.38	582.34	582.20	581.96
					583.10	583.09	582.84	582.84	582.62	582.58	582.38	582.34	582.20	582.12	581.91
					583.09	582.84	582.84	582.62	582.58	582.38	582.34	582.20	582.12	581.96	581.73
					582.84	582.84	582.62	582.58	582.38	582.34	582.20	582.12	581.96	581.91	581.71
					582.84	582.62	582.58	582.38	582.34	582.20	582.12	581.96	581.91	581.73	581.57
					582.62	582.58	582.38	582.34	582.20	582.12	581.96	581.91	581.73	581.71	581.53
					582.58	582.38	582.34	582.20	582.12	581.96	581.91	581.73	581.71	581.57	581.53
					582.38	582.34	582.20	582.12	581.96	581.91	581.73	581.71	581.57	581.53	581.36
					582.34	582.20	582.12	581.96	581.91	581.73	581.71	581.57	581.53	581.36	581.20
					582.20	582.12	581.96	581.91	581.73	581.71	581.57	581.53	581.36	581.20	581.20
					582.12	581.96	581.91	581.73	581.71	581.57	581.53	581.36	581.20	581.20	581.04
					581.96	581.91	581.73	581.71	581.57	581.53	581.36	581.20	581.20	581.04	581.04
					581.91	581.73	581.71	581.57	581.53	581.36	581.20	581.20	581.04	581.04	580.85
					581.73	581.71	581.57	581.53	581.36	581.20	581.20	581.04	581.04	580.85	580.70
					581.71	581.57	581.53	581.36	581.20	581.20	581.04	581.04	580.85	580.70	580.46
					581.57	581.53	581.36	581.20	581.20	581.04	581.04	580.85	580.70	580.46	580.20
					581.53	581.36	581.20	581.20	581.04	581.04	580.85	580.70	580.46	580.20	

RUNWAY 13-31 PLAN & PROFILE, STA 246+60 TO STA 257+40

39/206

G:\Airport\AD9T028-RW 9-27 Reconst.Design\PP2.dwg, 4/23/2010 3:31:49 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 40 OF 206

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

EDGE OF PROPOSED R9-27 BITUMINOUS SHOULDER

PROPOSED EDGE OF R9-27 PCC PVMT.

REPLACE EXTG. 8" SAN SEW.

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

R9 OFZ

PROPOSED PVMT RMVL, SEE PROFILE ON SHT 68

NORTH / SOUTH OF RWY 9: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

RUNWAY 5-23

℄ EXISTING RUNWAY 5

START RUNWAY 5 INLAY AT EXTG. PCC PAVEMENT, STA. 46+29.81, EL. 583.68'

END RUNWAY 5 INLAY AT EXTG. PCC PAVEMENT, STA. 54+10.13, EL. 584.91'

ADJUST EXISTING EDGE LIGHT, TYP.

NORTH / SOUTH OF RWY 9: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 10" BELOW THE PROPOSED SURFACE

ADJUST EXISTING MANHOLE, TYP.

RUNWAY 9-27

R9 OFZ

PROPOSED EDGE OF R9-27 PCC PVMT.

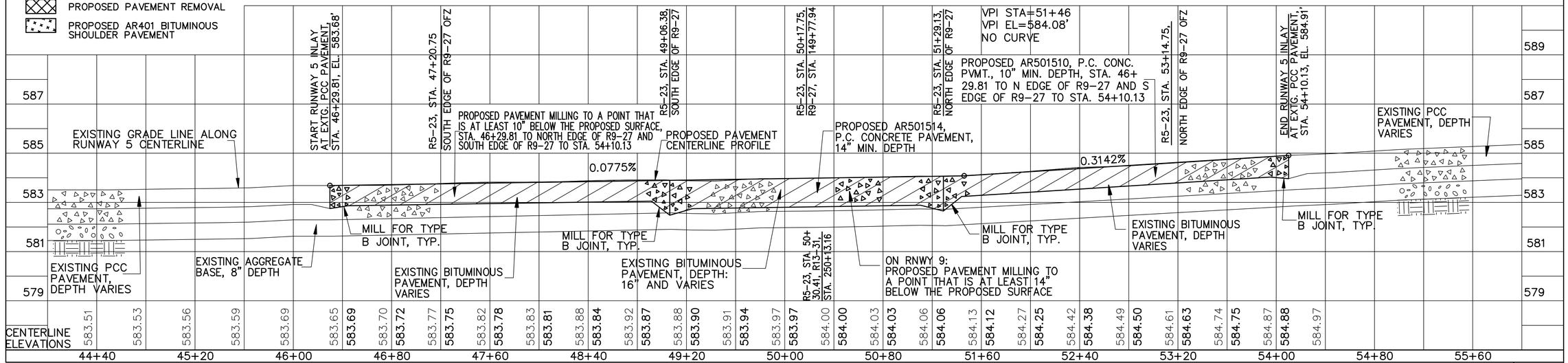
ON RWY 9: PROPOSED PAVEMENT MILLING TO A POINT THAT IS AT LEAST 14" BELOW THE PROPOSED SURFACE

EDGE OF PROPOSED R9-27 BITUMINOUS SHOULDER

HORZ 0 40
SCALE FEET
VERT 0 2

LEGEND:

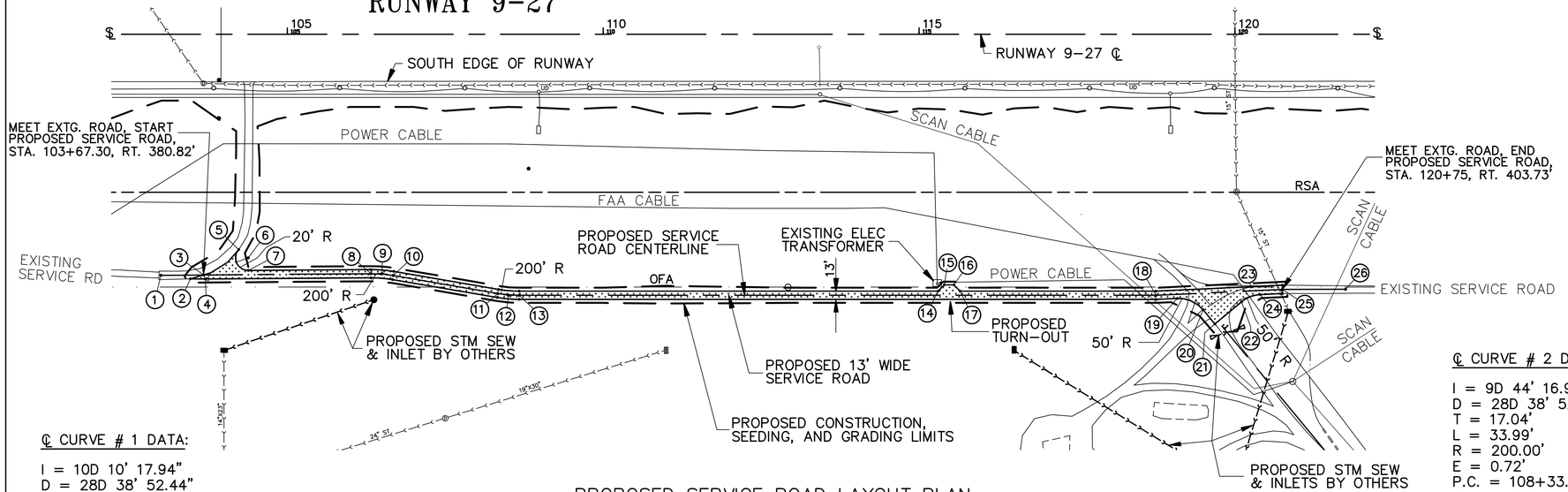
- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED PAVEMENT MILLING
- PROPOSED PAVEMENT REMOVAL
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT



RUNWAY 5-23 PLAN & PROFILE, STA 44+60 TO STA 55+40

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP3.dwg, 4/23/2010 3:24:09 PM, jeffm

RUNWAY 9-27



PROPOSED SERVICE ROAD LAYOUT PLAN

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
- PROPOSED 13' WIDE FLUSH SERVICE ROAD
- (1) SERVICE ROAD LAYOUT POINT

℄ CURVE # 1 DATA:

I = 10D 10' 17.94"
D = 28D 38' 52.44"
T = 17.80'
L = 35.51'
R = 200.00'
E = 0.79'
P.C. = 106+32.20, RT. 378.81'
P.I. = 106+50, RT. 378.68'
P.T. = 106+67.54, RT. 381.69'

℄ CURVE # 2 DATA:

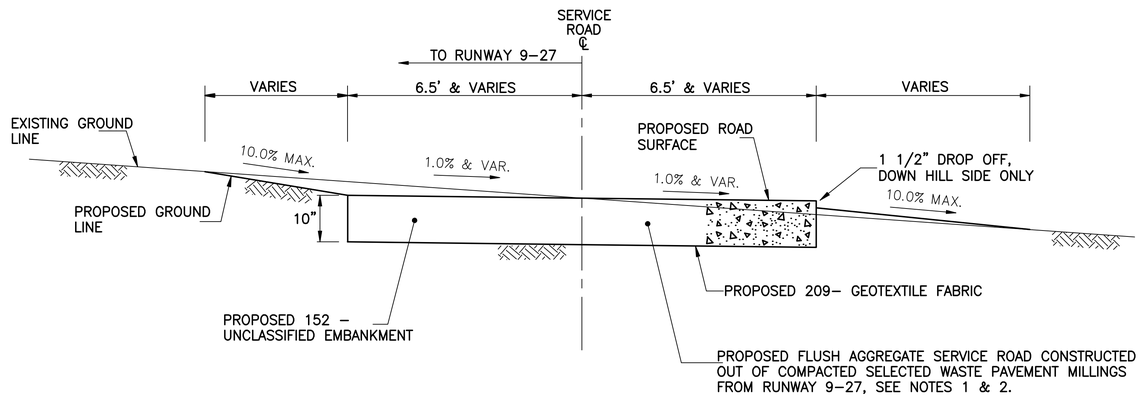
I = 9D 44' 16.92"
D = 28D 38' 52.44"
T = 17.04'
L = 33.99'
R = 200.00'
E = 0.72'
P.C. = 108+33.21, RT. 410.12'
P.I. = 108+50, RT. 413'
P.T. = 108+67.04, RT. 413'

SERVICE ROAD LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
①	103+00.00	RT. 381.33'	CENTERLINE, P.I.
②	103+46.61	RT. 387.00'	S EDGE, MEET EXTG.
③	103+67.30	RT. 380.82'	CENTERLINE, MEET EXTG.
④	103+70.00	RT. 387.29'	S EDGE, P.I.
⑤	104+23.13	RT. 340.60'	N EDGE, MEET EXTG.
⑥	104+38.18	RT. 353.78'	RAD. PT.
⑦	104+38.33	RT. 373.78'	N EDGE, P.R.
⑧	106+32.20	RT. 378.81'	CENTERLINE, P.C.
⑨	106+50.00	RT. 378.68'	CENTERLINE, P.I.
⑩	106+67.54	RT. 381.69'	CENTERLINE, P.T.
⑪	108+33.21	RT. 410.12'	CENTERLINE, P.C.
⑫	108+50.00	RT. 413.00'	CENTERLINE, P.I.
⑬	108+67.04	RT. 413.00'	CENTERLINE, P.T.
⑭	115+29.97	RT. 406.50'	N EDGE, P.I.
⑮	115+39.97	RT. 396.50'	N EDGE OF TURN-OUT
⑯	115+54.97	RT. 396.50'	N EDGE OF TURN-OUT
⑰	115+64.97	RT. 406.50'	N EDGE, P.I.
⑱	118+75.00	RT. 413.00'	CENTERLINE, P.I.
⑲	119+08.70	RT. 417.95'	S EDGE, P.R.
⑳	119+49.52	RT. 436.00'	S EDGE, P.R.
㉑	119+68.03	RT. 458.35'	S EDGE, P.I.
㉒	120+10.37	RT. 423.29'	S EDGE, P.R.
㉓	120+25.00	RT. 399.74'	N EDGE, P.I.
㉔	120+39.94	RT. 411.86'	S EDGE, P.R.
㉕	120+75.00	RT. 403.73'	CENTERLINE, MEET EXTG.
㉖	121+75.00	RT. 403.53'	CENTERLINE, P.I.

N

SCALE FEET
0 100

PROPOSED TYPICAL SECTION
FLUSH AGGREGATE SERVICE ROAD
RIGHT, STA. 103+46 – STA. 120+75



NOTES:

1. THE CONTRACTOR SHALL USE SELECTED PAVEMENT MILLING WASTE MATERIALS TO CONSTRUCT THIS PROPOSED FLUSH AGGREGATE SERVICE ROAD. PAVEMENT MILLING WASTE MATERIALS SHALL BE LESS THAN 2" IN SIZE AND CONTAIN NO SOIL MATERIALS, JOINT RUBBER MATERIALS, JOINT SEALER MATERIALS, DUST MATERIALS, OR OTHER FOREIGN OBJECTS. THE CONTRACTOR SHALL COMPACT THE PAVEMENT WASTE MATERIALS TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE AR401650 BITMINOUS PAVEMENT MILLING CONTRACT UNIT PRICE.
2. DO NOT POND WATER, RAIN WATER TO SHEET FLOW ACROSS ROAD.

SCALES:

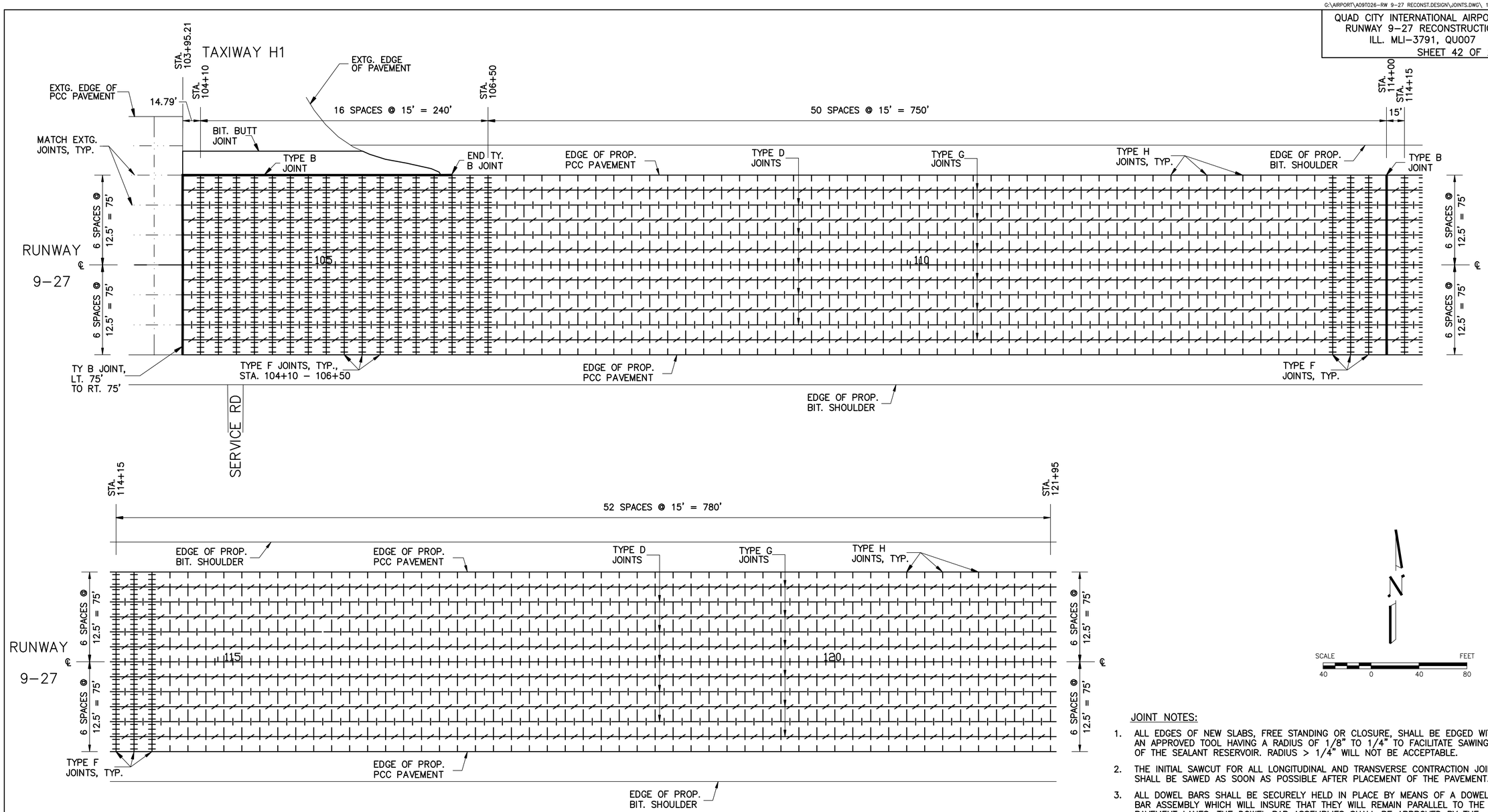
HORIZONTAL SCALE FEET 0 2 4

VERTICAL SCALE FEET 0 1 2

13' WIDE FLUSH SERVICE ROAD PLAN, STA 0+60 TO STA 8+80

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP4.dwg, 4/23/2010 3:22:03 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 42 OF 206



JOINT SYMBOL LEGEND

- TYPE B–THICKENED EDGE EXPANSION JOINT
- TYPE D–DOWELED CONSTRUCTION JOINT
- 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

N

SCALE FEET
40 0 40 80

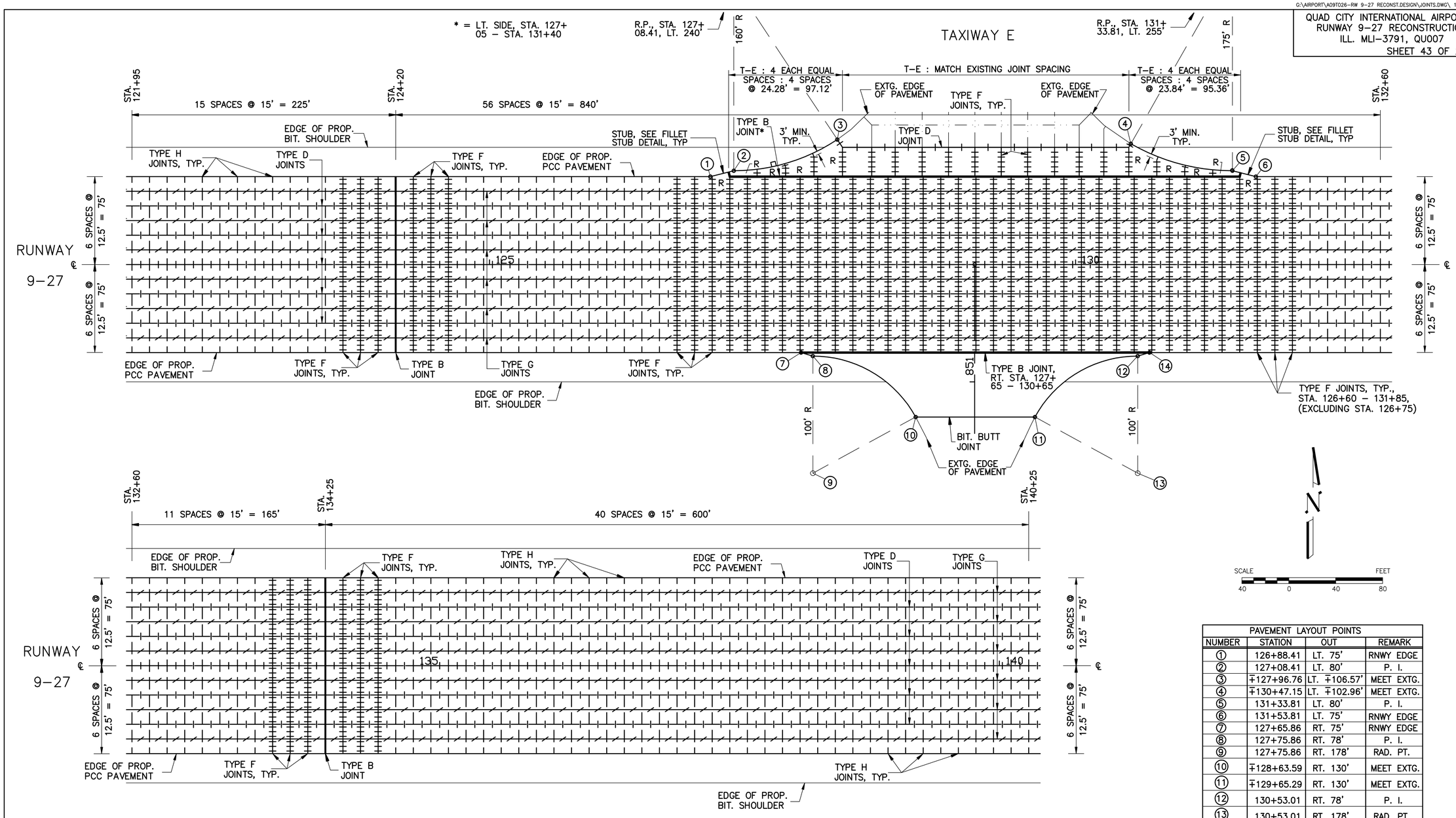
JOINT NOTES:

1. 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.
2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
3. 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.
4. 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.
5. METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
6. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
7. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
8. SEE SHEET 47 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
9. RUNWAY 9–27, RUNWAY 5–23, TAXIWAY B, TAXIWAY E, AND TAXIWAY N EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

RUNWAY 9–27 JOINT PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\JOINTS.dwg, 4/23/2010 2:49:55 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 43 OF 206



PAVEMENT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
①	126+88.41	LT. 75'	RNWY 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'	RNWY EDGE
⑦	127+65.86	RT. 75'	RNWY 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'	RNWY EDGE

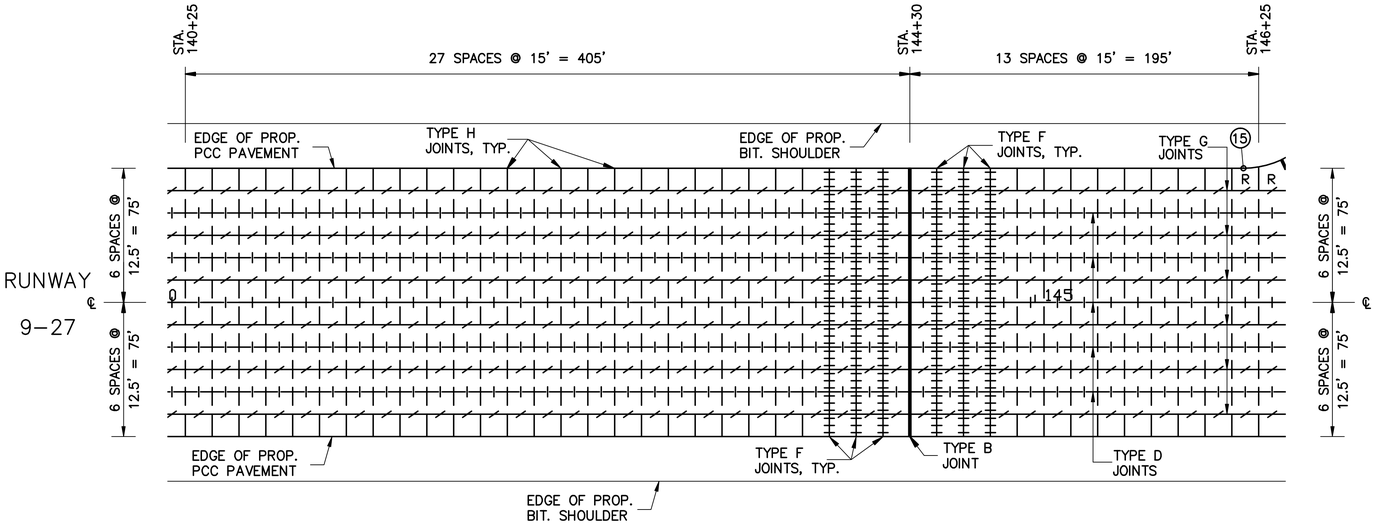
JOINT SYMBOL LEGEND

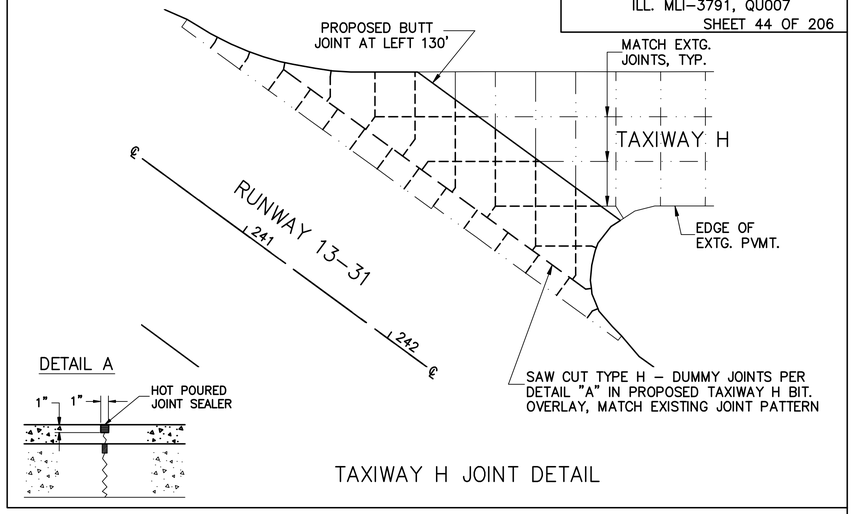
TYPE B–THICKENED EDGE EXPANSION JOINT
TYPE D–DOWELED CONSTRUCTION JOINT
TYPE E-1–HINGED CONSTRUCTION JOINT WITHOUT KEY
TYPE F–DOWELED CONTRACTION JOINT
TYPE G–HINGED CONTRACTION JOINT
TYPE H–DUMMY
R ODD SHAPE PANEL REINFORCEMENT
EXISTING PAVEMENT JOINT

NOTES:
1. SEE SHEET 42 FOR JOINT NOTES.
2. SEE SHEET 47 FOR JOINT DETAILS.

RUNWAY 9–27 JOINT PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\JOINTS.dwg, 4/23/2010 2:54:06 PM, jeffm

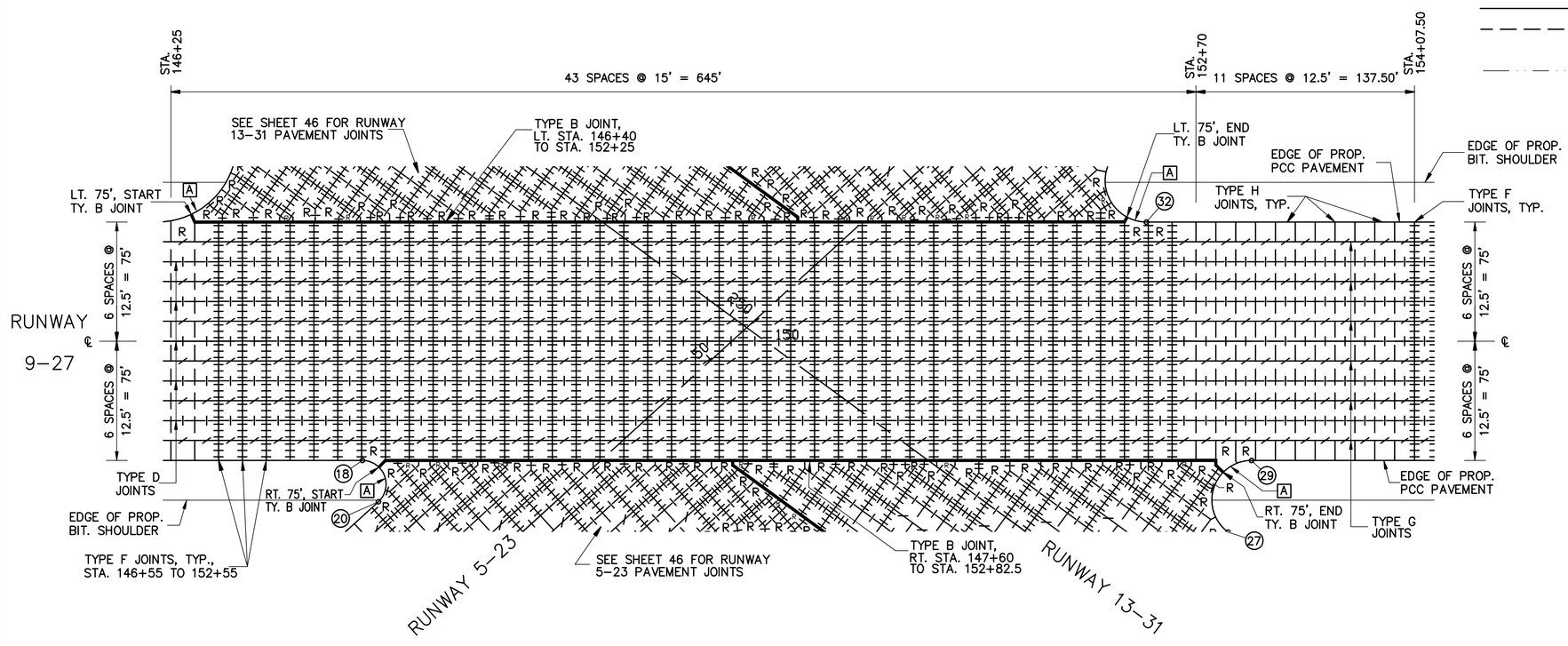


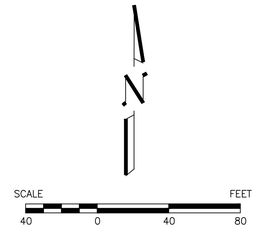


TAXIWAY H JOINT DETAIL

JOINT SYMBOL LEGEND

- TYPE B-THICKENED EDGE EXPANSION JOINT
- TYPE D-DOWELED CONSTRUCTION JOINT
- 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
- (27) — PAVEMENT LAYOUT POINT NUMBER, SEE NOTE 3.



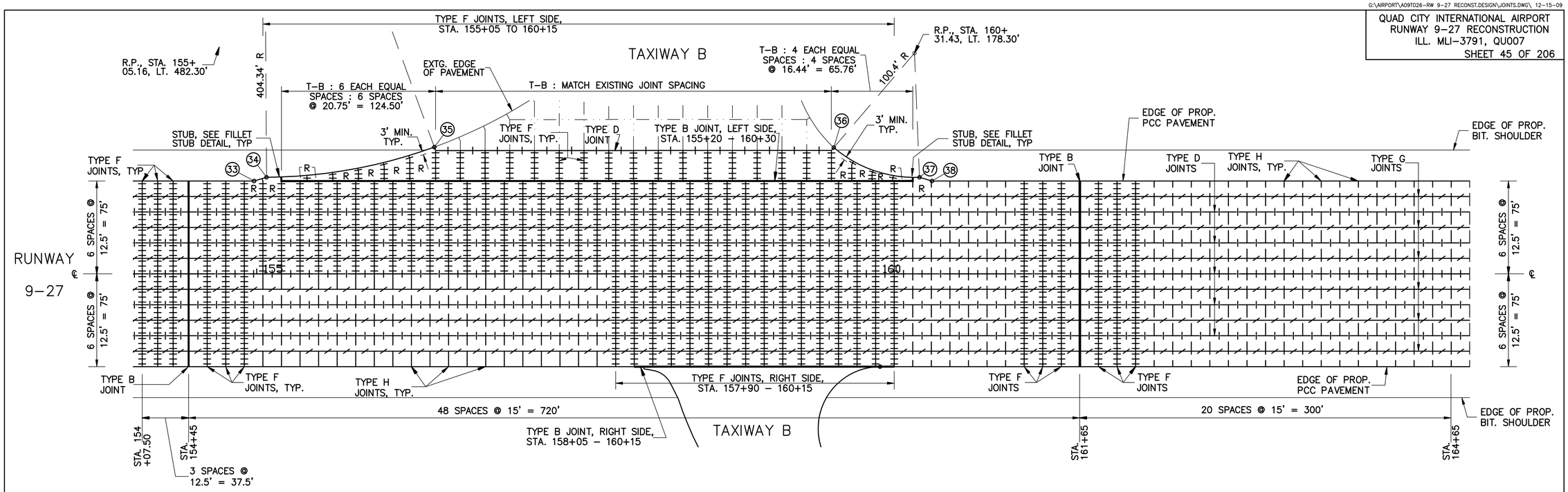


NOTES:

1. SEE SHEET 42 FOR JOINT NOTES.
2. SEE SHEET 47 FOR JOINT DETAILS.
3. SEE SHEET 46 FOR PAVEMENT LAYOUT POINTS.
4. [A] = STUB, SEE FILLET STUB DETAIL.
5. [B] = TAPER, SEE FILLET TAPER DETAIL.

RUNWAY 9-27 JOINT PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\JOINTS.dwg, 4/23/2010 2:54:29 PM, jeffm



JOINT NOTES:

1. 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.
2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
3. 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.
4. 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.
5. METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
6. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
7. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
8. SEE SHEET 47 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
9. RUNWAY 9-27, RUNWAY 5-23, TAXIWAY B, TAXIWAY E, AND TAXIWAY N EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

PAVEMENT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
33	154+97.97	LT. 75'	RNWY EDGE
34	155+07.97	LT. 78'	P. I.
35	∓156+43.49	LT. ∓102.36'	MEET EXTG.
36	∓159+66.21	LT. ∓101.97'	MEET EXTG.
37	160+35.47	LT. 78'	P. I.
38	160+45.45	LT. 75'	RNWY EDGE
39	166+90.15	LT. 75'	RNWY EDGE
40	∓167+00.15	LT. ∓77.81'	MEET EXTG.
41	166+78.44	RT. 75'	RNWY EDGE
42	∓166+88.71	LT. ∓77.76'	MEET EXTG.

JOINT SYMBOL LEGEND

- TYPE B-THICKENED EDGE EXPANSION JOINT
- TYPE D-DOWELED CONSTRUCTION JOINT
- 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

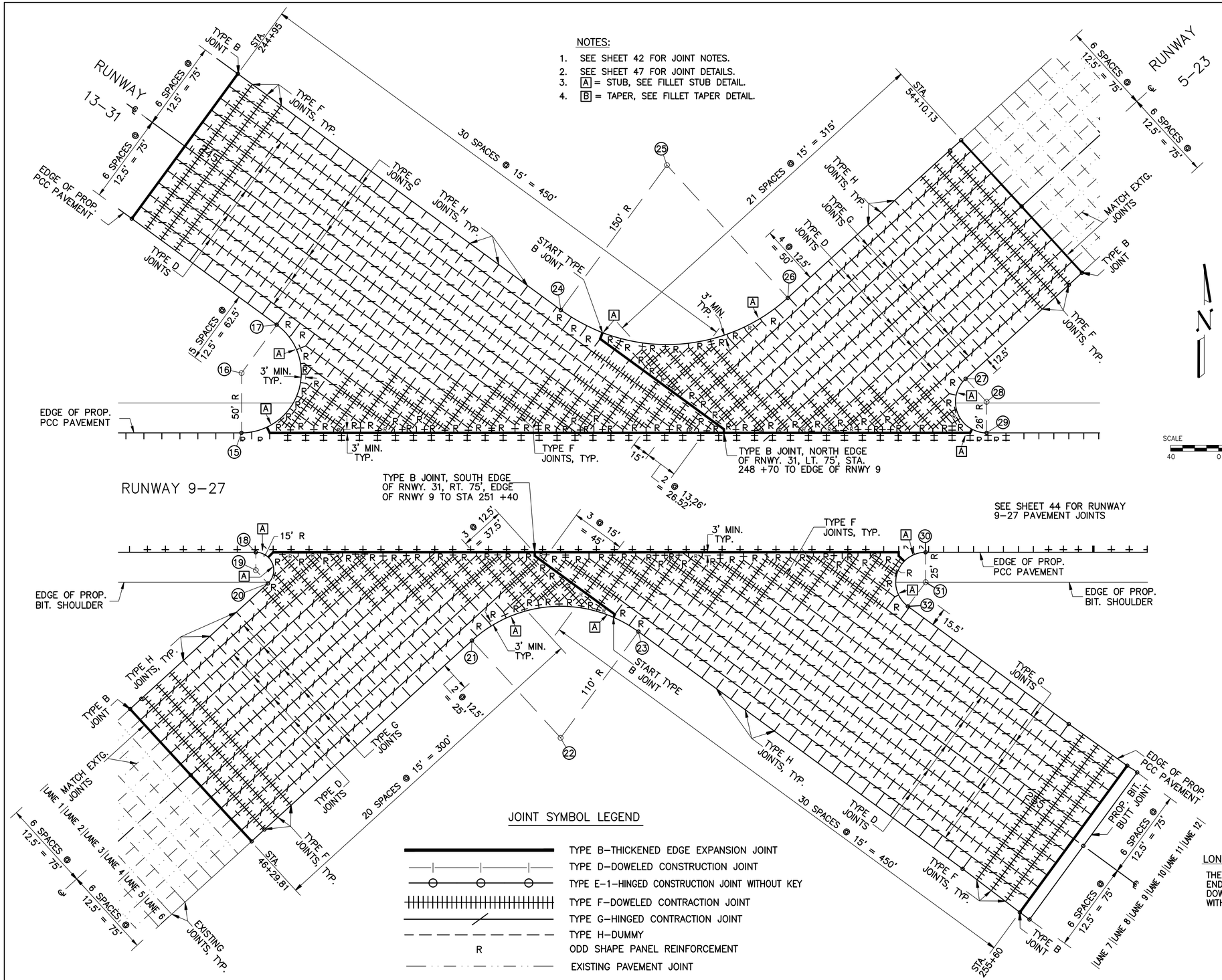
RUNWAY 9-27 JOINT PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\JOINTS.dwg, 4/23/2010 2:54:58 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 46 OF 206

NOTES:

1. SEE SHEET 42 FOR JOINT NOTES.
2. SEE SHEET 47 FOR JOINT DETAILS.
3. [A] = STUB, SEE FILLET STUB DETAIL.
4. [B] = TAPER, SEE FILLET TAPER DETAIL.



PAVEMENT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
15	146+16.46	LT. 75'	RAD. PT.
16	146+16.46	LT. 125'	PT. OF RAD.
17	246+45.10	RT. 75'	RAD. PT.
18	147+45.49	RT. 75'	RAD. PT.
19	147+45.49	RT. 90'	PT. OF RAD.
20	47+85.30	LT. 75'	RAD. PT.
21	48+79.20	RT. 75	RAD. PT.
22	150+00.09	RT. 230.07'	PT. OF RAD.
23	251+64.37	RT. 75'	RAD. PT.
24	248+29.24	LT. 75'	RAD. PT.
25	149+71.75	LT. 298.71'	PT. OF RAD.
26	52+14.33	LT. 75'	RAD. PT.
27	52+78.62	RT. 75'	RAD. PT.
28	152+38.81	LT. 101'	PT. OF RAD.
29	152+38.81	LT. 75'	RAD. PT.
30	153+04.95	RT. 75'	RAD. PT.
31	153+04.95	RT. 100'	PT. OF RAD.
32	253+33.59	LT. 75'	RAD. PT.

SCALE FEET
40 0 40 80

TYPE F TRANSVERSE JOINT LOCATIONS		
LOCATION		START - END
LANE NUMBER 1	N OF R 9	EDGE OF RNWY 31 TO 51+40.13
	S OF R 9	47+79.81 TO EDGE OF RNWY 9
LANE NUMBER 2	N OF R 9	EDGE OF RNWY 31 TO 51+40.13
	S OF R 9	48+09.81 TO EDGE OF RNWY 9
LANE NUMBER 3	N OF R 9	EDGE OF RNWY 9 TO 51+55.13
	S OF R 9	48+39.81 TO EDGE OF RNWY 9
LANE NUMBER 4	N OF R 9	EDGE OF RNWY 9 TO 51+85.13
	S OF R 9	48+69.81 TO EDGE OF RNWY 9
LANE NUMBER 5	N OF R 9	EDGE OF RNWY 9 TO 52+15.13
	S OF R 9	48+99.81 TO EDGE OF RNWY 9
LANE NUMBER 6	N OF R 9	EDGE OF RNWY 9 TO 52+45.13
	S OF R 9	49+29.81 TO EDGE OF RNWY 31
LANE NUMBER 7	N OF R 9	247+50 TO EDGE OF RNWY 9
	S OF R 9	EDGE OF RNWY 9 TO 251+25
LANE NUMBER 8	N OF R 9	247+95 TO EDGE OF RNWY 9
	S OF R 9	EDGE OF RNWY 9 TO 251+55
LANE NUMBER 9	N OF R 9	248+25 TO EDGE OF RNWY 9
	S OF R 9	EDGE OF RNWY 9 TO 252+00
LANE NUMBER 10	N OF R 9	248+55 TO EDGE OF RNWY 9
	S OF R 9	EDGE OF RNWY 9 TO 252+30
LANE NUMBER 11	N OF R 9	249+00 TO EDGE OF RNWY 9
	S OF R 9	EDGE OF RNWY 9 TO 252+60
LANE NUMBER 12	N OF R 9	249+30 TO EDGE OF RNWY 9
	S OF R 9	EDGE OF RNWY 9 TO 253+05

JOINT SYMBOL LEGEND

- TYPE B-THICKENED EDGE EXPANSION JOINT
- TYPE D-DOWELED CONSTRUCTION JOINT
- 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

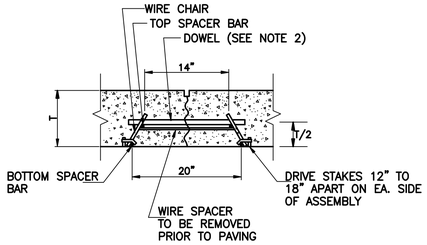
LONGITUDINAL JOINT NOTE:

THE MID-LANE TYPE F LONGITUDINAL DOWELED JOINTS START / END AT THE SAME LOCATION AS THE TYPE F TRANSVERSE DOWELED JOINTS (THAT ARE LISTED IN THE ABOVE CHART) WITH THE FOLLOWING EXCEPTIONS:

LANE 6, NORTH SIDE : END DOWELS AT STA. 52+60.13.
LANE 7, SOUTH SIDE : END DOWELS AT STA. 252+40.
LANE 11, NORTH SIDE : START DOWELS AT STA. 248+70.
LANE 12, NORTH SIDE : START DOWELS AT STA. 248+70.
LANE 12, SOUTH SIDE : END DOWELS AT STA. 253+20.

RUNWAY 13-31 AND RUNWAY 5-23 JOINT PLAN 46/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\JOINTS.dwg, 4/23/2010 2:55:23 PM, jeffm



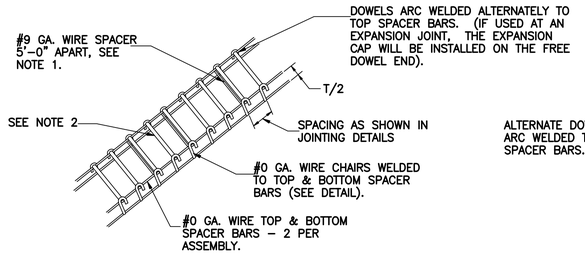
INSTALLATION DETAIL

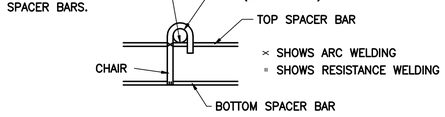
BASKET ASSEMBLY NOTES:

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.

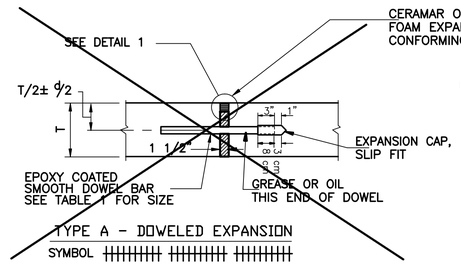




TYPICAL ELEVATION DETAIL SHOWING CHAIR

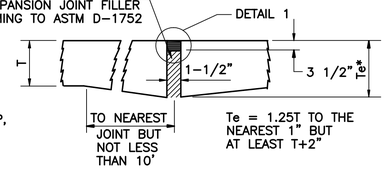
DOWEL BASKET ASSEMBLY DETAILS AND NOTES

* = IN LOCATIONS WHERE PROPOSED PAVEMENTS MEET EXISTING PAVEMENTS INCREASE DEPTH OF PROPOSED TO MATCH THE EXISTING PAVEMENT DEPTH.



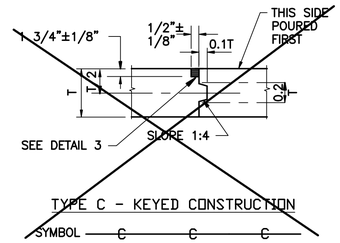
TYPE A - DOWELED EXPANSION

SYMBOL



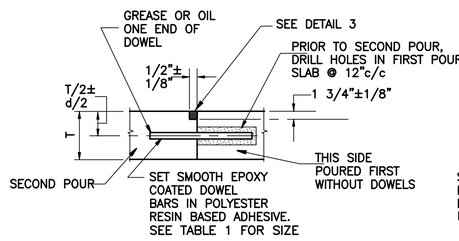
TYPE B - THICKENED EDGE EXPANSION

SYMBOL



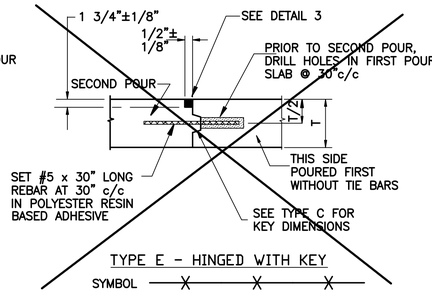
TYPE C - KEYED CONSTRUCTION

SYMBOL



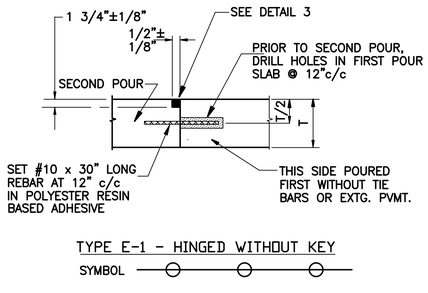
TYPE D - DOWELED CONSTRUCTION

SYMBOL



TYPE E - HINGED WITH KEY

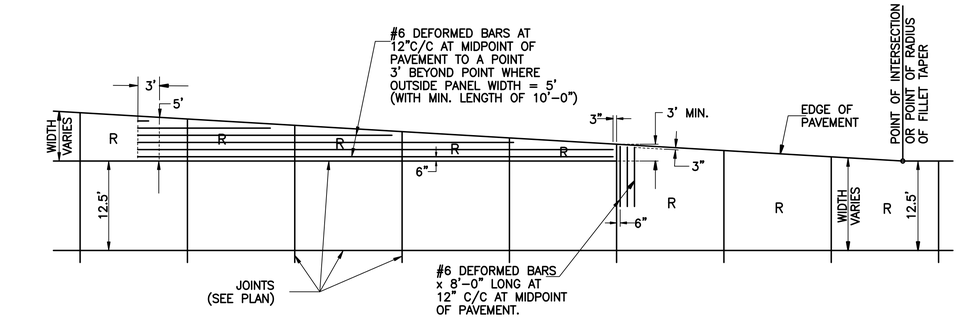
SYMBOL



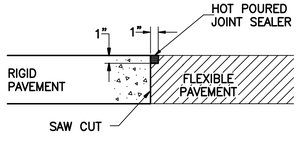
TYPE E-1 - HINGED WITHOUT KEY

SYMBOL

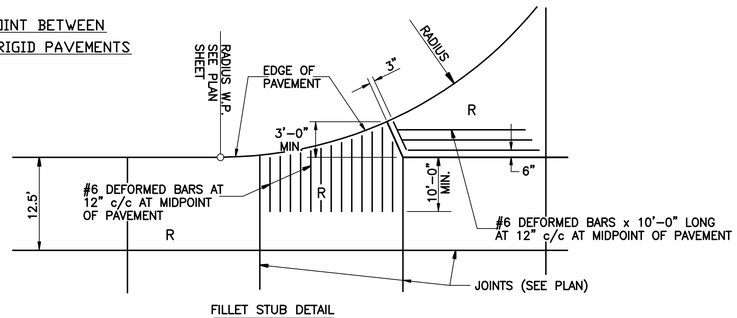
TYPE E-1 JOINT NOTE: THE TYPE E-1 JOINT SHALL BE A CONSTRUCTION BUTT JOINT WITH TIE BARS. THE TIE BARS WILL BE USED TO TRANSFER THE LOAD ACROSS THE JOINT.



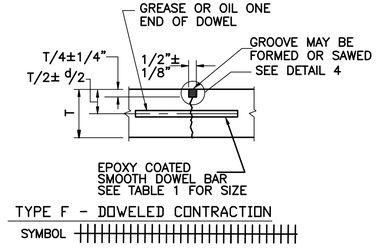
FILLET TAPER DETAIL



DETAIL - JOINT BETWEEN FLEXIBLE AND RIGID PAVEMENTS

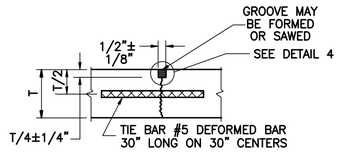


FILLET STUB DETAIL



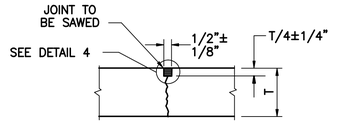
TYPE F - DOWELED CONTRACTION

SYMBOL



TYPE G - HINGED CONTRACTION

SYMBOL

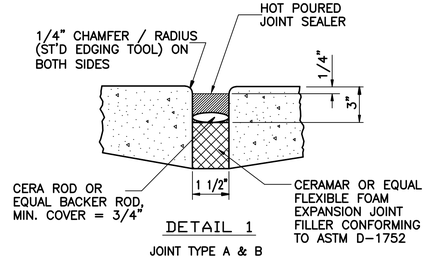


TYPE H - DUMMY CONTRACTION

SYMBOL

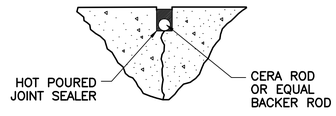
TABLE 1

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
14	3.75	1.25	20	15
15	3.75	1.25	20	15
17	4.25	1.50	20	18

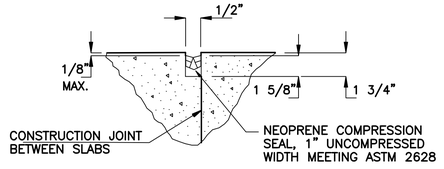


DETAIL 1

JOINT TYPE A & B

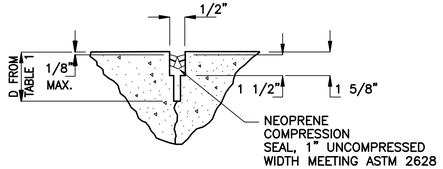


DETAIL 2



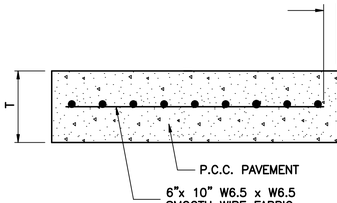
DETAIL 3

JOINT TYPES C, D, AND E



DETAIL 4

JOINT TYPES F, G, AND H

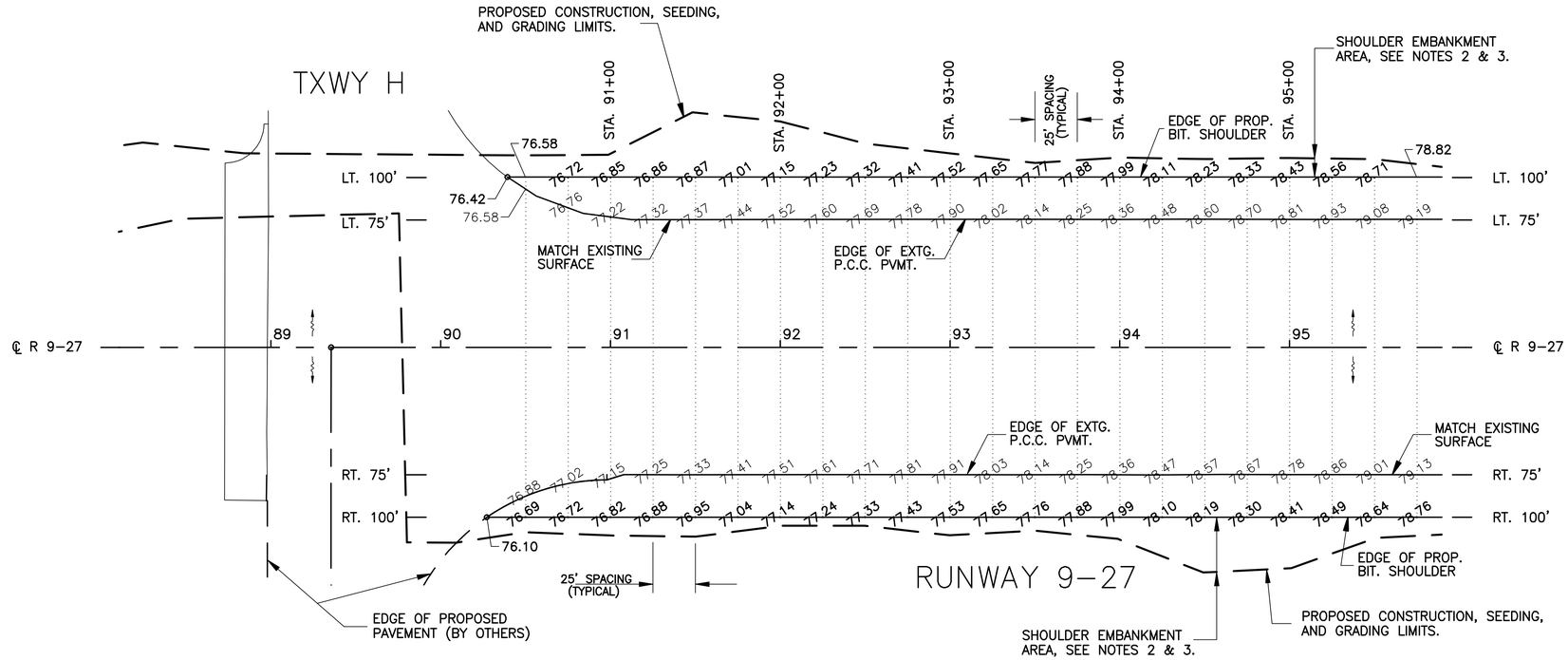


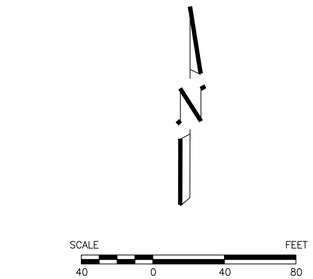
ODD SHAPED PANEL REINFORCEMENT

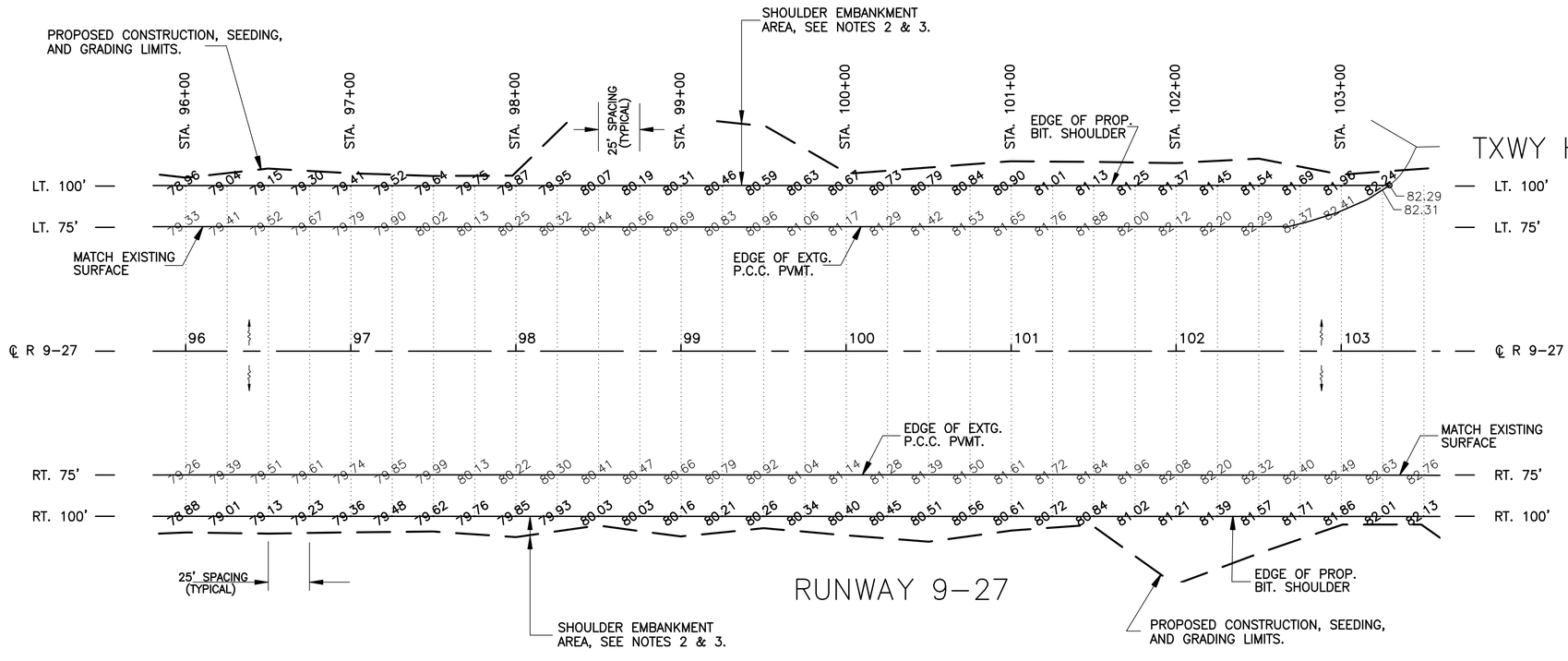
SYMBOL R

G:\Airport\A09T026-RW 9-27 Reconst.Design\JOINTS1.dwg, 4/23/2010 2:42:13 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 48 OF 206







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.

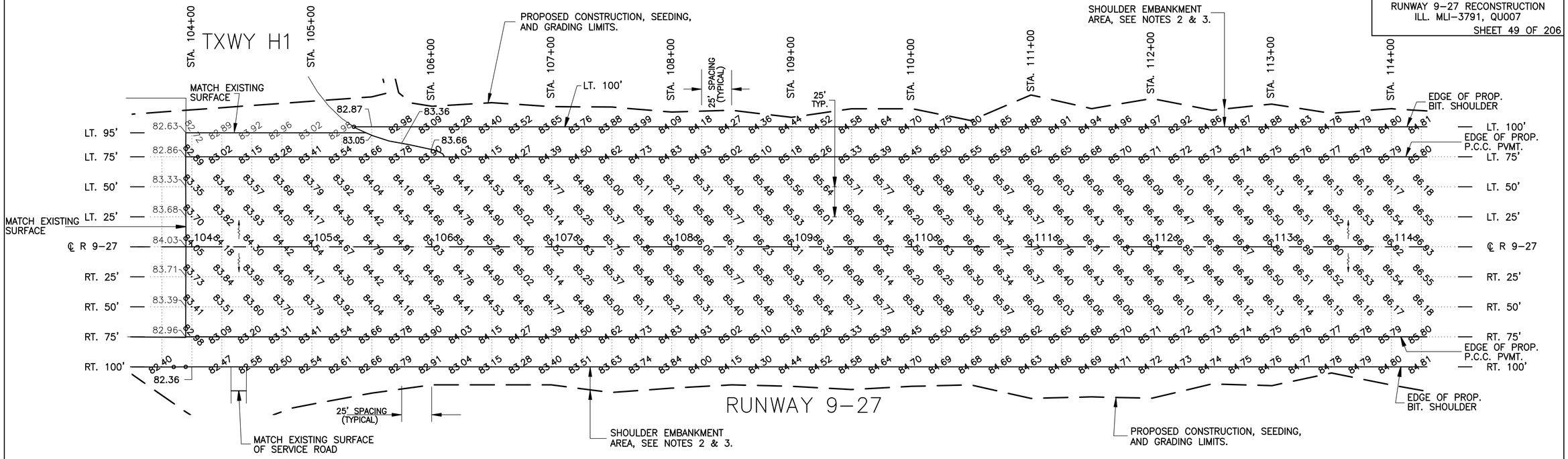
4.) 76.80 = PROPOSED ELEVATION 576.80.

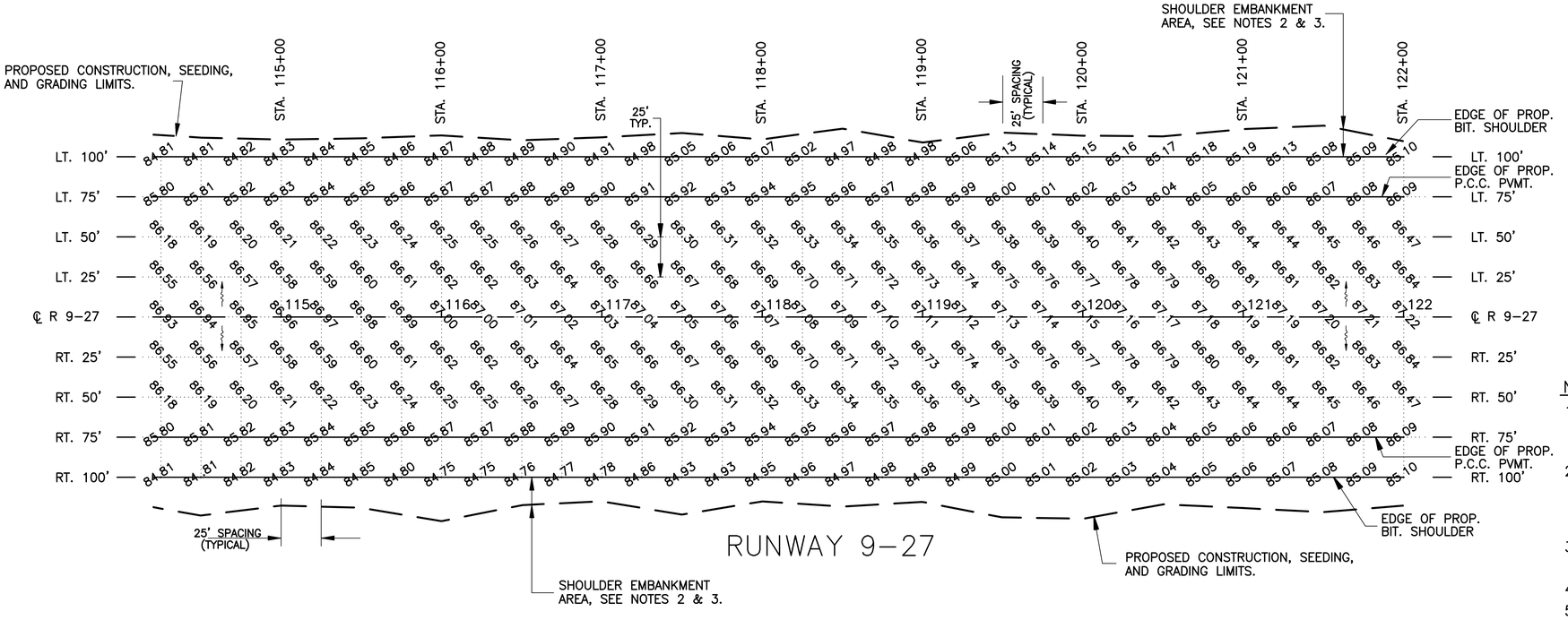
5.) 76.60 = EXISTING ELEVATION 576.60.

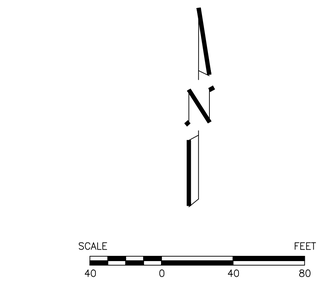
RUNWAY 9-27 STAKING PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\STAKING.dwg, 4/30/2010 2:20:01 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 49 OF 206







76.80 — GRADE REFERENCE POINT

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.

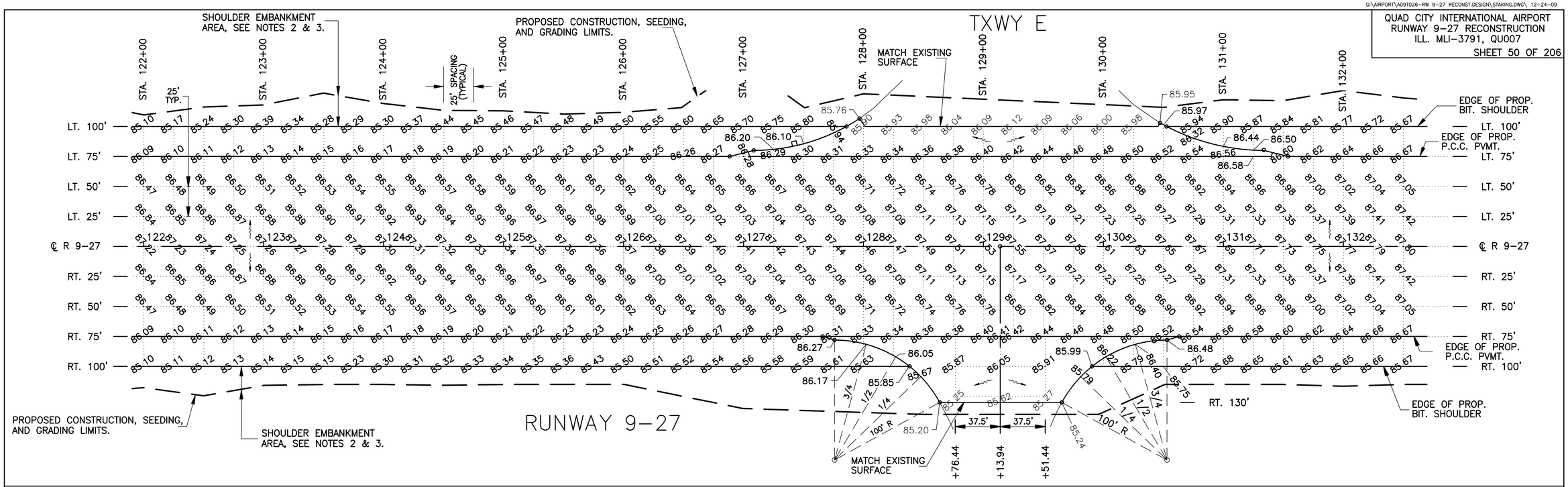
4.) 76.80 = PROPOSED ELEVATION 576.80.

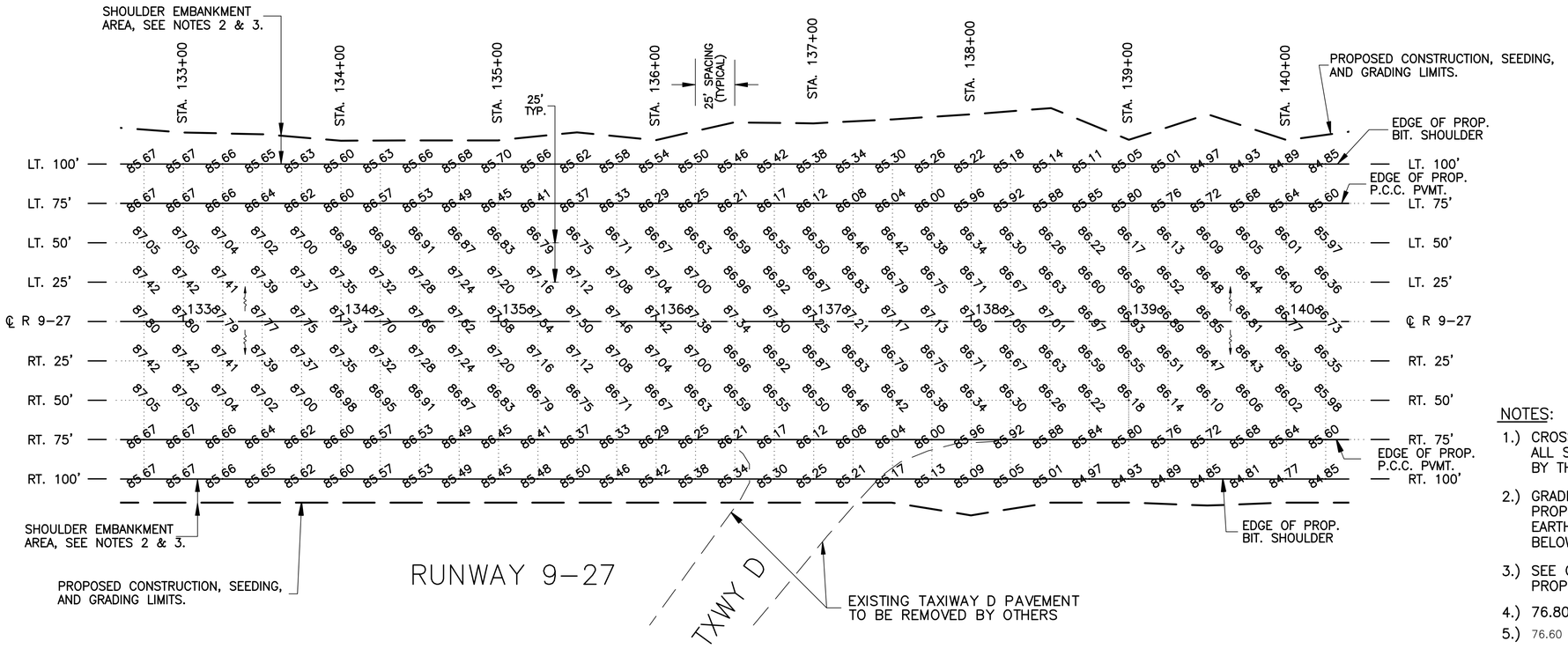
5.) 76.60 = EXISTING ELEVATION 576.60.

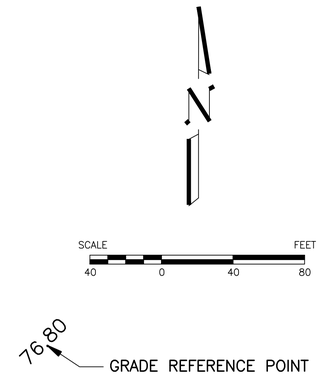
RUNWAY 9-27 STAKING PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\STAKING.dwg, 4/30/2010 2:20:36 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9–27 RECONSTRUCTION
ILL. MLI–3791, QU007
SHEET 50 OF 206







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.

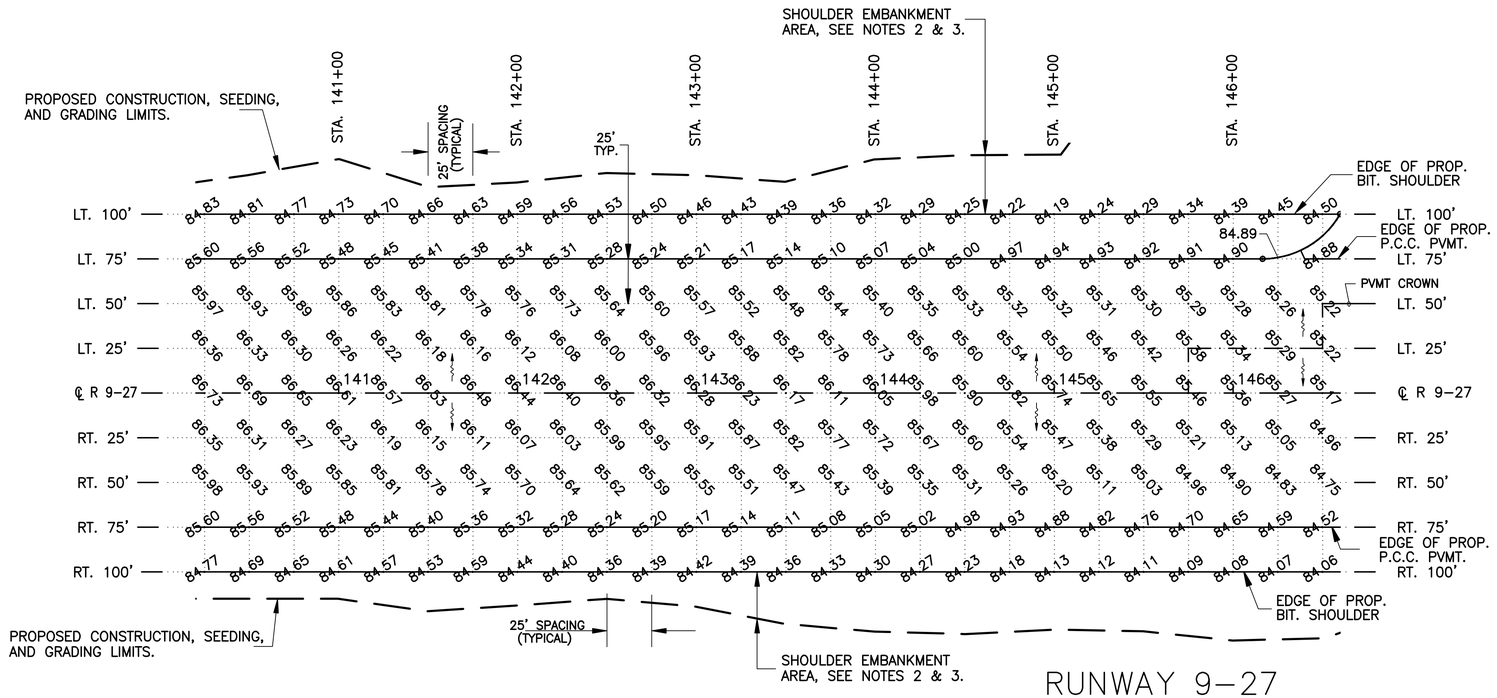
3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.

4.) 76.80 = PROPOSED ELEVATION 576.80.

5.) 76.60 = EXISTING ELEVATION 576.60.

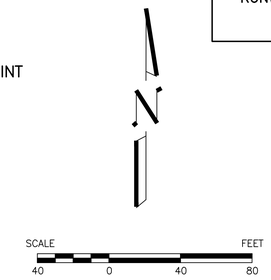
RUNWAY 9–27 STAKING PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\STAKING.dwg, 4/30/2010 2:21:12 PM, jeffm



RUNWAY 9–27

76.80 — GRADE REFERENCE POINT



NOTES:

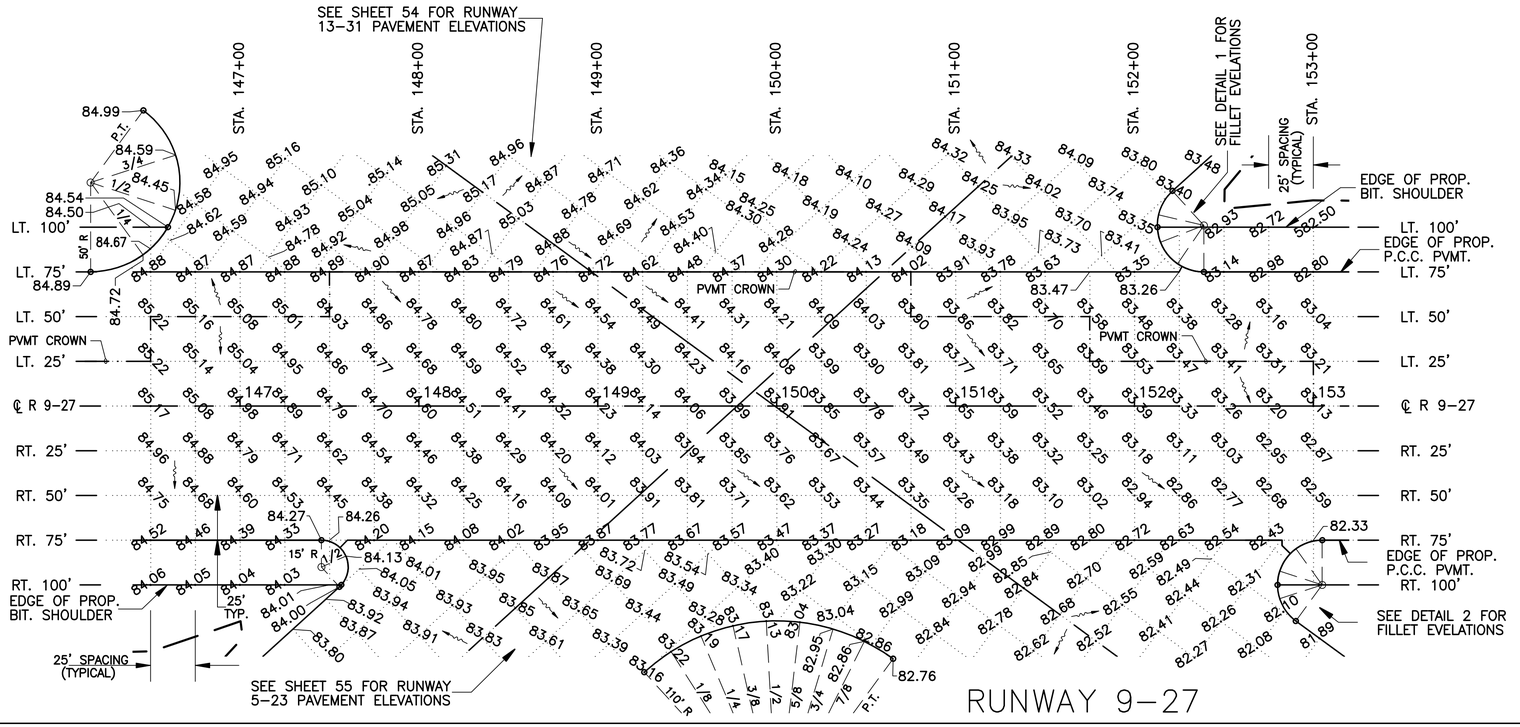
1.) CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.

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.

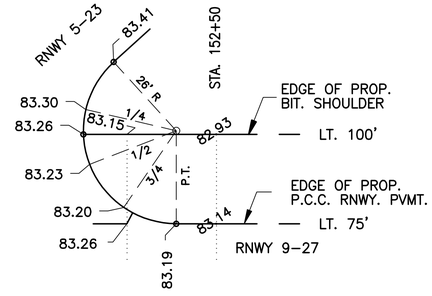
3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.

4.) 76.80 = PROPOSED ELEVATION 576.80.

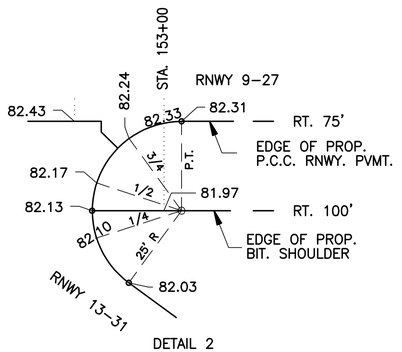
5.) 76.60 = EXISTING ELEVATION 576.60.



RUNWAY 9–27



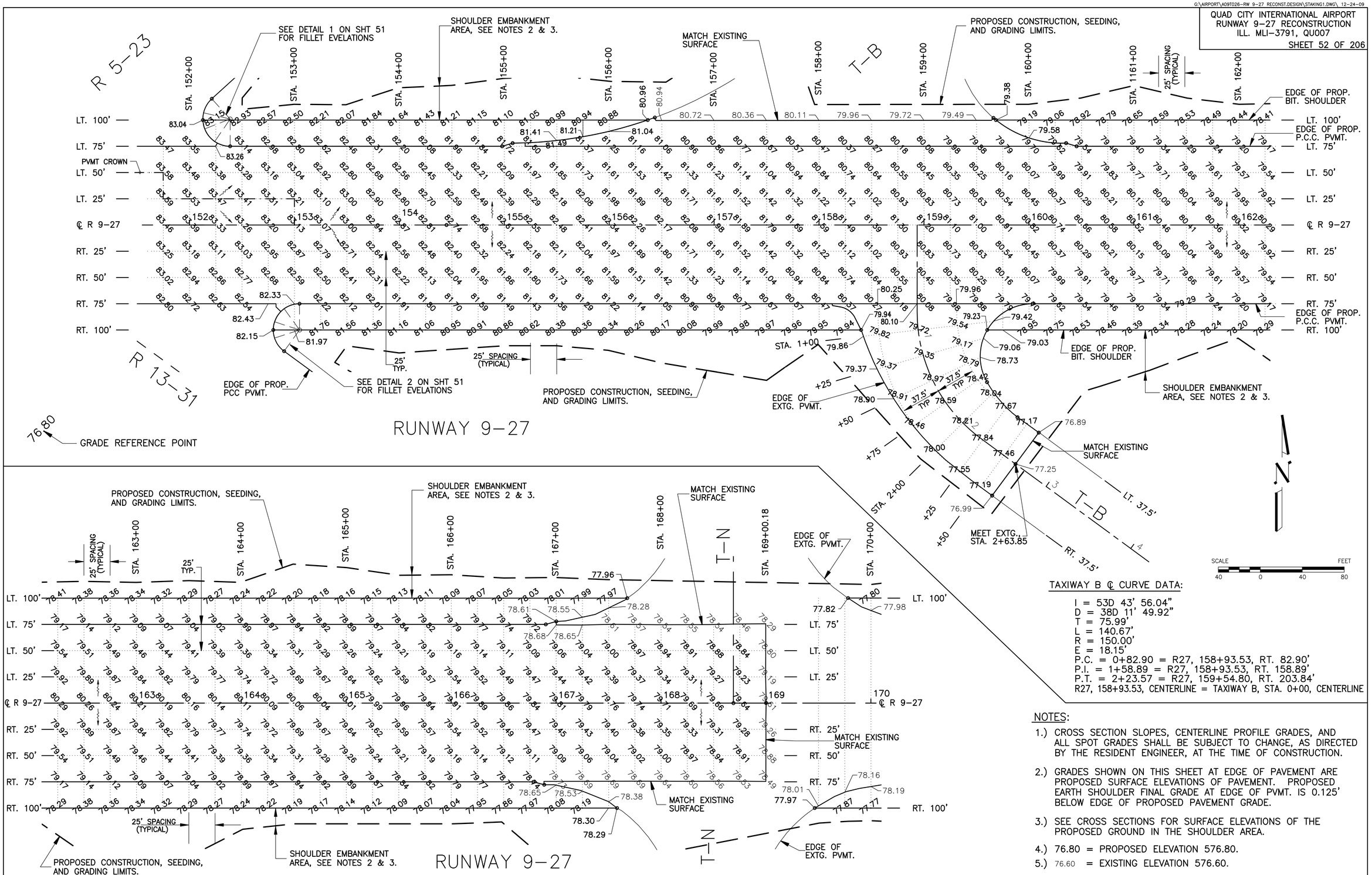
DETAIL 1
R 9–27 / R 5–23 FILLET



DETAIL 2
R 9–27 / R 13–31 FILLET

G:\Airport\A09T026-RW 9-27 Reconst.Design\STAKING1.dwg, 5/3/2010 11:33:17 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007



TAXIWAY B ℄ CURVE DATA:

I = 53D 43' 56.04"
D = 38D 11' 49.92"
T = 75.99'
L = 140.67'
R = 150.00'
E = 18.15'
P.C. = 0+82.90 = R27, 158+93.53, RT. 82.90'
P.I. = 1+58.89 = R27, 158+93.53, RT. 158.89'
P.T. = 2+23.57 = R27, 159+54.80, RT. 203.84'
R27, 158+93.53, CENTERLINE = TAXIWAY B, STA. 0+00, CENTERLINE

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.

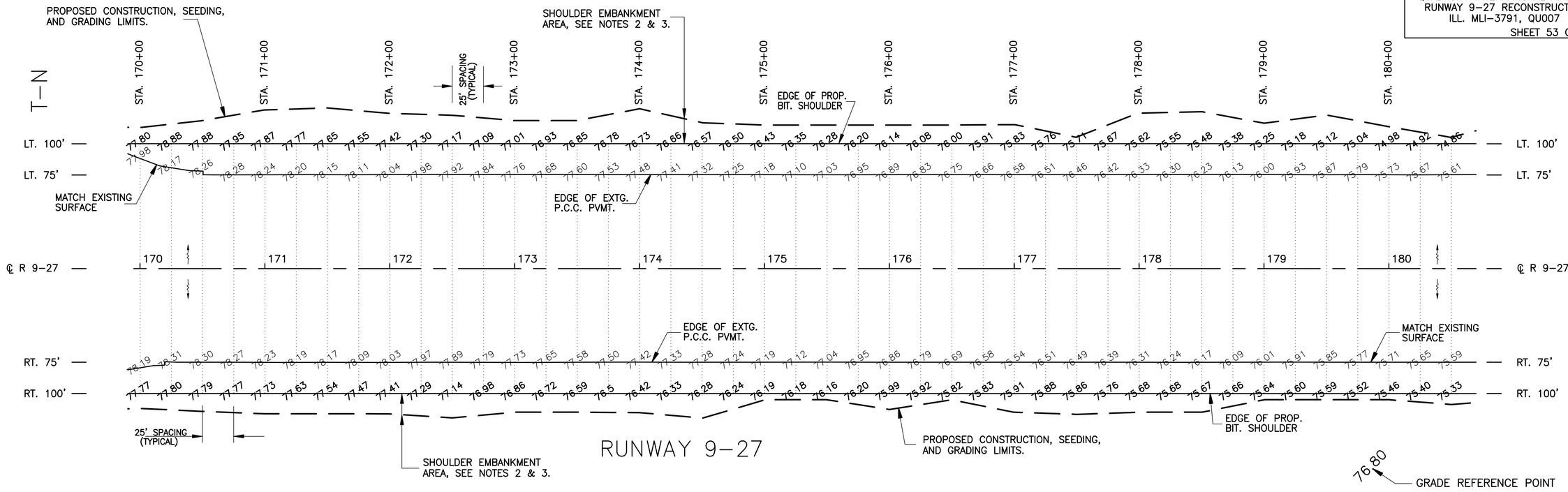
4.) 76.80 = PROPOSED ELEVATION 576.80.

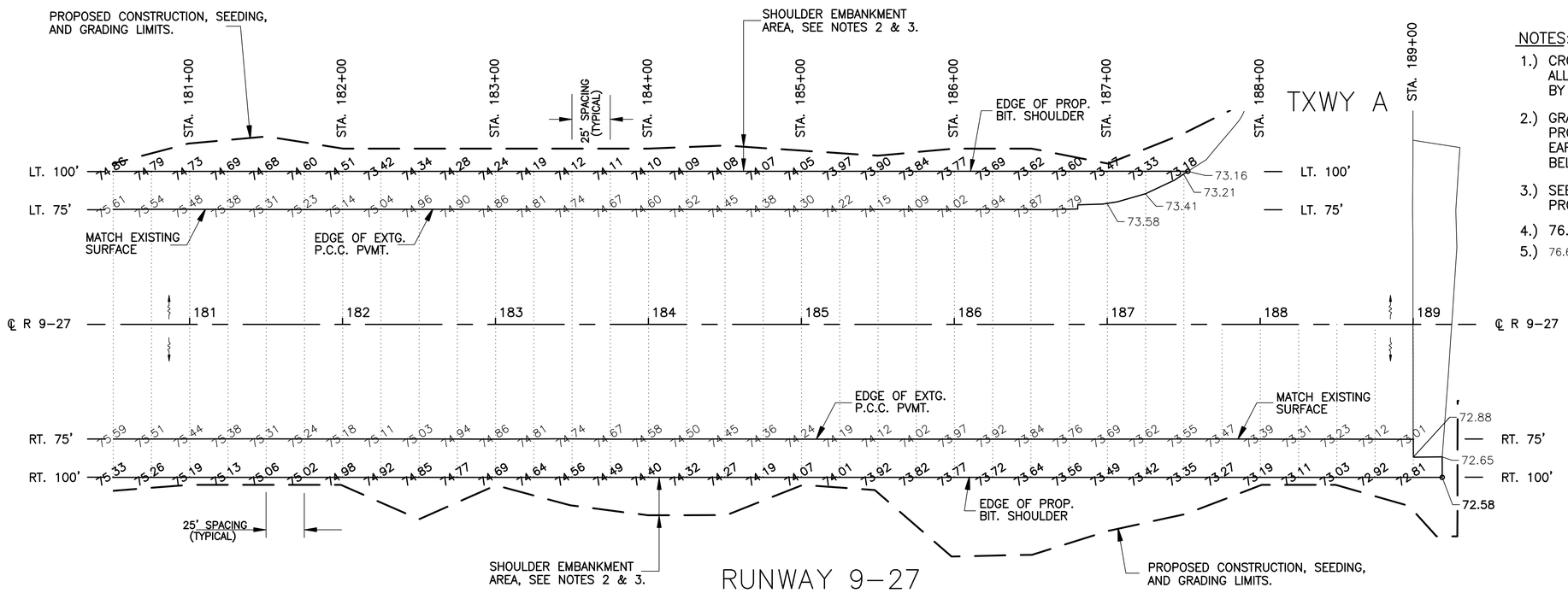
5.) 76.60 = EXISTING ELEVATION 576.60.

RUNWAY 9-27 STAKING PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\STAKING1.dwg, 5/3/2010 11:34:09 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 53 OF 206





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.

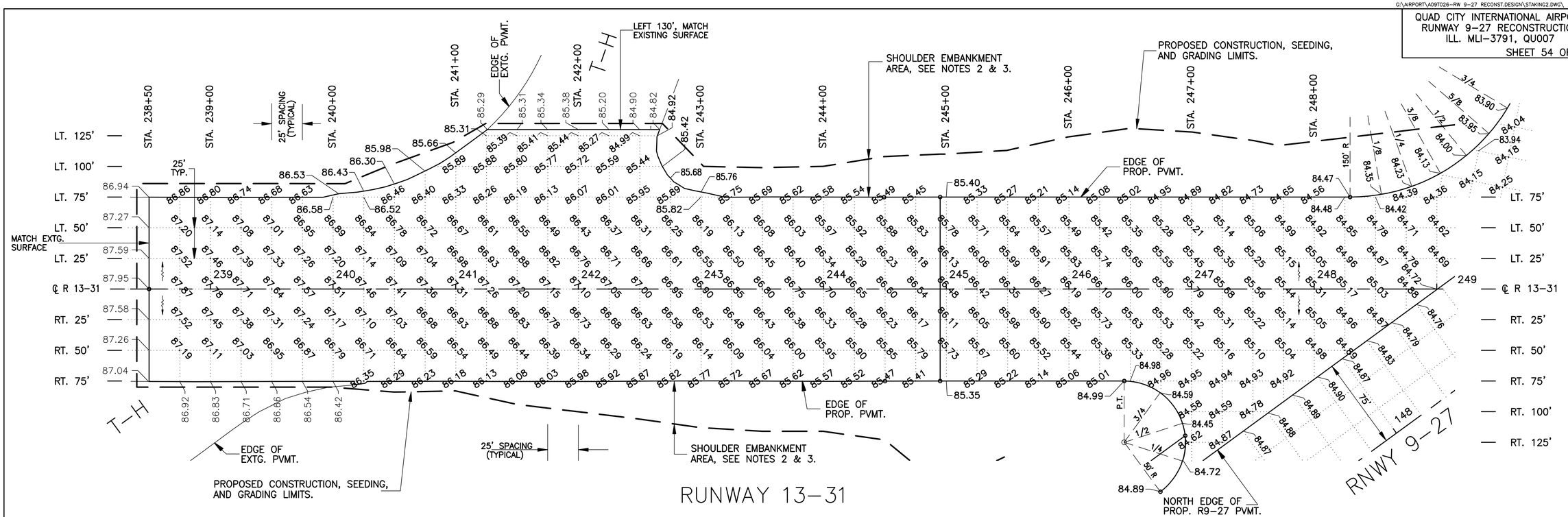
N

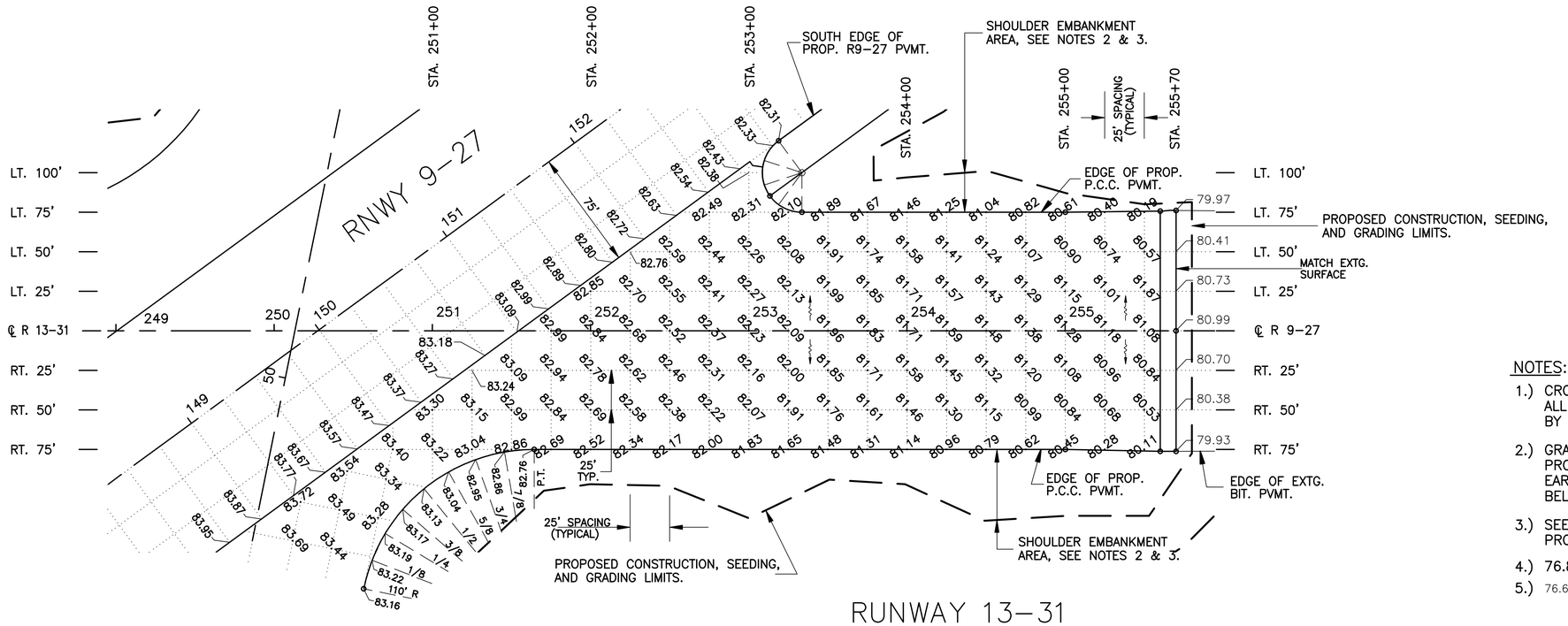
SCALE FEET
40 0 40 80

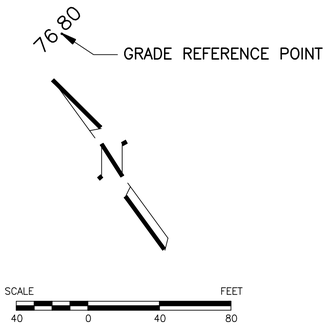
RUNWAY 9-27 STAKING PLAN 53/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\STAKING1.dwg, 4/30/2010 2:24:21 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 54 OF 206







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.

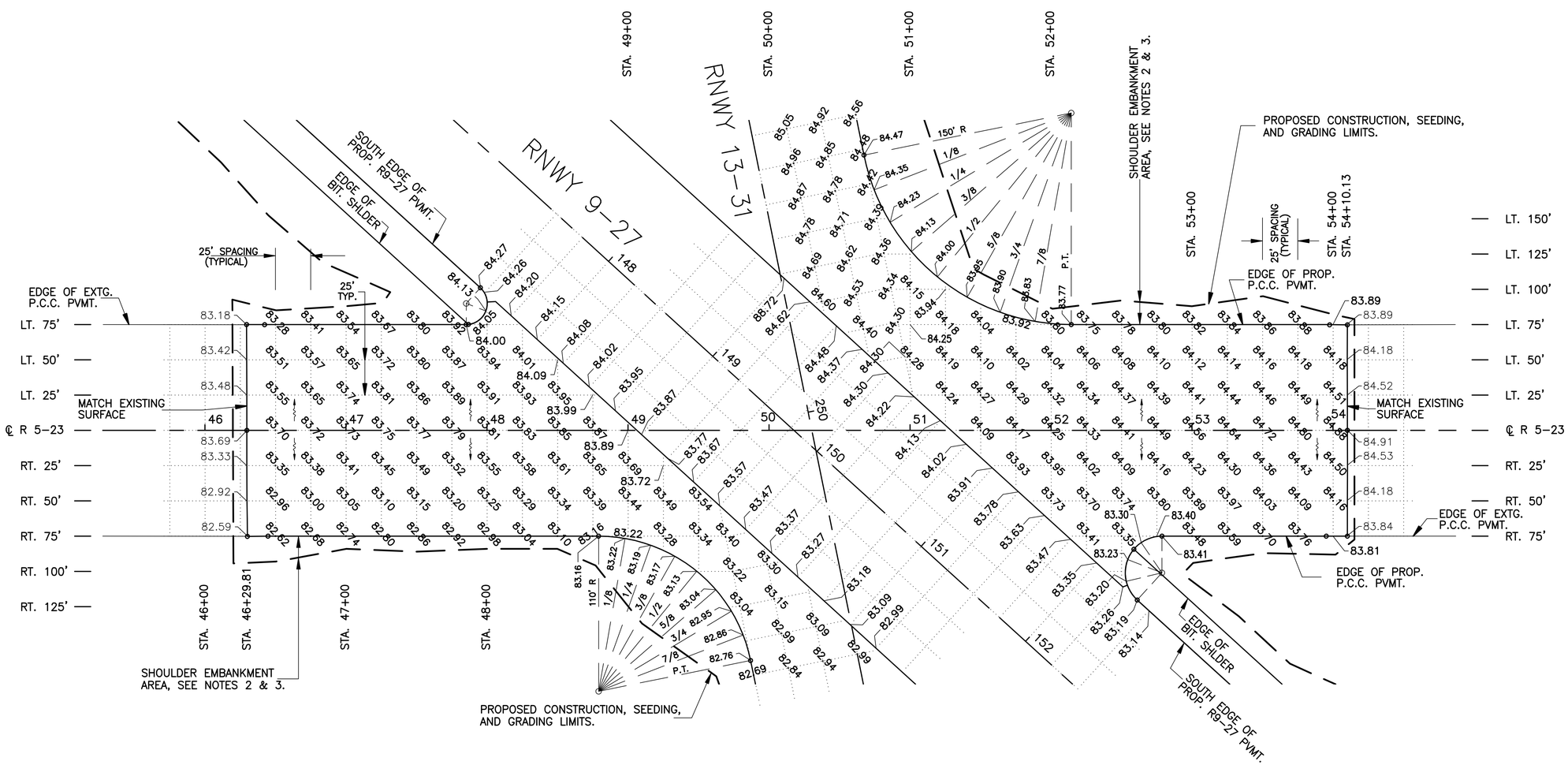
4.) 76.80 = PROPOSED ELEVATION 576.80.

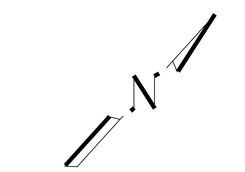
5.) 76.60 = EXISTING ELEVATION 576.60.

RUNWAY 13-31 STAKING PLAN 54/206

G:\Airport\A09T028-RW 9-27 Reconst.Design\STAKING2.dwg, 5/3/2010 11:35:09 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 55 OF 206





SCALE
40 0 40 80 FEET

RUNWAY 5-23

76.80 GRADE REFERENCE POINT

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.

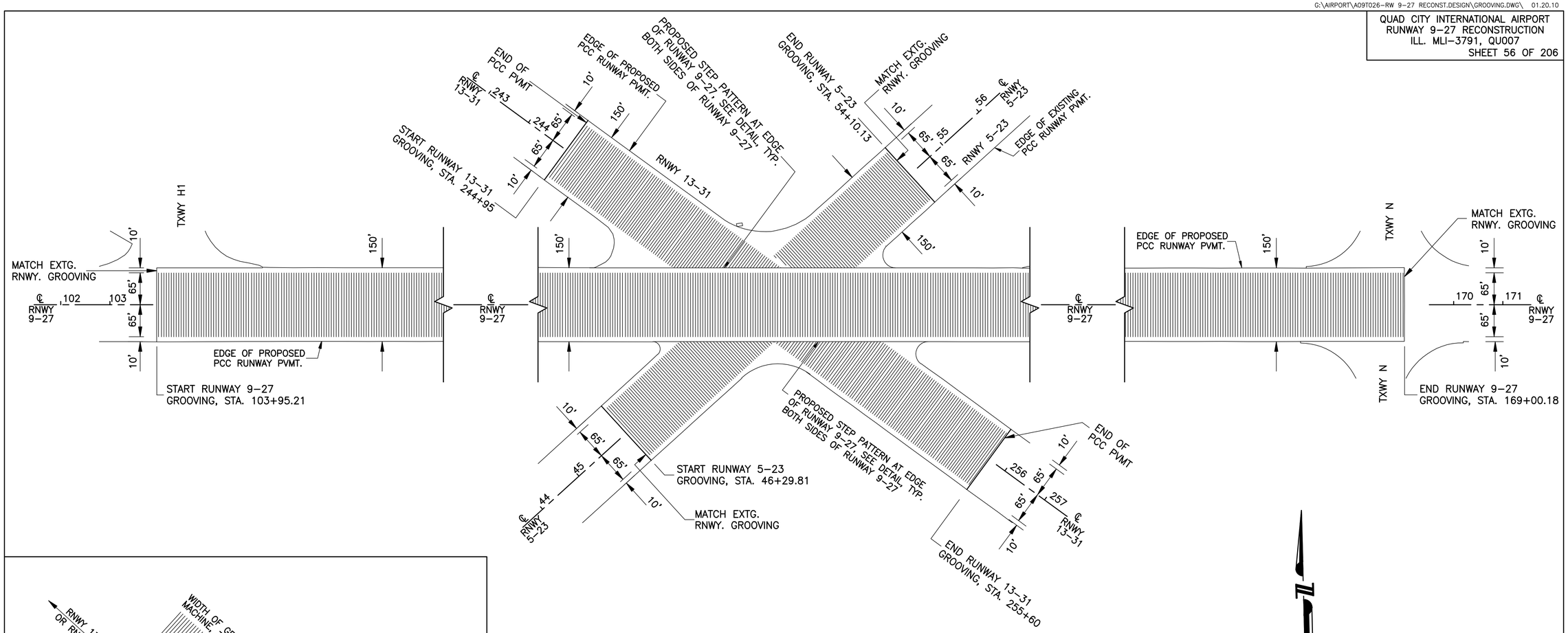
3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.

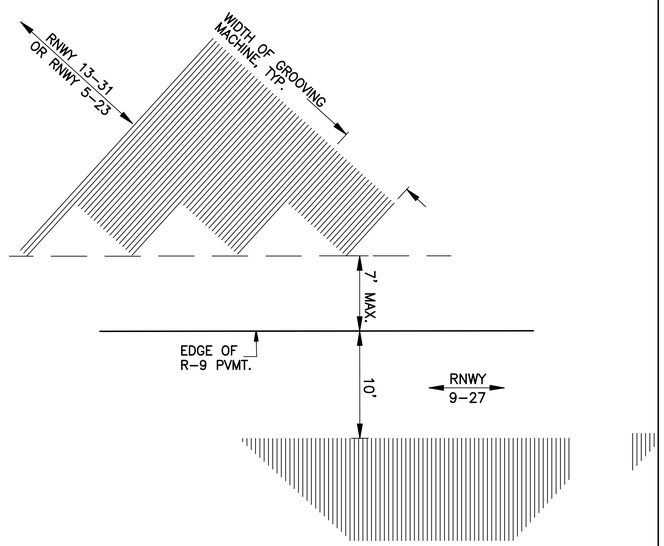
4.) 76.80 = PROPOSED ELEVATION 576.80.

5.) 76.60 = EXISTING ELEVATION 576.60.

G:\Airport\A09T026-RW 9-27 Reconst.Design\STAKING2.dwg, 5/3/2010 11:35:46 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 56 OF 206



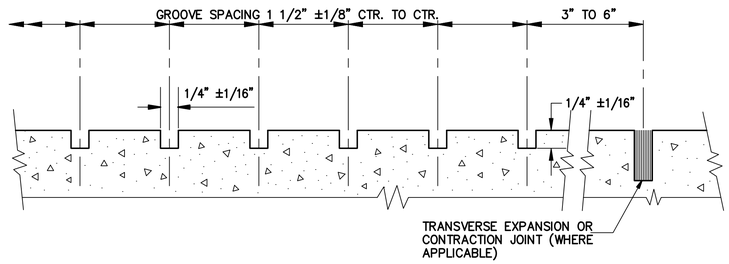


STEP PATTERN DETAIL

NOTES:

1. GROOVING EXTENDS OUTWARD 65' FROM ℄ OF RUNWAY UNLESS OTHERWISE NOTED.
2. SUCCESSIVE PASSES OF THE GROOVING MACHINE SHALL NOT OVERLAP.
3. 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.
4. GROOVING SHALL BE COMPLETED PRIOR TO THE INSTALLATION OF NEOPRENE COMPRESSION SEALS IN THE LONGITUDINAL JOINTS.
5. CONTRACTOR SHALL REPLACE AND / OR RE-SEAL ALL EXISTING JOINTS THAT ARE DAMAGED BY THE PAVEMENT GROOVING OPERATIONS. COSTS TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT.
6. GROOVES SHALL BE SAWED NO LESS THAN 6 INCHES AND NO MORE THAN 18 INCHES FROM EXISTING OR PROPOSED IN-PAVEMENT LIGHT FIXTURES.
7. THE RUNWAY 9-27 GROOVES SHALL EXTEND ACROSS THE INTERSECTION OF RUNWAY 13-31 / RUNWAY 5-23. THE RUNWAY 13-31 / RUNWAY 5-23 GROOVES SHALL BE CUT IN A STEP PATTERN AS SHOWN ABOVE.
8. BOTH PCC PAVEMENT GROOVING AND BITUMINOUS PAVEMENT GROOVING SHALL BE MEASURED AND PAID FOR UNDER CONTARCT ITEM AR501540.
9. MATCH SPACING OF THE EXISTING GROOVES.

100 0 100 200
SCALE IN FEET

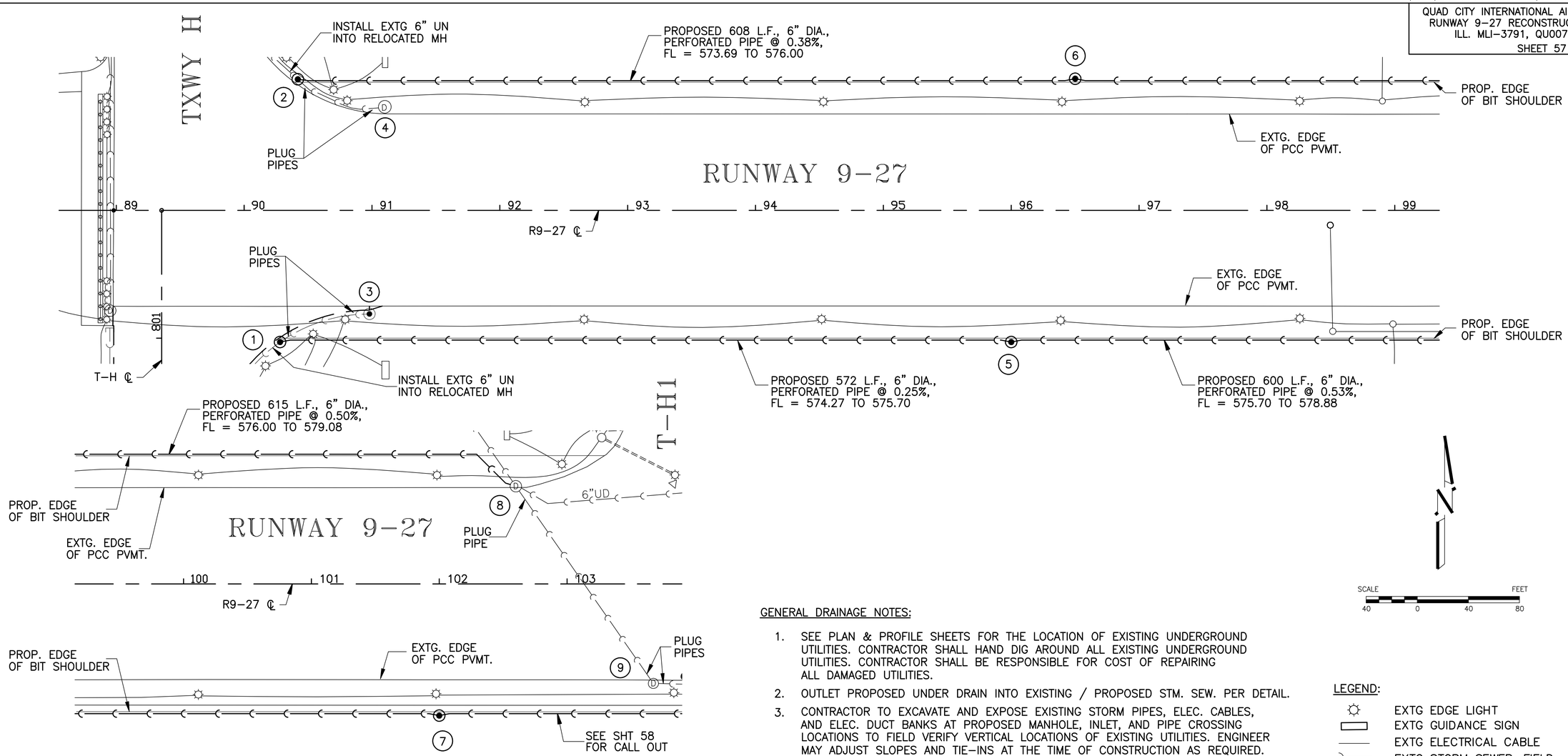


GROOVE DIMENSIONS
N.T.S.

RUNWAY GROOVING PLAN

56/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\GROOVING.dwg, 4/23/2010 1:46:07 PM, jeffm



STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
1*	90+28, RT 103'	PROPOSED LOCATION FOR RELOCATED MH, 2' DIA.	E PROP = 574.27' S MEET EXTG = ∓573.78'*	576.46'	PROPOSED LOCATION FOR RELOCATED MH
2*	90+42, LT 103'	PROPOSED LOCATION FOR RELOCATED MH, 2' DIA.	E PROP = 573.69' N MEET EXTG = ∓573.10'*	576.42'	PROPOSED LOCATION FOR RELOCATED MH
3	800+81, LT 162.50'	EXISTING MANHOLE TO BE RELOCATED, 2' DIA.	574.00'	576.88'	AR751963, RELOCATE TO LOCATION ①
4	91+10, LT 78'	EXISTING MANHOLE TO BE RELOCATED, 2' DIA.	573.31'∓	577.12'	AR751963, RELOCATE TO LOCATION ②
5	96+00, RT 103'	MANHOLE, SPL., 2' DIA.	575.70'	578.61'	AR751570
6	96+50, LT 103'	MANHOLE, SPL., 2' DIA.	576.00'	578.88'	AR751570
7	102+00, RT 103'	MANHOLE, SPL., 2' DIA.	578.88'	580.94'	AR751570
8	102+60, LT 76'	EXISTING MANHOLE, 4' DIA.	W PROP = 579.08' EXTG = 571.71'∓	PROP = 582.20' EXTG = 582.16'	AR751944, ADJUST, IN PAVEMENT
9	103+67.5, RT 78'	EXISTING MANHOLE, 4' DIA.	573.00'∓	582.47'∓	AR751903, REMOVE

* = CONFIRM ELEVATION IN FIELD AT THE TIME OF CONSTRUCTION PRIOR TO ORDERING MATERIALS.

GENERAL DRAINAGE NOTES:

1. SEE PLAN & PROFILE SHEETS FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL HAND DIG AROUND ALL EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR COST OF REPAIRING ALL DAMAGED UTILITIES.
2. OUTLET PROPOSED UNDER DRAIN INTO EXISTING / PROPOSED STM. SEW. PER DETAIL.
3. CONTRACTOR TO EXCAVATE AND EXPOSE EXISTING STORM PIPES, ELEC. CABLES, AND ELEC. DUCT BANKS AT PROPOSED MANHOLE, INLET, AND PIPE CROSSING LOCATIONS TO FIELD VERIFY VERTICAL LOCATIONS OF EXISTING UTILITIES. ENGINEER MAY ADJUST SLOPES AND TIE-INS AT THE TIME OF CONSTRUCTION AS REQUIRED.
4. THE LOCATIONS OF THE EXISTING UNDERDRAINS SHOWN ON THESE DRAWINGS WERE TAKEN FROM AIRPORT RECORDS AND ARE APPROXIMATE. PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXCAVATE, EXPOSE, AND FIELD VERIFY THE HORIZONTAL LOCATION, VERTICAL LOCATION, AND SIZE OF THE EXISTING CLAY UNDERDRAINS. ELEVATIONS, SLOPES, AND PIPE SIZES SHALL BE ADJUSTED BY THE RESIDENT ENGINEER IN THE FIELD AT THE TIME OF CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT RATES.
5. PLUG EXISTING PIPES TO BE ABANDONED IN PLACE. THE PLUGGING OF EXISTING PIPES TO BE ABANDONED IN PLACE SHALL BE ACCOMPLISHED WITH BRICKS AND GROUT (3,500 LBS. @ 28 DAY MIX) TO THE SATISFACTION OF THE RESIDENT ENGINEER. COST FOR PLUGGING EXISTING PIPES SHALL BE INCLUDED IN THE CONTRACT 701 UNIT PRICES. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.

LEGEND:

- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- Ⓓ EXTG STORM MANHOLE
- Ⓢ EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- ① PROPOSED / EXISTING STRUCTURE NUMBER

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/22/2010 1:08:41 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007

SCALE FEET
40 0 40 80

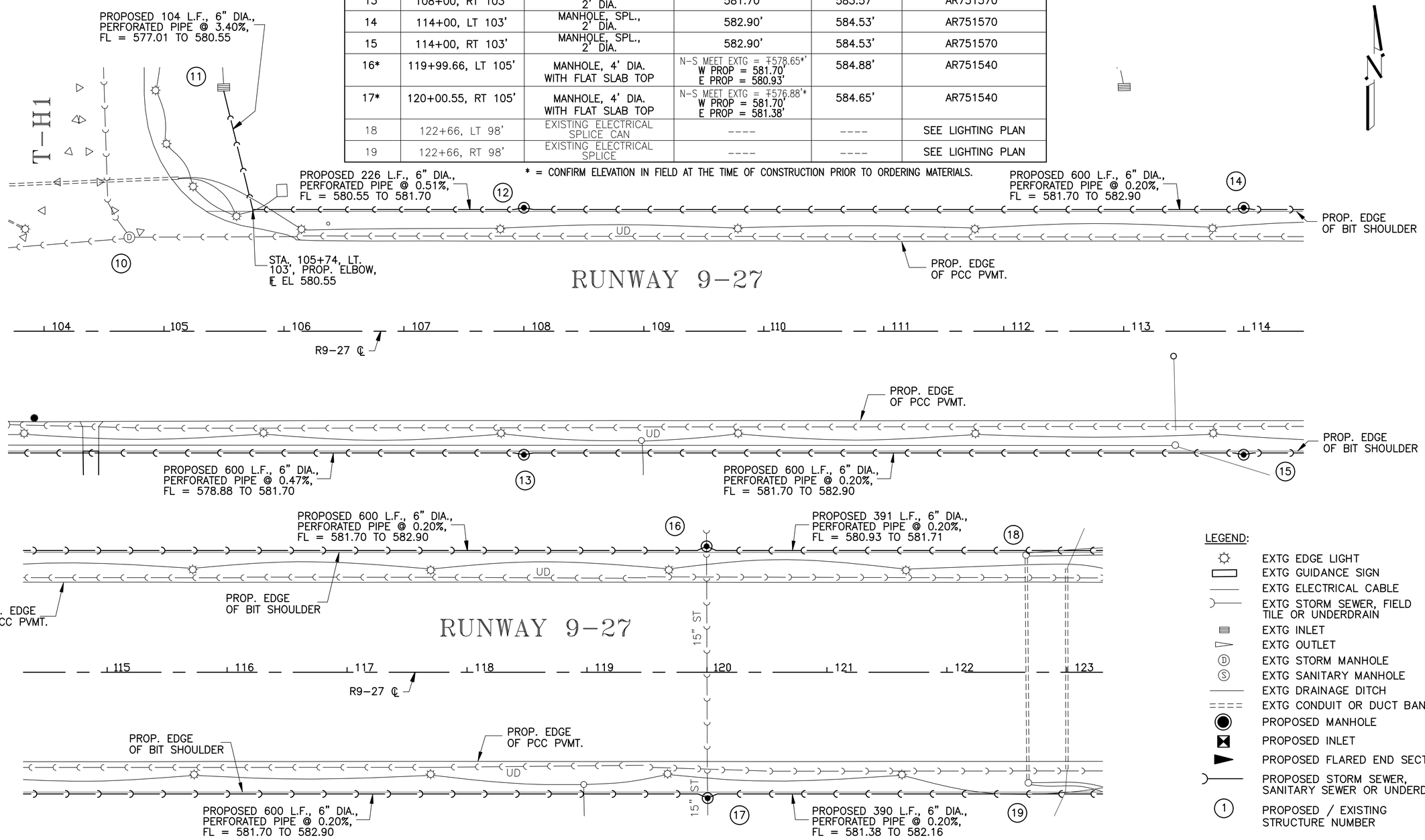
NOTE:

1. SEE SHEET 57 FOR GENERAL DRAINAGE.

STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
10	104+71, LT 78'	EXISTING MANHOLE	EXTG = 577.01'∓	PROP = 583.33' EXTG = 583.21'	AR751944, ADJUST, IN PAVEMENT
11	105+52, LT 203.4'	EXISTING INLET	N EXTG = 576.49'∓ S PROP = 577.01'∓	EXTG = 579.99'	NO CHANGE
12	108+00, LT 103'	MANHOLE, SPL., 2' DIA.	581.70'	583.82'	AR751570
13	108+00, RT 103'	MANHOLE, SPL., 2' DIA.	581.70'	583.57'	AR751570
14	114+00, LT 103'	MANHOLE, SPL., 2' DIA.	582.90'	584.53'	AR751570
15	114+00, RT 103'	MANHOLE, SPL., 2' DIA.	582.90'	584.53'	AR751570
16*	119+99.66, LT 105'	MANHOLE, 4' DIA. WITH FLAT SLAB TOP	N-S MEET EXTG = ∓578.65'* W PROP = 581.70' E PROP = 580.93'	584.88'	AR751540
17*	120+00.55, RT 105'	MANHOLE, 4' DIA. WITH FLAT SLAB TOP	N-S MEET EXTG = ∓576.88'* W PROP = 581.70' E PROP = 581.38'	584.65'	AR751540
18	122+66, LT 98'	EXISTING ELECTRICAL SPLICE CAN	----	----	SEE LIGHTING PLAN
19	122+66, RT 98'	EXISTING ELECTRICAL SPLICE	----	----	SEE LIGHTING PLAN

* = CONFIRM ELEVATION IN FIELD AT THE TIME OF CONSTRUCTION PRIOR TO ORDERING MATERIALS.



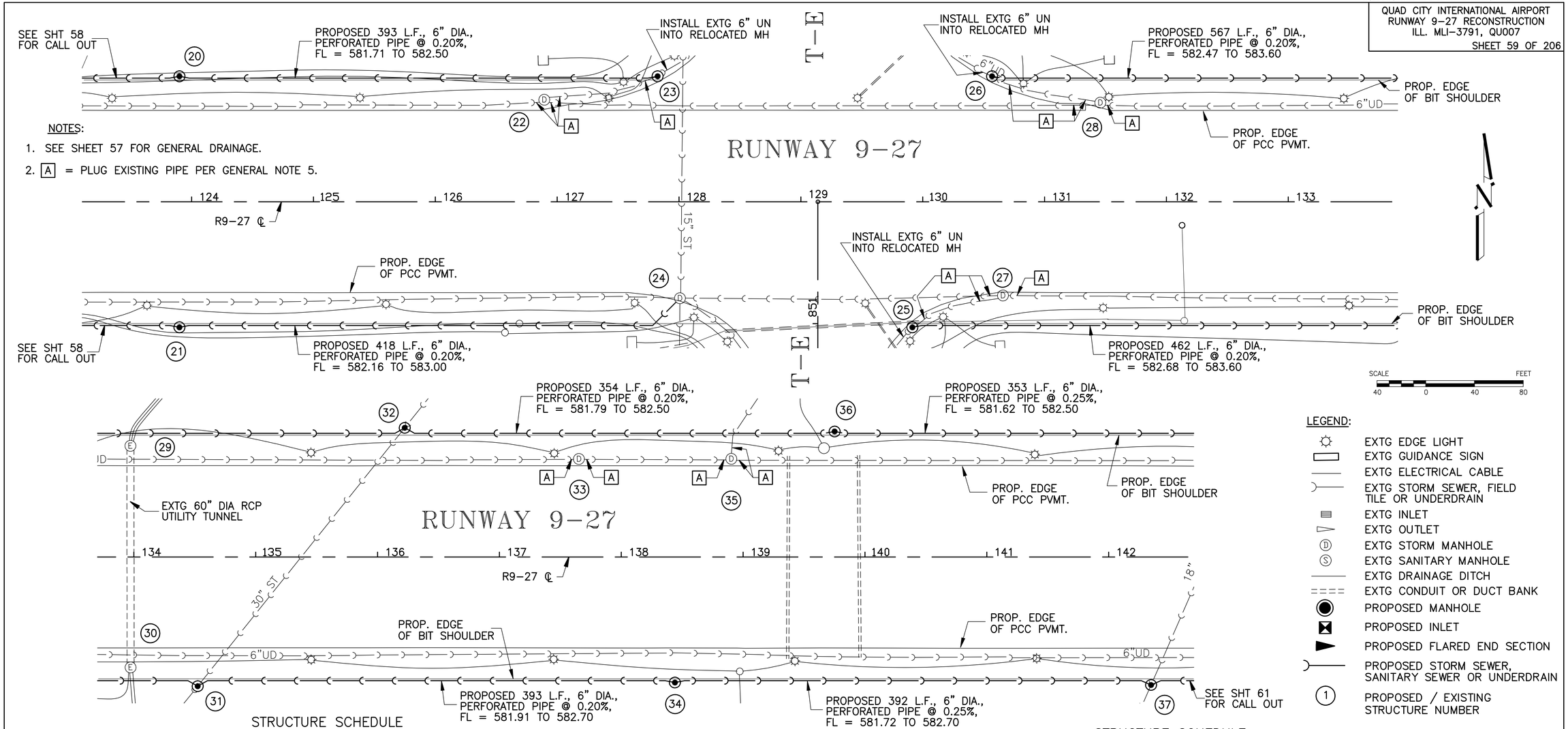
LEGEND:

- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- (1) PROPOSED / EXISTING STRUCTURE NUMBER

DRAINAGE PLAN, STA 103+80 TO STA 123+20 58/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/23/2010 1:09:16 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007



NOTES:

1. SEE SHEET 57 FOR GENERAL DRAINAGE.
2. [A] = PLUG EXISTING PIPE PER GENERAL NOTE 5.

LEGEND:

- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- PROPOSED / EXISTING STRUCTURE NUMBER

STRUCTURE SCHEDULE

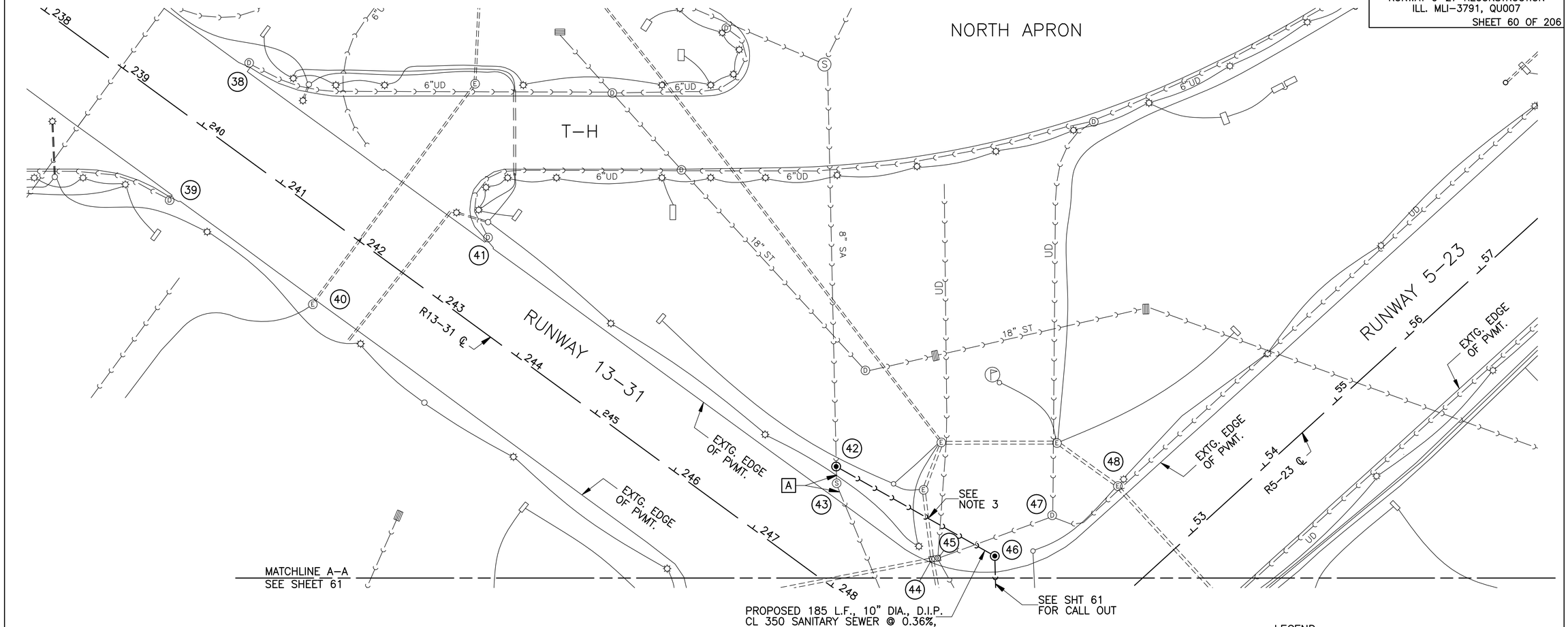
NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
20	123+90, LT 103'	MANHOLE, SPL., 2' DIA.	581.71'	585.03'	AR751570
21	123+90, RT 103'	MANHOLE, SPL., 2' DIA.	582.16'	585.03'	AR751570
22	126+89.5, LT 83.6'	EXISTING MANHOLE TO BE RELOCATED, 2' DIA.	582.85'∓	585.86'∓	AR751963, RELOCATE TO LOCATION 23
23	127+82.4, LT 103'	PROPOSED LOCATION FOR RELOCATED MH, 2' DIA.	W PROP = 582.50' N MEET EXTG = 582.50'∓	585.65'	PROPOSED LOCATION FOR RELOCATED MH
24	128+00.7, RT 79.1'	EXISTING MANHOLE	N-S EXTG = 578.14'∓ W PROP = 583.00'∓	PROP = 586.24' EXTG = 586.10'	AR751944, ADJUST, IN PAVEMENT
25	129+91.5, RT 103'	PROPOSED LOCATION FOR RELOCATED MH, 2' DIA.	E PROP = 583.60' S MEET EXTG = 582.80'∓	585.72'	PROPOSED LOCATION FOR RELOCATED MH
26	130+56.8, LT 103'	PROPOSED LOCATION FOR RELOCATED MH, 2' DIA.	E PROP = 583.60' N MEET EXTG = 582.40'∓	585.67'	PROPOSED LOCATION FOR RELOCATED MH
27	130+65.85, RT 77'	EXISTING MANHOLE TO BE RELOCATED, 2' DIA.	583.82'∓	586.02'∓	AR751963, RELOCATE TO LOCATION 25
28	131+45.7, LT 81.3'	EXISTING MANHOLE TO BE RELOCATED, 2' DIA.	583.00'∓	586.04'∓	AR751963, RELOCATE TO LOCATION 26
29	133+98.41, LT 90'	EXISTING ELECTRICAL MANHOLE	577.43'	PROP = 586.03' EXTG = 585.78'	AR751944, ADJUST, IN PAVEMENT

STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
30	133+98.45, RT 91'	EXISTING ELECTRICAL MANHOLE	576.73'	PROP = 585.99' EXTG = 585.68'	AR751944, ADJUST, IN PAVEMENT
31	134+52.3, RT 106'	MANHOLE, 5' DIA. WITH FLAT SLAB TOP	N-S MEET EXTG = 576.34'∓ W PROP = 582.68' E PROP = 581.91'	585.26'	AR751550
32	136+22.25, LT 106'	MANHOLE, 5' DIA. WITH FLAT SLAB TOP	N-S MEET EXTG = 577.25'∓ W PROP = 582.47' E PROP = 581.79'	585.23'	AR751550
33	137+65.2, LT 80.4'	EXISTING MANHOLE TO BE REMOVED	581.64'∓	EXTG = 585.69'	AR751903, REMOVE
34	138+44, RT 103'	MANHOLE, SPL., 2' DIA.	582.70'	584.73'	AR751570
35	138+90.3, LT 80.5'	EXISTING MANHOLE TO BE REMOVED	580.75'∓	EXTG = 585.37'	AR751903, REMOVE
36	139+75, LT 103'	MANHOLE, SPL., 2' DIA.	582.50'	584.66'	AR751570
37	142+34.8, RT 105'	MANHOLE, 4' DIA. WITH FLAT SLAB TOP	N-S MEET EXTG = 574.97'∓ W PROP = 581.72' E PROP = 580.57'	584.11'	AR751540

DRAINAGE PLAN, STA 123+20 TO STA 142+60

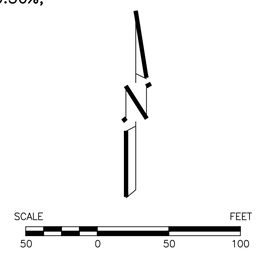
G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/23/2010 1:09:52 PM, jeffm



STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
38	240+01, LT 81'	EXISTING MANHOLE	582.97'∓	PROP = 586.41' EXTG = 586.26'	AR751945, ADJUST, NON PAVEMENT
39	240+16, RT 81'	EXISTING MANHOLE	-----	----	NO CHANGE
40	242+00, RT 80'	EXISTING ELECTRICAL MANHOLE	----	PROP = 585.56' EXTG = 585.40'	AR751945, ADJUST, NON PAVEMENT
41	243+05, LT 81'	EXISTING MANHOLE	582.00'∓	PROP = 585.62' EXTG = 585.09'	AR751945, ADJUST, NON PAVEMENT
42	**247+31.5, LT 102.1'∓**	**SANITARY MANHOLE, 4' DIA.**	**SE PROP = 576.50' N MEET EXTG = 576.61'∓**	**582.90'**	**NEENAH R-3493-A FR & SOLID LID, AR770704**
43	247+42.1, LT 88'	EXISTING SANITARY SEWER MANHOLE	576.51'∓	583.52'	REMOVE, AR751903
44*	248+67.1, LT 84'	EXISTING ELECTRICAL MANHOLE	----	PROP = 584.02' EXTG = 583.97'	AR751945, ADJUST, NON PAVEMENT
45*	248+71, LT 88'	EXISTING MANHOLE	583.90'	PROP = 583.97' EXTG = 583.90'	AR751945, ADJUST, NON PAVEMENT
46	**249+17.14, LT 124.12'**	**SANITARY MANHOLE, 4' DIA.**	**NW = 575.83' S = 575.73'**	**583.76'**	**NEENAH R-3493-A FR & SOLID LID, AR770704**
47	52+04.6, LT 110'	EXISTING MANHOLE	----	----	NO CHANGE
48	52+74.6, LT 86.8'	EXISTING ELECTRICAL MANHOLE	----	PROP = 583.08' EXTG = 583.17'	AR751945, ADJUST, NON PAVEMENT

* = REMOVE & DISPOSE OF EXISTING PC CONCRETE PAD AROUND MANHOLES. INCLUDE COSTS FOR REMOVAL & DISPOSAL IN AR751 CONTRACT UNIT PRICES.



LEGEND:

- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- (1) PROPOSED / EXISTING STRUCTURE NUMBER

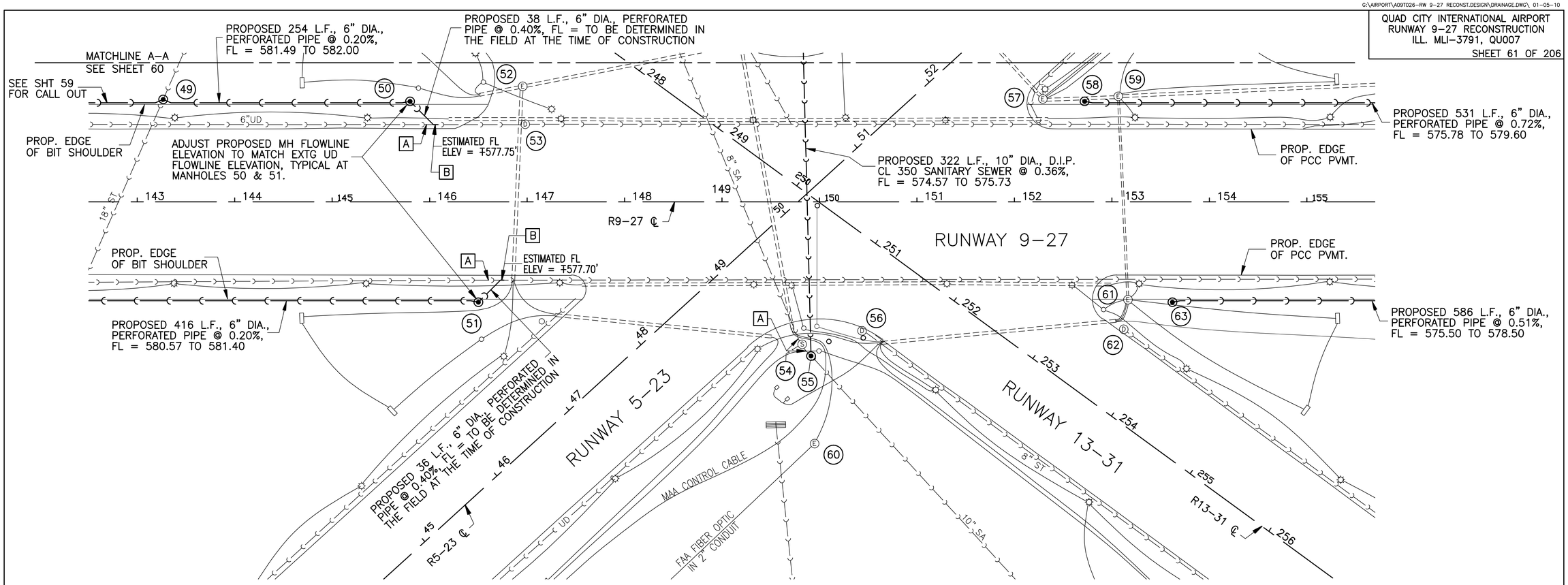
NOTES:

1. SEE SHEET 57 FOR GENERAL DRAINAGE.
2. [A] = PLUG EXISTING PIPE PER GENERAL NOTE 5.
3. PRIOR TO ORDERING MATERIALS (INCLUDING MANHOLES) OR STARTING PAVEMENT REMOVAL FOR THE PROPOSED SANITARY SEWER, THE CONTRACTOR SHALL EXCAVATE AND EXPOSE THE EXISTING DUCT BANK TO VERIFY VERTICAL LOCATION PER GENERAL NOTE 2 ON SHEET 57. PROPOSED SANITARY SEWER ROUTE MAY BE CHANGED BY THE RESIDENT ENGINEER IN THE FIELD, IF REQUIRED BY THE LOCATION OF THE EXISTING DUCT BANK.

DRAINAGE PLAN, STA 142+60 TO STA 155+60 60/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/23/2010 1:10:27 PM, jeffm

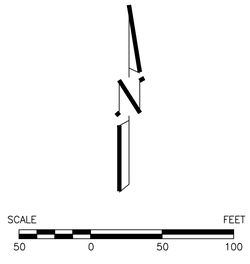
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 61 OF 206



STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
49	143+26.69, LT 105'	MANHOLE, 4' DIA. WITH FLAT SLAB TOP	N-S MEET EXTG = 575.98'∓ W PROP = 581.62' E PROP = 581.49'	584.16'	AR751540
50*	145+80, LT 103'	MANHOLE, SPL., 2' DIA.	W PROP = 582.00' E = MATCH EXTG UD ∓577.90'*	584.08'	AR751570
51*	146+50, RT 103'	MANHOLE, SPL., 2' DIA.	W PROP = 581.40' E = MATCH EXTG UD ∓577.84'*	583.79'	AR751570
52	146+95.5, LT 118.5'	EXISTING ELECTRICAL MANHOLE	----	PROP = 584.82' EXTG = 584.15'	AR751944, ADJUST, IN PAVEMENT
53	146+98.11, LT 79.6'	EXISTING MANHOLE	577.36'∓	PROP = 584.81' EXTG = 584.76'	AR751944, ADJUST, IN PAVEMENT
54	149+82.2, RT 146.2'	EXISTING SANITARY SEWER MANHOLE	574.52'∓	581.70'	REMOVE, AR751903
55	149+91.3, RT 158.3'	SANITARY MANHOLE, 4' DIA.	N PROP = 574.57' SE MEET EXTG = 574.47'∓	581.81'	NEENAH R-3493-A FR & SOLID LID, AR770704
56	150+43.6, RT 132.3'	EXISTING MANHOLE	578.98'∓	PROP = 582.61' EXTG = 578.98'∓	AR751945, ADJUST, NON PAVEMENT
57	152+29.1, LT 105.5'	EXISTING ELECTRICAL MANHOLE	----	----	NO CHANGE
58	152+72, LT 103'	MANHOLE, SPL., 2' DIA.	579.60'	582.40'	AR751570
59	153+06.5, LT 108'	EXISTING ELECTRICAL MANHOLE	----	PROP = 582.03' EXTG = 581.94'	AR751945, ADJUST, NON PAVEMENT
60	149+95, RT 248'	EXISTING ELECTRICAL MANHOLE	----	----	NO CHANGE
61	153+16.4, RT 100.5'	EXISTING ELECTRICAL MANHOLE	----	PROP = 581.71' EXTG = 581.69'	AR751944, ADJUST, IN PAVEMENT
62	153+12.1, RT 130.8'	EXISTING MANHOLE	577.99'∓	PROP = 581.31' EXTG = 581.09'∓	AR751945, ADJUST, NON PAVEMENT
63	153+62, RT 103'	MANHOLE, SPL., 2' DIA.	578.50'	581.19'	AR751570

* = CONFIRM ELEVATION IN FIELD AT THE TIME OF CONSTRUCTION PRIOR TO ORDERING MATERIALS.



NOTES:

1. SEE SHEET 57 FOR GENERAL DRAINAGE.
2. [A] = PLUG EXISTING PIPE PER GENERAL NOTE 5.
3. [B] = PROPOSED CONCRETE GROUT COLLAR PER DETAIL "A" ON SHEET 73. SEE GENERAL NOTES 3 & 4.

LEGEND:

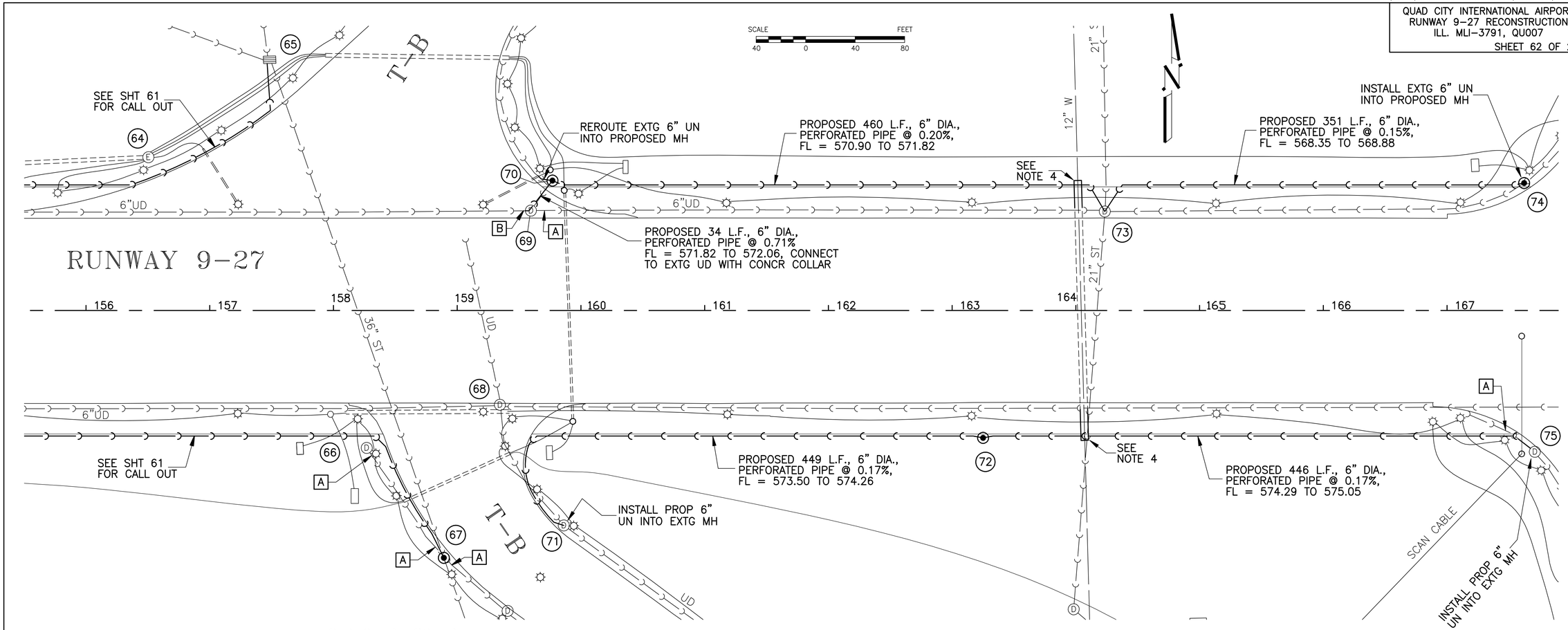
- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- (1) PROPOSED / EXISTING STRUCTURE NUMBER

DRAINAGE PLAN, STA 142+60 TO STA 155+60 61/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/23/2010 1:10:58 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 62 OF 206

SCALE FEET
40 0 40 80



STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
64	156+50.5, LT 123.9'	EXISTING ELECTRICAL MANHOLE	----	580.00'∓	NO CHANGE
65	157+78.5, LT 202.1'	EXISTING INLET	SW PROP UD = 575.78' N / S EXTG = 571.78'∓	579.15'∓	NO CHANGE
66	158+27, RT 111.2'	EXISTING MANHOLE TO BE REMOVED	571.50'∓	578.50'∓	AR751903, REMOVE
67	158+89.2, RT 200'	MANHOLE, 5' DIA. WITH FLAT SLAB TOP	NW PROP UD = 575.50' NS MEET EXTG = 570.65'∓	MATCH EXTG. = ∓577.53'	AR751550
68	159+35, RT 78.7'	EXISTING MANHOLE	573.43'∓	PROP = 580.16' EXTG = 579.72'∓	AR751944, ADJUST, IN PAVEMENT
69	159+60, LT 79'	EXISTING MANHOLE TO BE REMOVED	572.06'	579.81'	AR751903, REMOVE
70	159+77, LT 105'	MANHOLE, SPL., 2' DIA.	SW / E = 571.82' NW MEET EXTG = 575.16'∓	579.06'	AR751570
71	159+86.2, RT 176.7'	EXISTING MANHOLE	NE PROP UD = 573.50' NW EXTG UD = 573.02' E EXTG = 570.32'	PROP = 577.48' EXTG = 577.02'	AR751945, ADJUST, NON PAVEMENT
72	163+25, RT 103'	MANHOLE, SPL., 2' DIA.	W PROP = 574.26' E PROP = 574.29'	578.05'	AR751570
73	164+24.4, LT 76.7'	EXISTING MANHOLE	W PROP = 570.90' E PROP = 568.35' NW EXTG = 571.40' N EXTG = 568.30' NE EXTG = 568.60' S EXTG = 568.20'	PROP = 578.95' EXTG = 578.60'	AR751944, ADJUST, IN PAVEMENT
74	167+62.2, LT 103'	MANHOLE, SPL., 2' DIA.	W PROP UD = 568.88' N MEET EXTG = 568.95'∓	577.70'	AR751570
75	167+71.9, RT 112.9'	EXISTING MANHOLE	W PROP UD = 575.05' SE EXTG UD = 574.87'	577.87'	NO CHANGE

NOTES:

1. SEE SHEET 57 FOR GENERAL DRAINAGE.
2. [A] = PLUG EXISTING PIPE PER GENERAL NOTE 5.
3. [B] = PROPOSED CONCRETE GROUT COLLAR PER DETAIL "A" ON SHEET 73. SEE GENERAL NOTES 3 & 4.
4. EXISTING 12" DIA. WATERMAIN IN PIPE CASING CULVERT. UN-PLUG THE EXIST ENDS OF THE CASING PIPE. USE ITEM 701, CLASS III, PRECAST CONCRETE PIPE HALF FLUMES WITH VERTICAL PIPE COUPLERS PER DETAILS ON SHEET 71 TO EXTEND EXISTING PIPE CASING CULVERT TO POINTS THAT ARE 5' OUTSIDE OF THE PROPOSED PAVED SHOULDER EDGES. PAYMENT BY LINEAR FOOT OF EXTENSION UNDER CONTRACT ITEM AR801631 – EXTEND CASING. INSTALL PIPE SPACERS BETWEEN CASING PIPE AND 12" WATERMAIN. SEAL ENDS OF CASING PIPE EXTENSIONS. PROPOSED CASING EXTENSION LENGTHS: NORTH SIDE = 28 L.F. AND SOUTH SIDE = 28 L.F. PRIOR TO ORDERING MATERIALS, CONTRACTOR SHALL EXCAVATE THE EXISTING PIPE CASING CULVERT ENDS SO THAT THE RESIDENT ENGINEER CAN DETERMINE SIZE OF THE PROPOSED PRECAST CONCRETE PIPE HALF FLUMES THAT ARE REQUIRED. CONTRACTOR SHALL NOT ORDER MATERIALS UNTIL SIZE OF HALF FLUMES ARE DETERMINED.

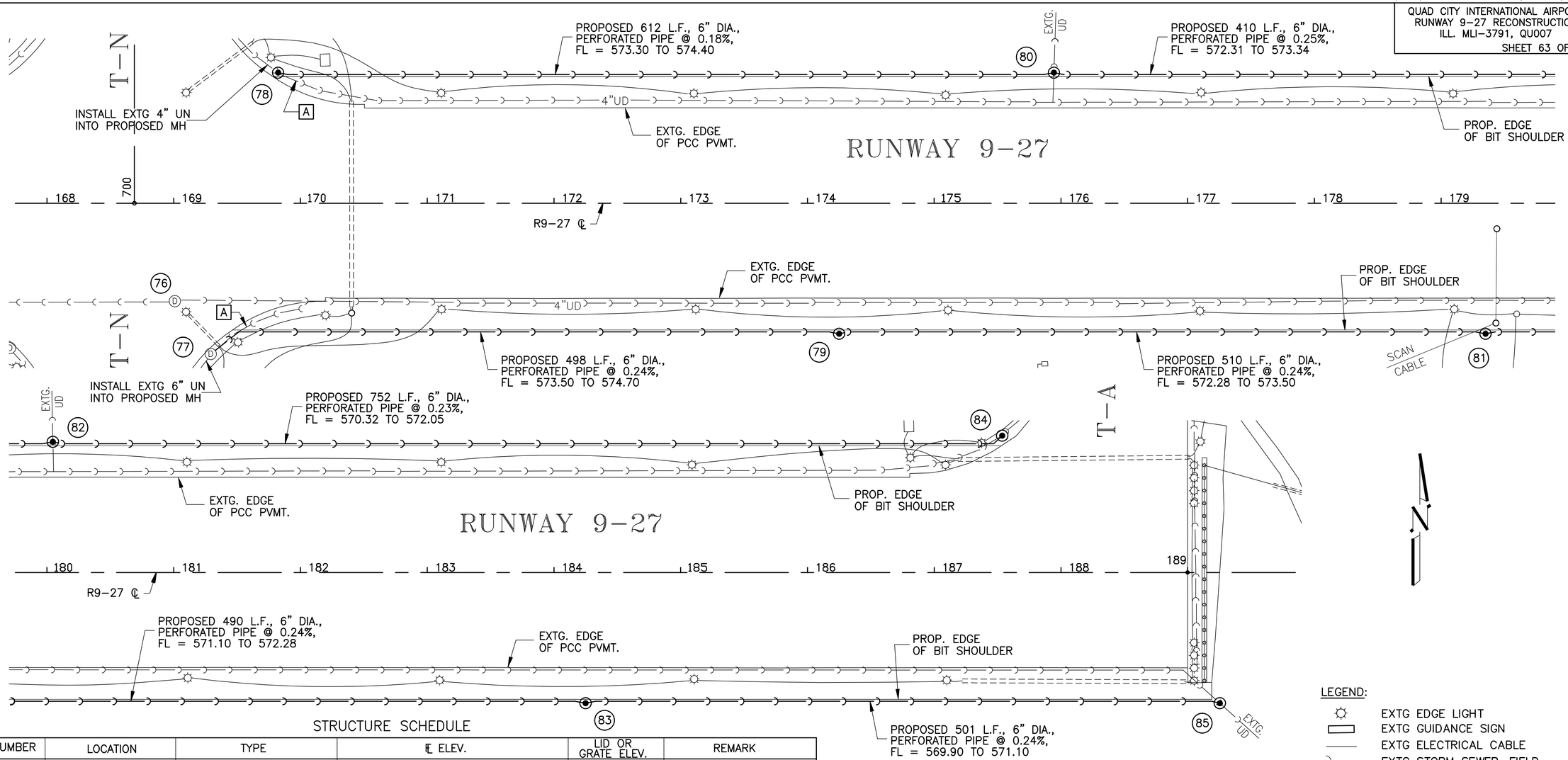
LEGEND:

- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- (1) PROPOSED / EXISTING STRUCTURE NUMBER

DRAINAGE PLAN, STA 155+60 TO STA 167+80 62/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/22/2010 1:11:30 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 63 OF 206



STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
76	169+00.9, RT 77'	EXISTING MANHOLE	575.65'∓	----	NO CHANGE
77	169+28.5, RT 116.35'	EXISTING MANHOLE	NE PROP UD = 574.70' NE = 574.93' SW = 575.13'	577.53'	NO CHANGE
78*	169+82.4, LT 103'	MANHOLE, SPL., 2' DIA.	E PROP UD = 574.40' NW / SE EXTG = ∓574.50'*	577.55'	AR751570
79	174+25, RT 103'	MANHOLE, SPL., 2' DIA.	573.50'	576.15'	AR751570
80*	174+94.4, LT 103'	MANHOLE, SPL., 2' DIA.	W PROP = 573.30', E PROP = 573.34' N / S EXTG = ∓573.24'*	575.87'	AR751570
81	179+35, RT 103'	MANHOLE, SPL., 2' DIA.	572.28'	575.32'	AR751570
82*	180+04.7, RT 103'	MANHOLE, SPL., 2' DIA.	W PROP = 572.31', E PROP = 572.05' N / S EXTG = ∓572.00'*	574.71'	AR751570
83	184+25, RT 103'	MANHOLE, SPL., 2' DIA.	571.10'	574.05'	AR751570
84*	187+53.7, LT 108'	MANHOLE, SPL., 2' DIA.	W PROP UD = 570.32' MEET EXTG = ∓570.20'*	572.71'	AR751570
85*	189+25.35, RT 103'	MANHOLE, SPL., 2' DIA.	W PROP UD = 569.90' MEET EXTG = ∓569.65'*	572.11'	AR751570

* = CONFIRM ELEVATION IN FIELD AT THE TIME OF CONSTRUCTION PRIOR TO ORDERING MATERIALS.

SCALE FEET
40 0 40 80

NOTES:

1. SEE SHEET 57 FOR GENERAL DRAINAGE.
2. [A] = PLUG EXISTING PIPE PER GENERAL NOTE 5.
3. [B] = PROPOSED CONCRETE GROUT COLLAR PER DETAIL "A" ON SHEET 73. SEE GENERAL NOTES 3 & 4.

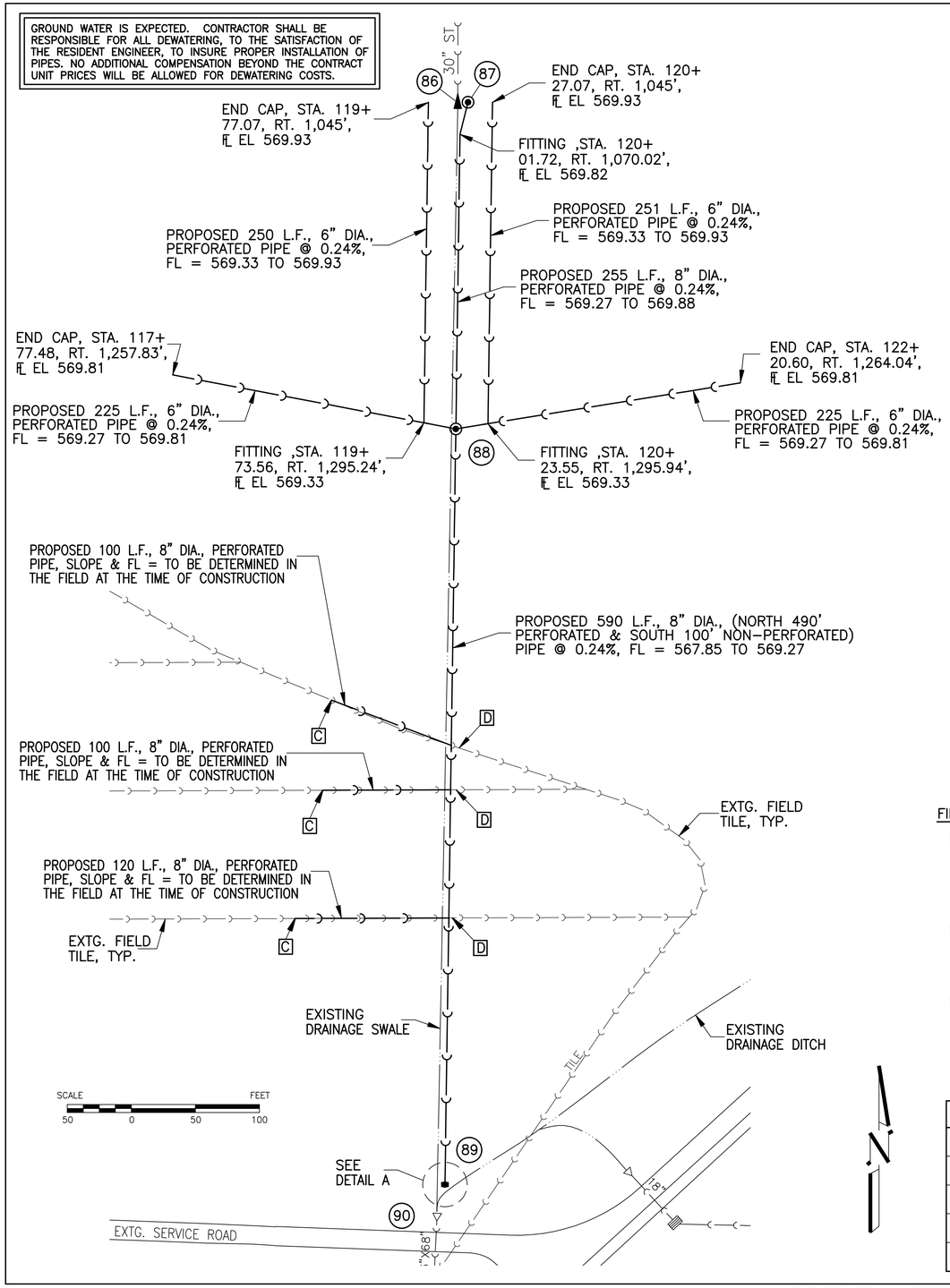
LEGEND:

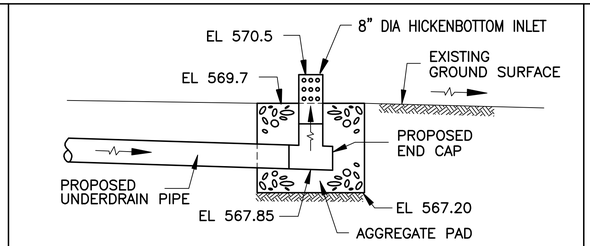
- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- (1) PROPOSED / EXISTING STRUCTURE NUMBER

DRAINAGE PLAN, STA 167+80 TO STA 190+00 63/206

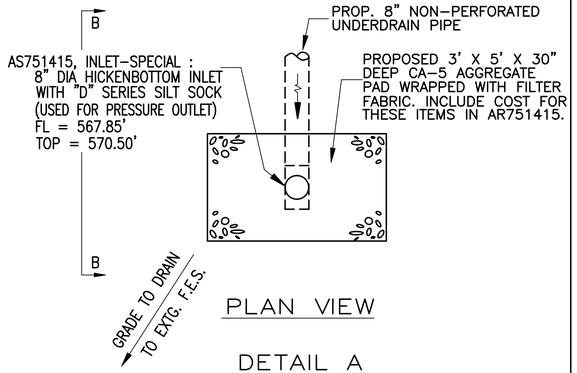
G:\Airport\A09T028-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/23/2010 1:11:59 PM, jeffm

GROUND WATER IS EXPECTED. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEWATERING, TO THE SATISFACTION OF THE RESIDENT ENGINEER, TO INSURE PROPER INSTALLATION OF PIPES. NO ADDITIONAL COMPENSATION BEYOND THE CONTRACT UNIT PRICES WILL BE ALLOWED FOR DEWATERING COSTS.



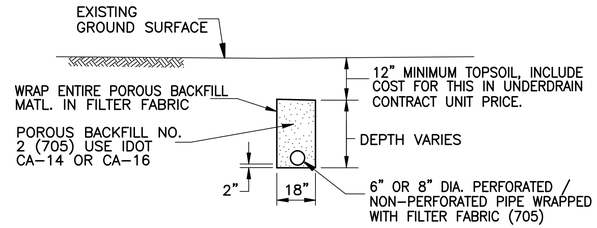


PROFILE VIEW
(SECTION B-B)



PLAN VIEW

DETAIL A



NOTES :

1) PIPE UNDERDRAIN MATERIAL SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 705 AND THE SPECIAL PROVISIONS.
2) COST OF TOPSOIL, POROUS BACKFILL NO. 2 (CA-14 OR CA-16), BENDS AND FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.
3) NO ADDITIONAL COMPENSATION SHALL BE MADE FOR CHANGES IN ELEVATIONS MADE BY THE RESIDENT ENGINEER.

PERFORATED / NON-PERFORATED PIPE UNDERDRAIN IN DRAINAGE SWALE AREA DETAIL

NOTES:

1. SEE SHEET 57 FOR GENERAL DRAINAGE.
2. [A] = PLUG EXISTING PIPE PER GENERAL NOTE 5.
3. [B] = PROPOSED CONCRETE GROUT COLLAR PER DETAIL "A" ON SHEET 73. SEE GENERAL NOTES 3 & 4.
4. ALL ITEMS ON THIS SHEET SHALL BE PART OF ADDITIVE ALTERNATE 1.

FIELD TILE NOTES:

[C] LOCATE EXISTING FIELD TILES, CONNECT PROPOSED UNDERDRAINS TO EXISTING FIELD TILES, START FIELD TILE REPLACEMENT AT THESE LOCATIONS. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. COSTS OF LOCATING TILES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES. EXISTING FIELD TILES BETWEEN POINTS "C" AND "D" TO BE ABANDONED IN PLACE.

[D] LOCATE EXISTING FIELD TILES, INSTALL PROPOSED END CAPS ON EXTG. FIELD TILES AT THESE LOCATIONS. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. COSTS OF LOCATING AND CAPPING FIELD TILES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES.

[E] CONTRACTOR SHALL REPAIR AND / OR REPLACE ANY FIELD TILE DAMAGED DURING CONSTRUCTION. COSTS OF REPAIRS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES.

LEGEND:

- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- (1) PROPOSED / EXISTING STRUCTURE NUMBER

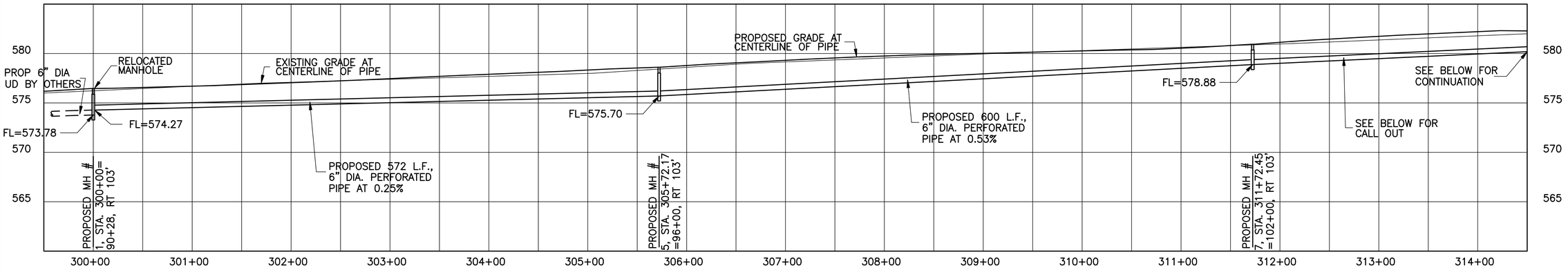
STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
86	120+00, RT 1,050'	PRC FLARED END SECTION, 30" DIA.	573.36'	----	BY OTHERS
87	120+08, RT 1,045'	MANHOLE, SPL., 2' DIA.	569.88'	MATCH EXTG. = ∓576.17'	AS751570
88	119+98.50, RT 1,300'	INLET, TYPE A	569.27'	MATCH EXTG. = ∓572.00'	NEENAH R-2535-A, OPEN GRATE, AS751411
89	119+90, RT 1,890'	INLET-SPECIAL : 8" DIA HICKENBOTTOM INLET (USED FOR PRESSURE OUTLET)	567.85'	TOP = 570.50'	AS751415
90	119+84∓, RT 1,912.4'∓	PRC FLARED END SECTION, ELLIPTICAL, EQ ROUND SIZE 54"	569.50'	----	EXISTING, NO CHANGE

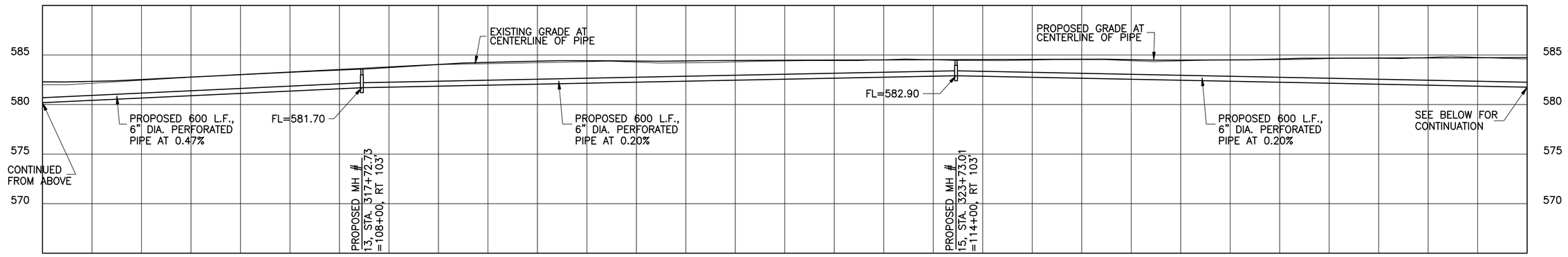
ADDITIVE ALTERNATE 1 : DRAINAGE PLAN, STA 117+50 TO STA 122+00, RIGHT 950' TO RIGHT 1,900'

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE.dwg, 4/23/2010 1:12:31 PM, jeffm

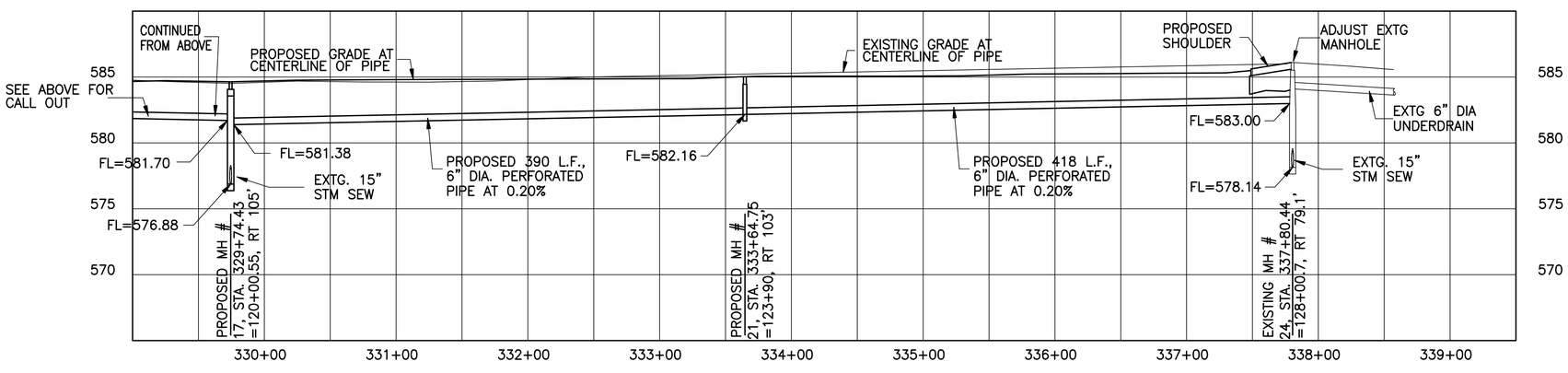
RUNWAY 9-27, STA. 90+28 TO STA. 128+00.7 RIGHT UNDERDRAIN CENTERLINE PROFILE



RUNWAY 9-27, STA. 90+28 TO STA. 128+00.7 RIGHT UNDERDRAIN CENTERLINE PROFILE, CONTINUED

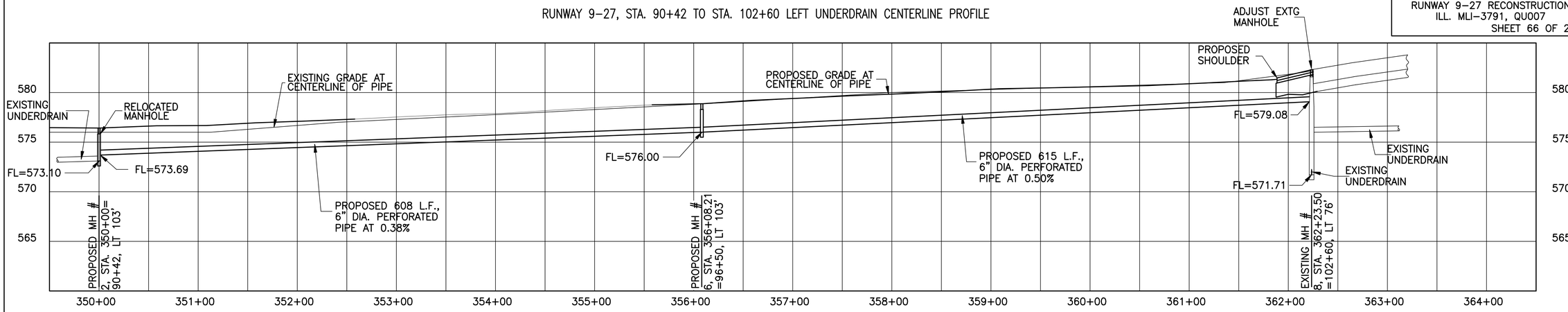


RUNWAY 9-27, STA. 90+28 TO STA. 128+00.7 RIGHT UNDERDRAIN CENTERLINE PROFILE, CONTINUED

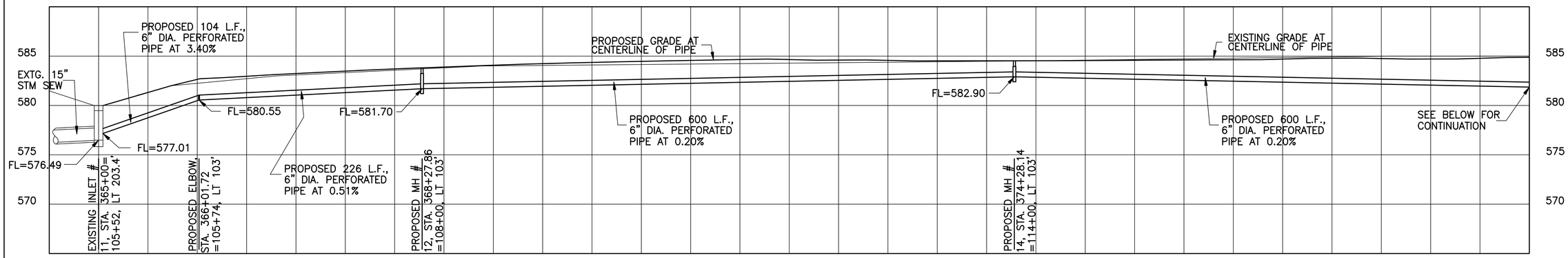


G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE1.dwg, 4/23/2010 11:52:34 AM, jeffm

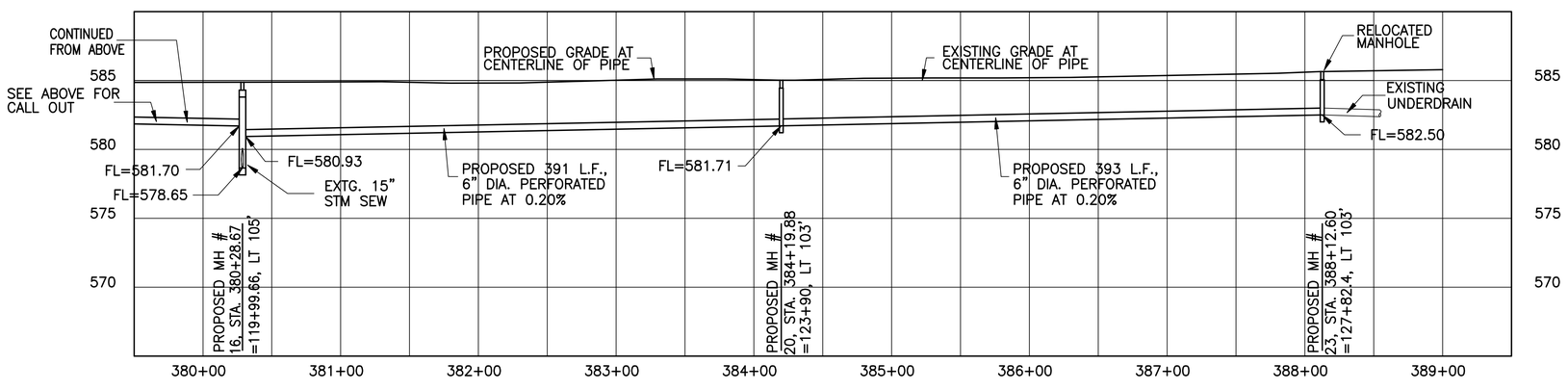
RUNWAY 9-27, STA. 90+42 TO STA. 102+60 LEFT UNDERDRAIN CENTERLINE PROFILE



RUNWAY 9-27, STA. 105+52 TO STA. 127+82.4 LEFT UNDERDRAIN CENTERLINE PROFILE



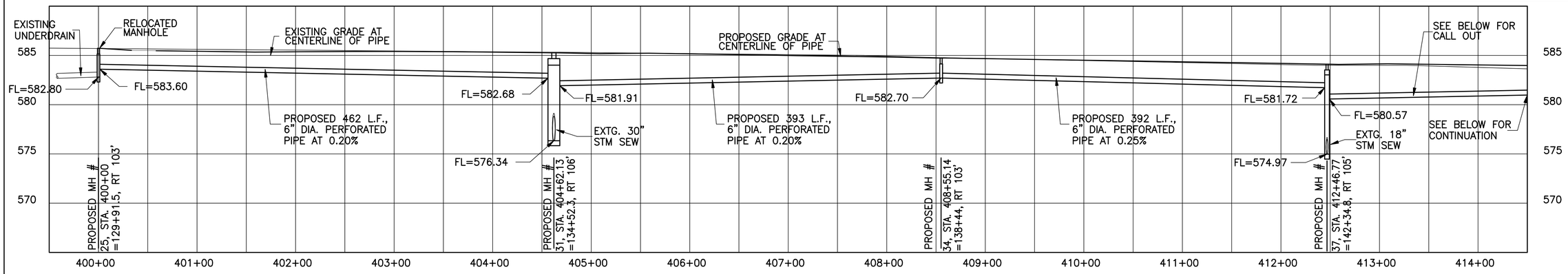
RUNWAY 9-27, STA. 105+52 TO STA. 127+82.4 LEFT UNDERDRAIN CENTERLINE PROFILE, CONTINUED



G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE1.dwg, 4/23/2010 11:53:00 AM, jeffm

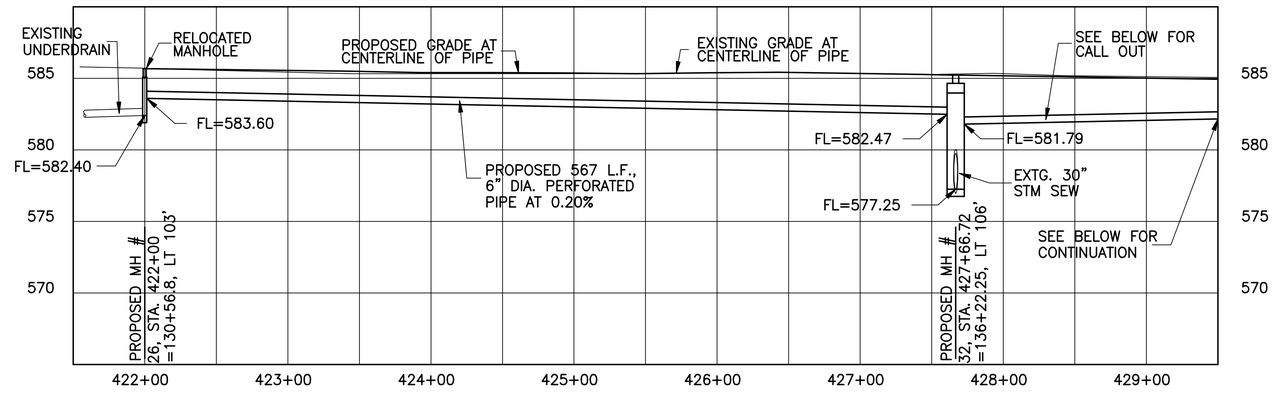
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 67 OF 206

RUNWAY 9-27, STA. 129+91.5 TO STA. 146+75 RIGHT UNDERDRAIN CENTERLINE PROFILE

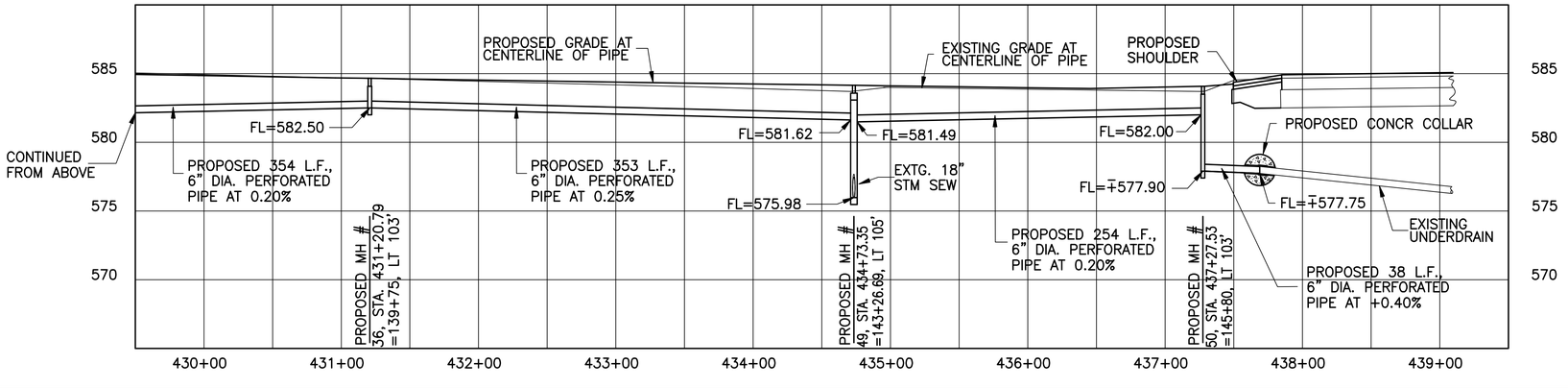


RUNWAY 9-27, STA. 129+91.5 TO STA. 146+75 RIGHT UNDERDRAIN CENTERLINE PROFILE, COMTINUED

RUNWAY 9-27, STA. 130+56.8 TO STA. 146+00 LEFT UNDERDRAIN CENTERLINE PROFILE

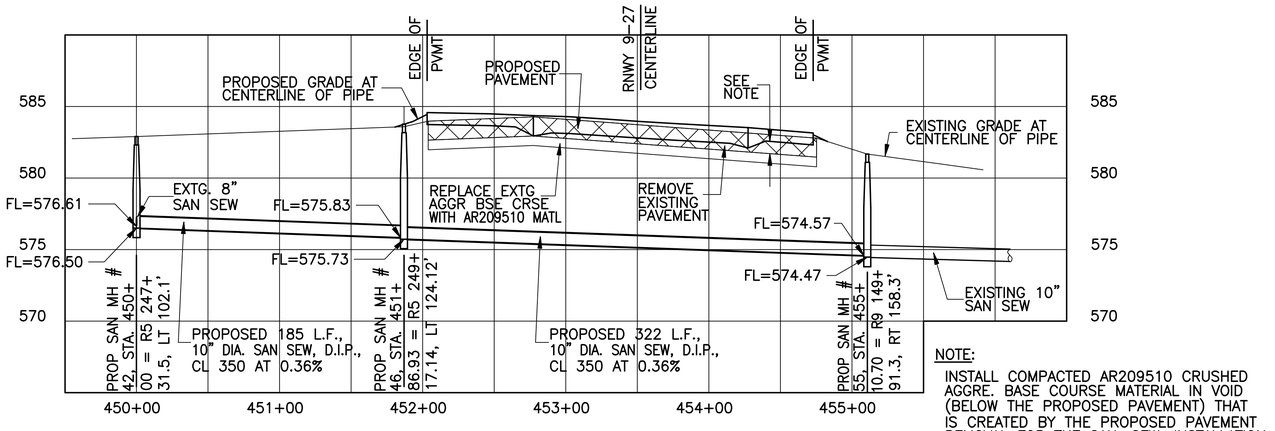


RUNWAY 9-27, STA. 130+56.8 TO STA. 146+00 LEFT UNDERDRAIN CENTERLINE PROFILE, CONTINUED



G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE1.dwg, 4/23/2010 11:59:58 AM, jeffm

RUNWAY 5-23, STA. 247+31.5, LEFT 102.1' TO RUNWAY 9-27 STA. 149+91.3 RIGHT 158.3' SANITARY SEWER CENTERLINE PROFILE

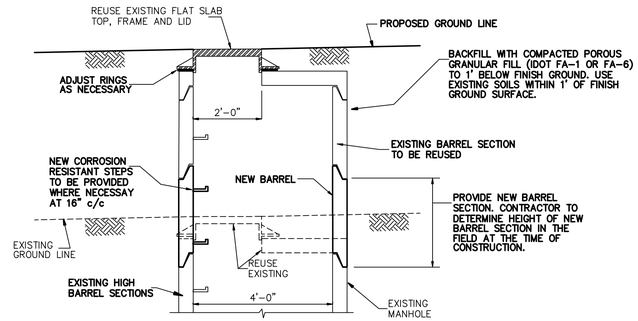


NOTE:

INSTALL COMPACTED AR209510 CRUSHED AGGRE. BASE COURSE MATERIAL IN VOID (BELOW THE PROPOSED PAVEMENT) THAT IS CREATED BY THE PROPOSED PAVEMENT REMOVAL FOR THE SAN. SEW. INSTALLATION.

AR751983 – RECONSTRUCT MANHOLE

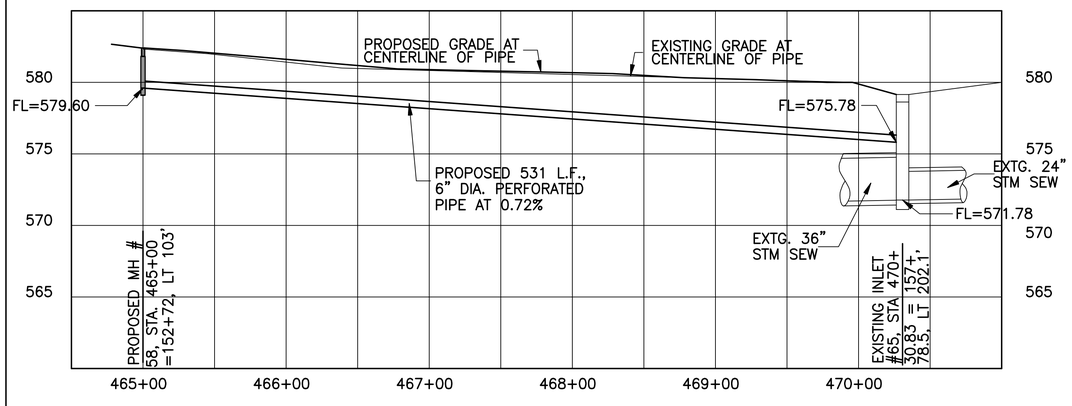
RECONSTRUCT EXISTING SANITARY SEWER MANHOLE
TAXIWAY P, STA. 655+30, LT. 20'



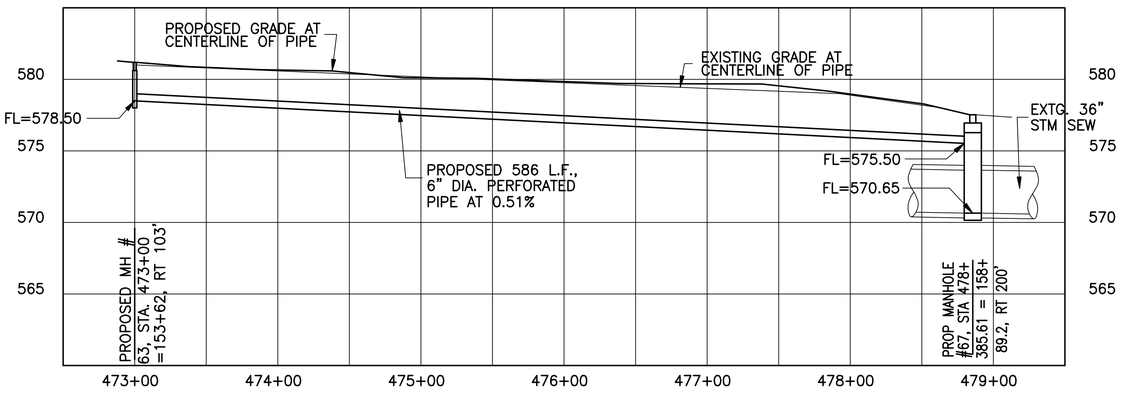
GENERAL NOTES

1. CONTRACTOR SHALL FIELD VERIFY MEASUREMENTS AND SUPPLY ALL LABOR AND MATERIALS REQUIRED TO RECONSTRUCT MANHOLE TO THE ELEVATION AS SHOWN ON SHEET 196.
2. REUSE EXISTING SANITARY MANHOLE FRAME & LID.
3. BOLT HOLES SHALL BE CLEANED FREE OF RUST AND LID BOLTED DOWN WATER TIGHT. COST TO BE INCLUDED IN RECONSTRUCT MANHOLE UNIT PRICE.
4. CONCRETE & ROUND RUBBER GASKET JOINT IN ACCORDANCE WITH ASTM SPEC. C-443 (TYP.) FOR SANITARY SEWER MANHOLE.
5. PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO ASTM SPEC. C-478.
6. APPLY INTERIOR & EXTERIOR COATING TO MANHOLE AS DESCRIBED IN THE SPECIFICATIONS.
7. THE REQUIREMENTS SHOWN ON THE AR770704 SANITARY MANHOLE DETAIL ON SHEET 73 ALSO APPLY TO THIS AR751983 – RECONSTRUCT MANHOLE PAY ITEM.
8. ALL WORK DESCRIBED IN THIS DETAIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR AR751983 – RECONSTRUCT MANHOLE.

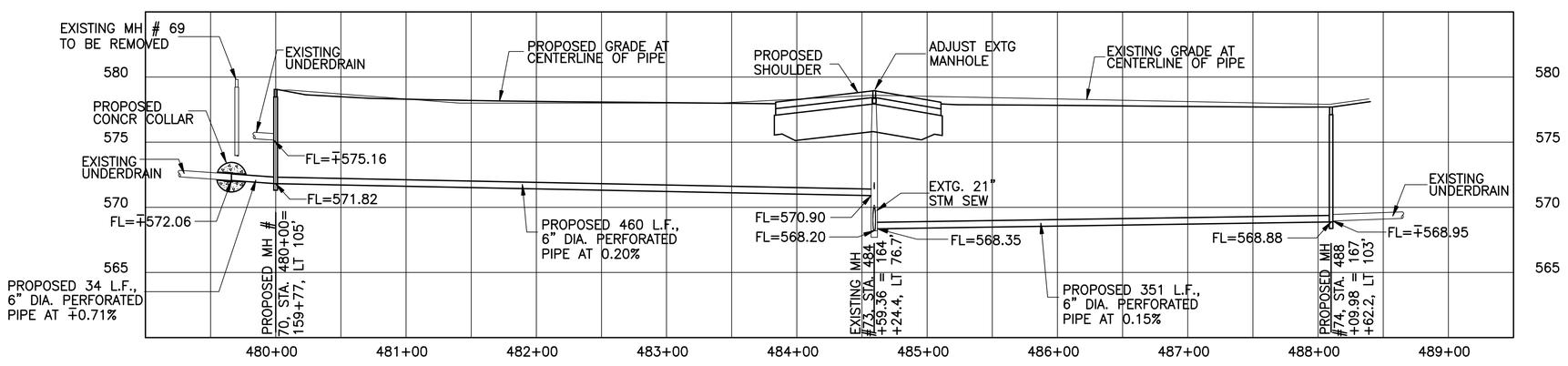
RUNWAY 9-27, STA. 152+72 TO STA. 157+78.4 LEFT UNDERDRAIN CENTERLINE PROFILE



RUNWAY 9-27, STA. 153+62 TO STA. 158+89.2 RIGHT UNDERDRAIN CENTERLINE PROFILE



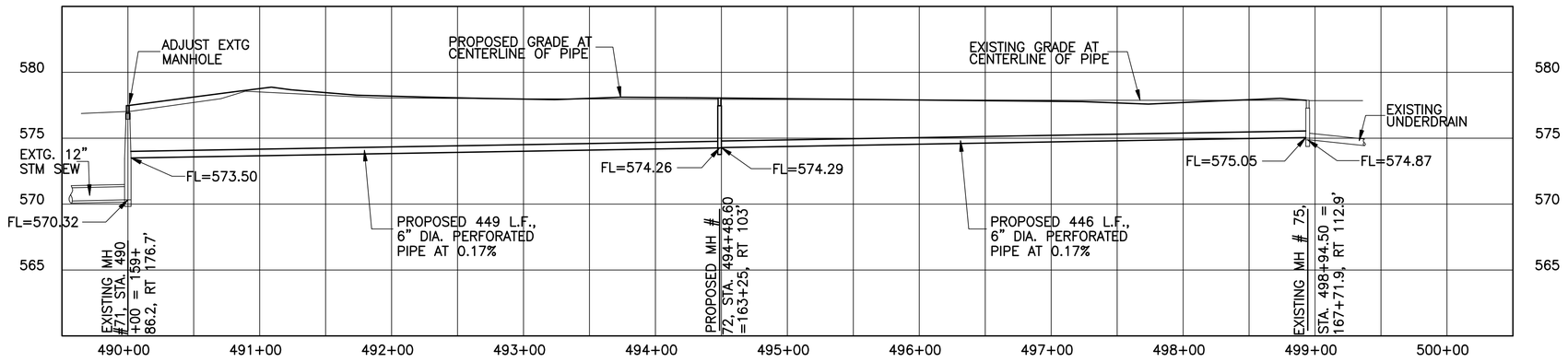
RUNWAY 9-27, STA. 159+60 TO STA. 167+62.2 LEFT UNDERDRAIN CENTERLINE PROFILE



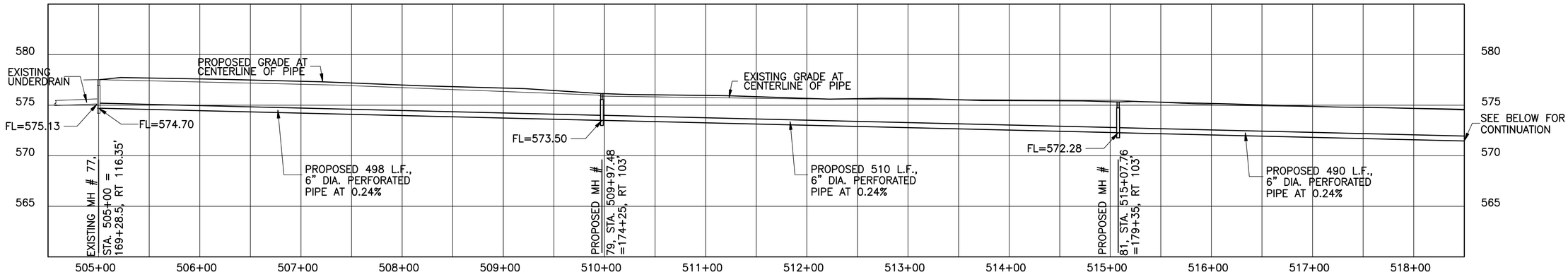
G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE1.dwg, 4/23/2010 12:00:22 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 69 OF 206

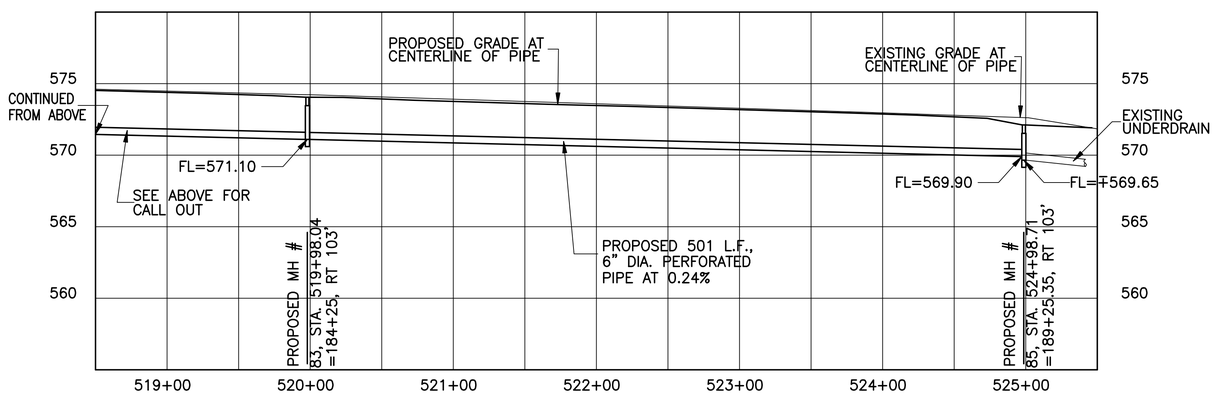
RUNWAY 9-27, STA. 159+86.2 TO STA. 167+71.9 RIGHT UNDERDRAIN CENTERLINE PROFILE

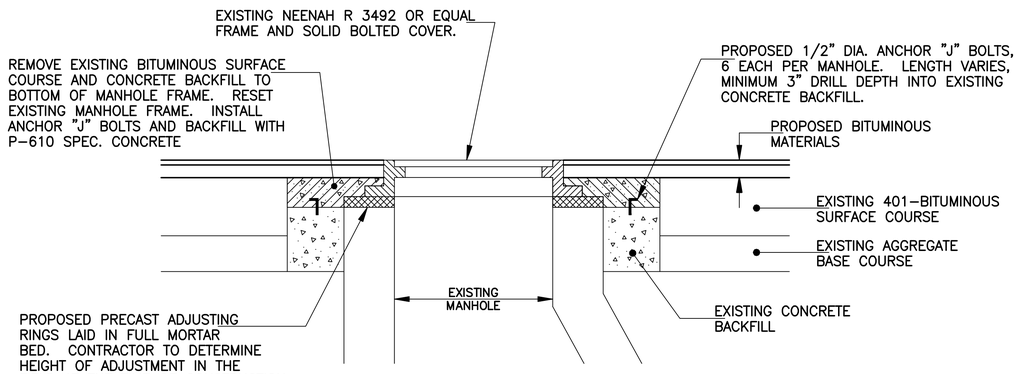


RUNWAY 9-27, STA. 169+28.5 TO STA. 189+25.35 RIGHT UNDERDRAIN CENTERLINE PROFILE



RUNWAY 9-27, STA. 169+28.5 TO STA. 189+25.35 RIGHT UNDERDRAIN CENTERLINE PROFILE, CONTINUED





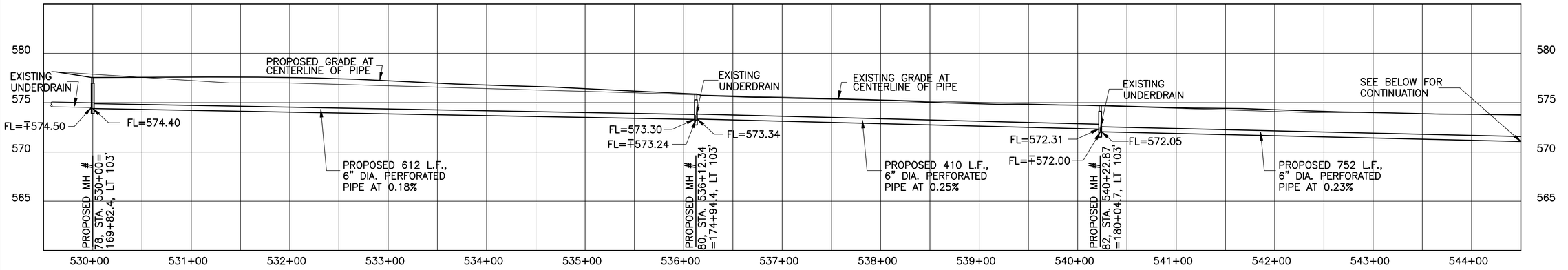
TYPICAL DETAIL – MANHOLE
ADJUSTMENT IN BITUMINOUS PAVEMENT
NO SCALE

DRAINAGE – PIPE PROFILES

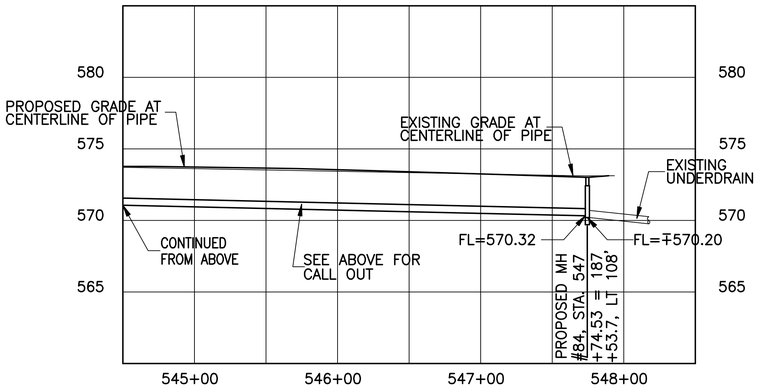
G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE1.dwg, 4/23/2010 12:00:49 PM, jeffm

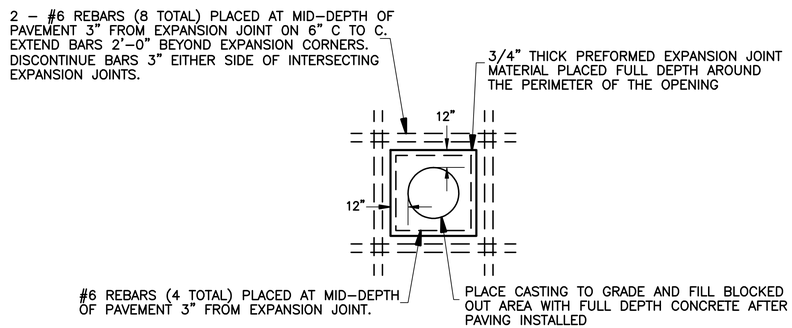
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 70 OF 206

RUNWAY 9-27, STA. 169+82.4 TO STA. 187+53.7 LEFT UNDERDRAIN CENTERLINE PROFILE

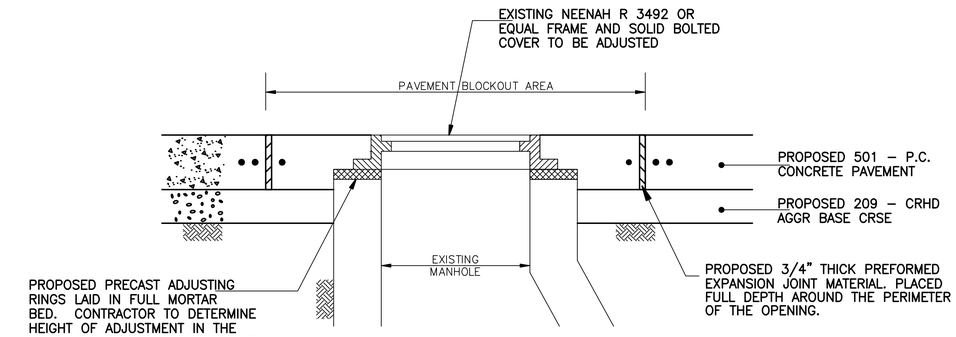


RUNWAY 9-27, STA. 169+82.4 TO STA. 187+53.7 LEFT UNDERDRAIN CENTERLINE PROFILE, CONTINUED

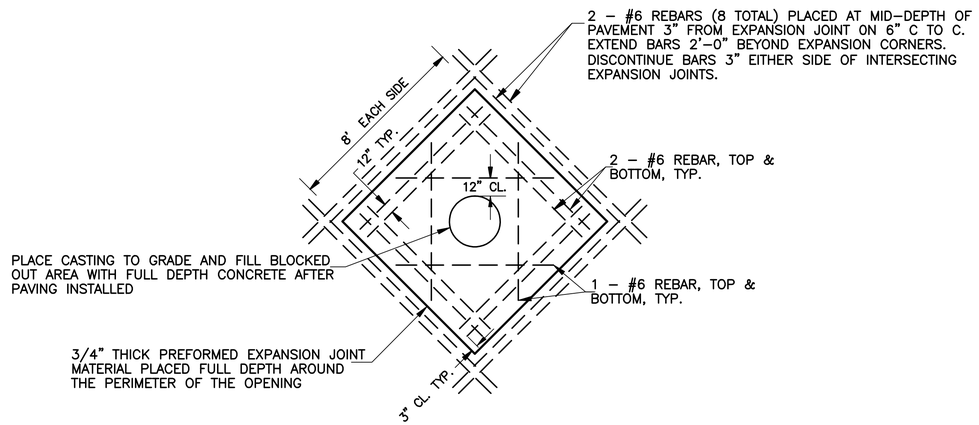




PAVEMENT SQUARE BLOCKOUT
FOR CIRCULAR CASTING
NO SCALE



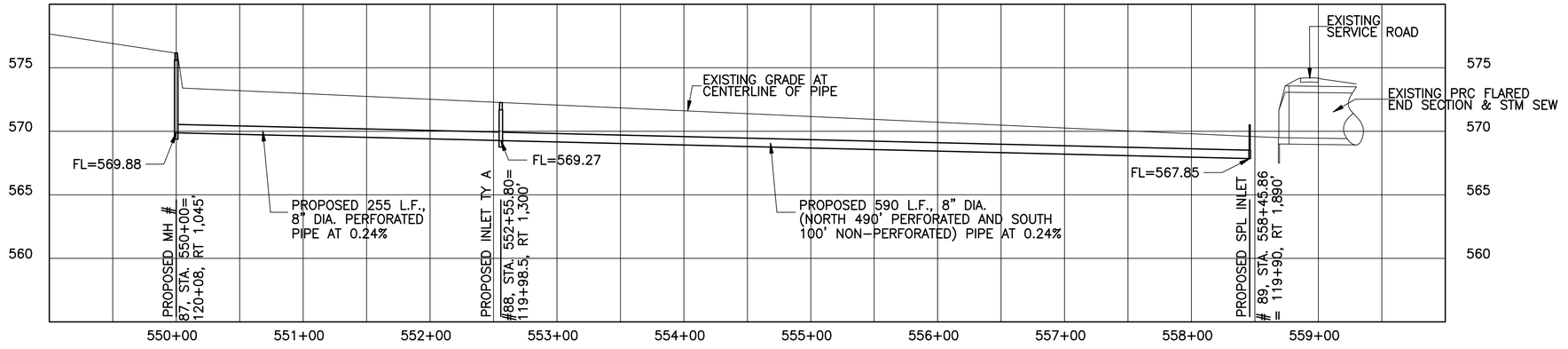
TYPICAL DETAIL – MANHOLE
ADJUSTMENT IN P.C.C. PAVEMENT
NO SCALE



DIAMOND BLOCKOUT
FOR CIRCULAR CASTING
NO SCALE

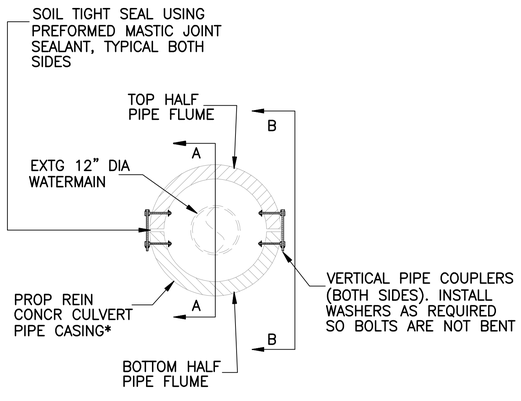
G:\Airport\A09T028-RW 9-27 Reconst.Design\DRAINAGE1.dwg, 4/23/2010 12:01:13 PM, jeffm

RUNWAY 9-27, STA. 120+08 RT 1,045' TO STA. 119+90 RIGHT 1,890' UNDERDRAIN CENTERLINE PROFILE

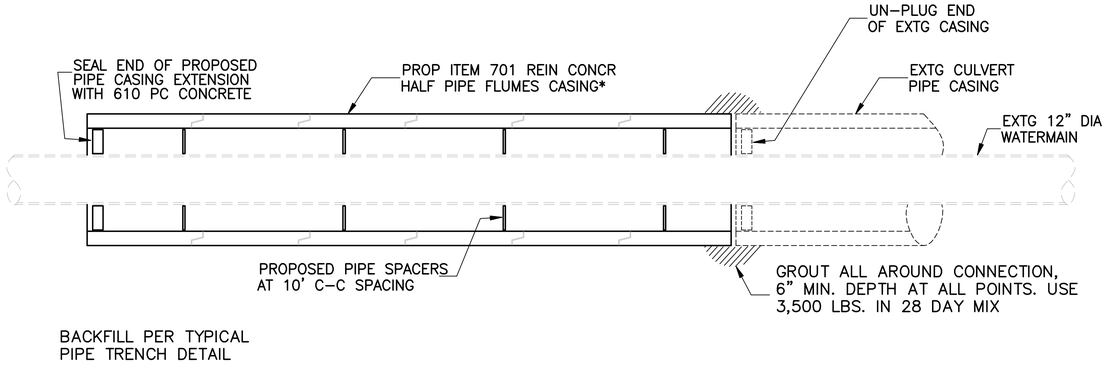


EXISTING RUNWAY 9-27 PIPE CASING CULVERT EXTENSION DETAILS
(TYPICAL, BOTH SIDES OF RUNWAY 9-27 AT STA. 164+00∓)

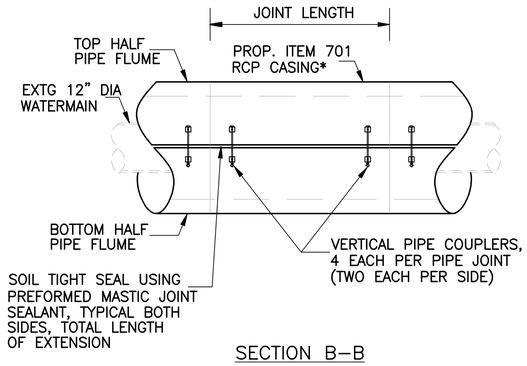
INCLUDE COST FOR ALL ITEMS SHOWN IN THESE DETAILS IN THE AR801631 – EXTEND CASING CONTRACT UNIT PRICE.



CASING CROSS SECTION



SECTION A-A

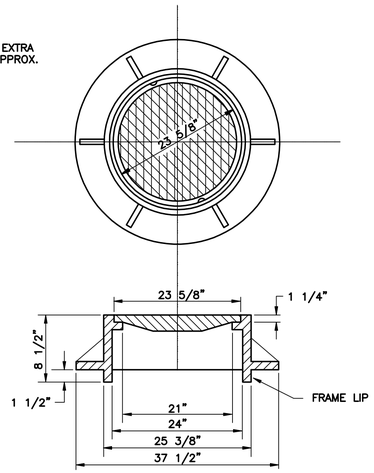


SECTION B-B

* = SIZE OF THE PROPOSED PRECAST CONCRETE PIPE HALF FLUMES SHALL MATCH THE SIZE OF THE EXISTING CASING. CONTRACTOR SHALL EXCAVATE THE EXISTING CASING ENDS TO DETERMINE THE SIZE AT THE TIME OF CONSTRUCTION. CONTRACTOR SHALL NOT ORDER MATERIALS UNTIL SIZE IS DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION. THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY EXTRA COMPENSATION, BEYOND THE CONTRACT UNIT PRICES, DUE TO SIZE ASSUMED DURING BIDDING.

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE1.dwg, 4/23/2010 12:01:32 PM, jeffm

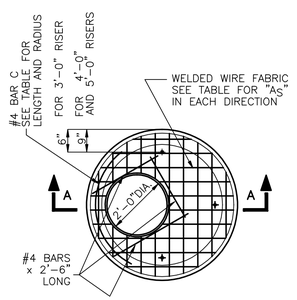
NEENAH R-3493-A OR EQUAL EXTRA HEAVY DUTY FRAME AND LID. APPROX. WEIGHT 440 POUNDS.



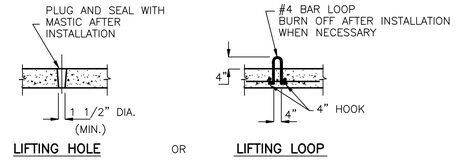
NOTES:

1. USE FOR ALL MANHOLES (UNLESS NOTED OTHERWISE ON THE PLAN SHEETS).
2. REMOVE BOLTS THAT HOLD THE GRATE TO TO THE FRAME AND DO NOT REINSTALL.

MANHOLE FRAME AND LID



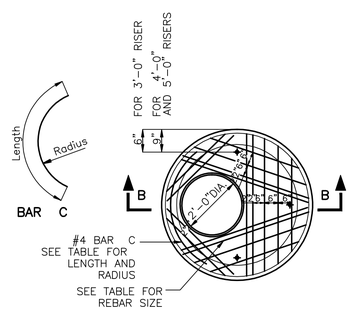
P L A N
SHOWING WELDED WIRE FABRIC



TYPICAL
(3 REQUIRED PER SLAB)

TABLE

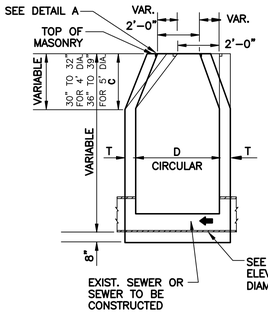
D	T	D_O (MIN)	f	REINFORCEMENT "A s " W.W.F. EACH DIRECTION OR BAR SIZE	#4 BAR C LENGTH	#4 BAR C RADIUS
3'-0"	See Standards 1514, 1526,1527, and 1586	D + 21"	6"	.20 sq.in./lin.ft. #4	4'-0"	1'-7"
4'-0"			6"	.35 sq.in./lin.ft. #5	4'-6"	2'-2"
5'-0"			8"	.35 sq.in./lin.ft. #5	5'-0"	2'-8"



P L A N
SHOWING REBAR REIFORCEMENT
WITH TYPICAL SPACING

ALT. MATERIAL FOR WALLS	D	C	T
PRECAST REINFORCED CONCRETE RINGS	4'	2'-6"	5"
	5'	3'-0"	6"
MONOLITHIC CONCRETE	4'	2'-6"	6"
	5'	3'-0"	8"

FOR 6' DIAMETER MANHOLES, SEE IDOT STANDARD 602406. MANHOLE FRAME LIP NOTCH OUT DETAIL AND ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 602406.



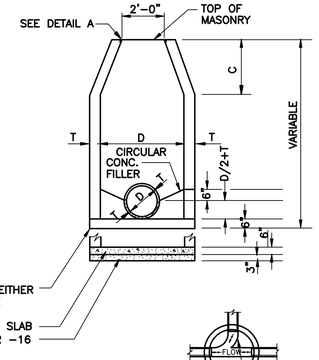
NOTES :

PRECAST REINFORCED CONCRETE RINGS AND MANHOLE FRAMES SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.

MORTAR MIX SHALL CONSIST OF 1 PART PORTLAND CEMENT & 3 PARTS SAND.

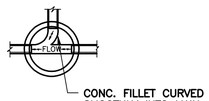
ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.

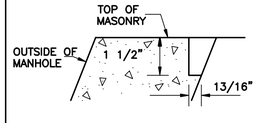
THE CONTRACT UNIT PRICE FOR MANHOLE SHALL INCLUDE INSTALLATION OF THE FRAME AND LID.



DIAMETER OF MAIN SEWER	D
30 INCHES AND UNDER	4'-0"
36 TO 60 INCHES INCLUSIVE	5'-0"

FURNISHING AND INSTALLING SAND CUSHION, FRAME, AND LID TO BE INCLUDED IN THE CONTRACT UNIT PRICE



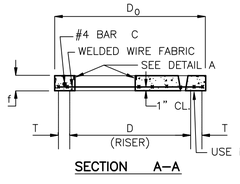


DETAIL A
NOTCH OUT FOR FRAME LIP

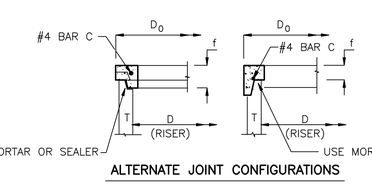
NOTE :
THE CONE OF THE MANHOLE SHALL BE CONSTRUCTED AS SHOWN BY THE DOTTED LINES ONLY WHEN THERE IS INTERFERENCE WITH UNDERGROUND CONDITIONS AND THESE CONDITIONS CAN NOT BE ALTERED.

DETAIL OF STORM MANHOLE
ITEMS AR751540 & AR751550

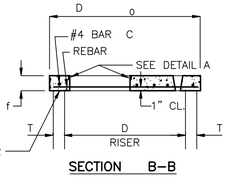
MODIFIED IDOT
STANDARD 602401



SECTION A-A



ALTERNATE JOINT CONFIGURATIONS



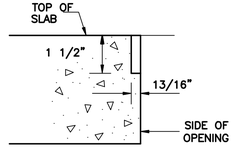
SECTION B-B

PRECAST REINFORCED CONCRETE
FLAT SLAB TOP
FOR MANHOLES, CATCH BASINS
AND VALVE VAULTS

MODIFIED I.D.O.T.
STANDARD 602601

NOTES:

1. PRECAST FLAT SLAB TOPS SHALL CONFORM TO SECTION 602 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. REINFORCEMENT BARS OR WELDED WIRE FABRIC SHALL BE IN ACCORDANCE WITH ARTICLE 1006.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
3. JOINT CONFIGURATION AND DIMENSIONS SHALL MATCH AND FIT THE RISER JOINT DETAIL.
4. LIFTING DEVICES OTHER THAN SHOWN MAY BE USED SUBJECT TO APPROVAL BY THE ENGINEER.
5. THE FLAT SLAB TOP MAY BE USED IN LIEU OF THE TAPERED TOPS SHOWN ON STANDARDS 602001, 602011,602306, 602401, OR 602501 AT THE OPTION OF THE CONTRACTOR OR WHEN FIELD CONDITIONS PROHIBIT THE USE OF TAPERED TOPS.
6. THE COST OF FURNISHING AND INSTALLING THE FLAT SLAB TOP SHALL BE INCLUDED IN THE UNIT PRICE FOR CATCH BASINS, MANHOLES, OR VALVE VAULTS.

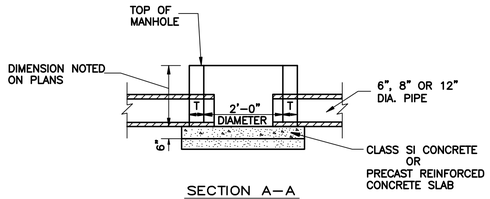


DETAIL A

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE2.dwg, 4/23/2010 11:48:50 AM, jeffm

PLAN

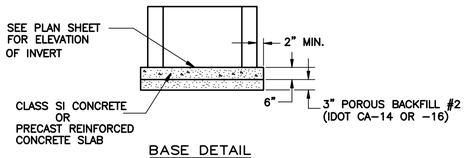
ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE SECTION	3"
PRECAST REINFORCED CONCRETE RINGS	5"
CAST IN PLACE CONCRETE	6"



SECTION A-A

NOTES :

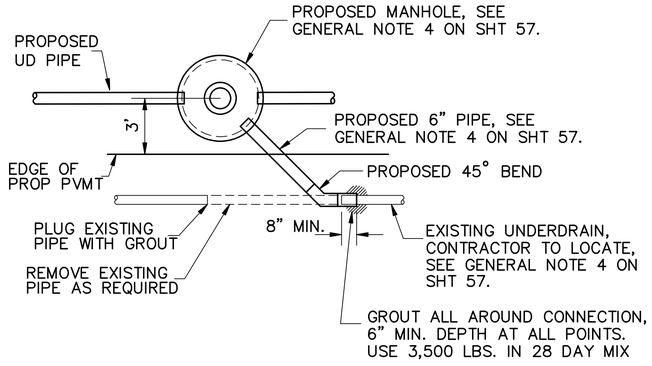
1) PRECAST REINFORCED CONCRETE RINGS AND MANHOLE FRAMES SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
2) MORTAR MIX SHALL CONSIST OF 1 PART PORTLAND CEMENT AND 3 PARTS SAND.
3) ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.
4) THE CONTRACT UNIT PRICE FOR MANHOLE SPECIAL SHALL INCLUDE FURNISHING AND INSTALLING THE FRAME AND LID, THE SAND CUSHION, AND COMPACTING THE BACKFILL MATERIAL. SEE PLAN SHEETS FOR FRAME AND LID TYPE.



BASE DETAIL

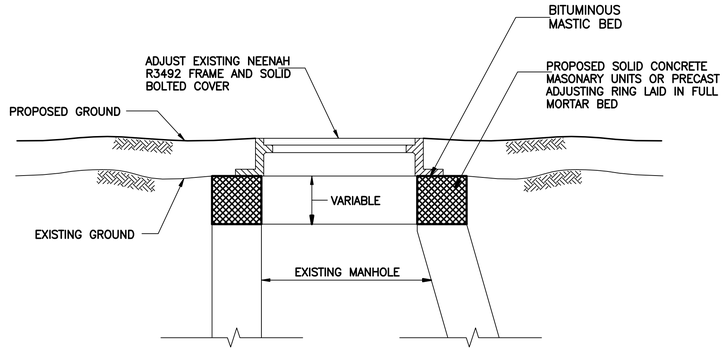
MODIFIED IDOT STANDARD 602301

DETAIL OF INLET, TYPE A
ITEMS AR751411 / AS751411

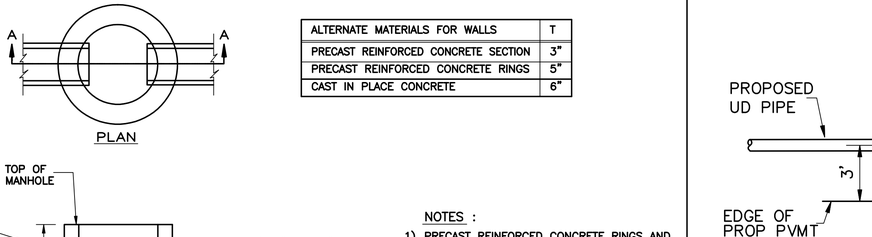


DETAIL A

PROPOSED CONNECTION, EXISTING UNDERDRAIN
TO PROPOSED MANHOLE OR UNDERDRAIN, TYPICAL

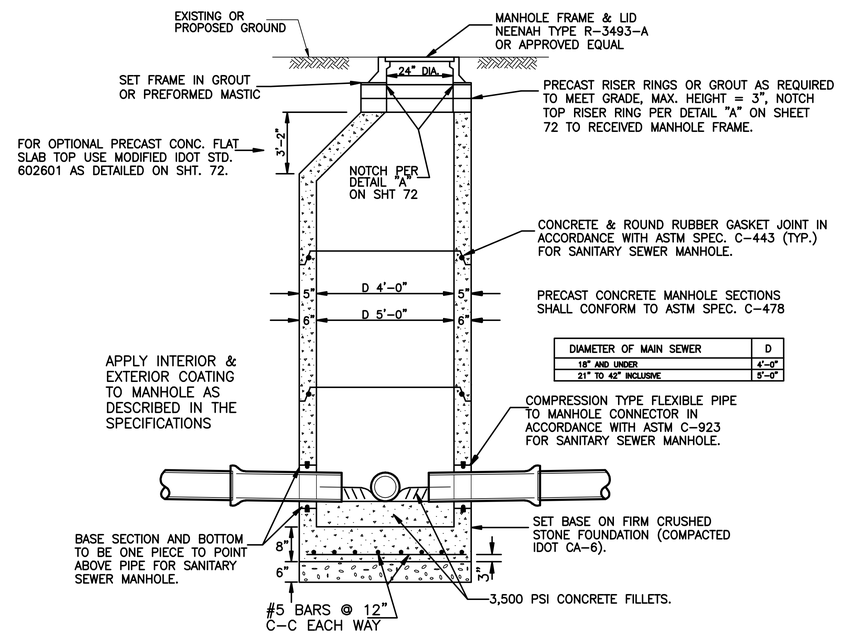


TYPICAL DETAIL - MANHOLE
ADJUST - IN TURF



TYPICAL DETAIL - CONCRETE COLLAR

PROPOSED CONNECTION, EXISTING UNDERDRAIN
TO PROPOSED UNDERDRAIN, TYPICAL



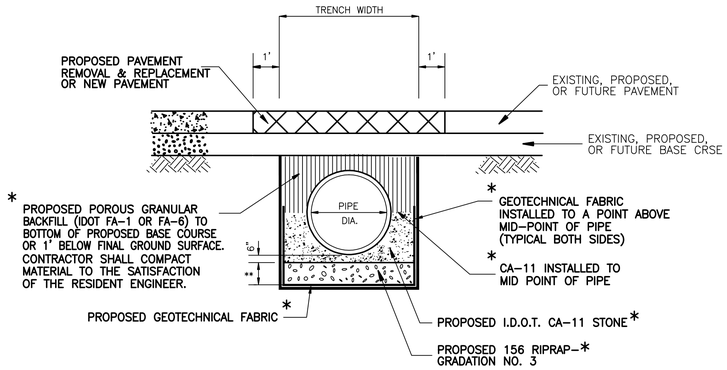
DIAMETER OF MAIN SEWER	D
18" AND UNDER	4'-0"
21" TO 42" INCLUSIVE	5'-0"

ITEM AR770704 SANITARY MANHOLE 4'
(MANOLES FOR SANITARY SEWERS)
NO SCALE

FURNISHING AND INSTALLING CRHD STONE FOUNDATION, FRAME, AND LID TO BE INCLUDED IN THE CONTRACT UNIT PRICE.

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE2.dwg, 4/23/2010 11:47:48 AM, jeffm

PROPOSED TYPICAL SECTION – PIPE TRENCH
(ALL PROPOSED PIPES)



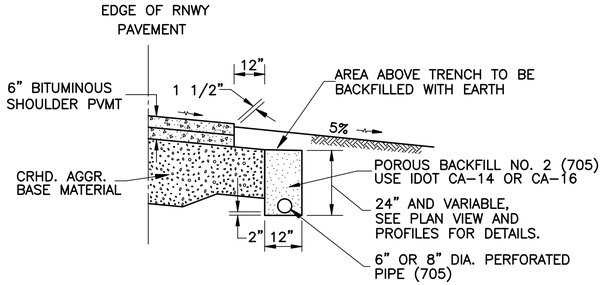
*= COST OF THESE ITEMS SHALL BE INCLUDED IN THE 701 PIPE CONTRACT UNIT PRICES

GENERAL PIPE NOTES:

1. GROUND WATER IS EXPECTED. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEWATERING, TO THE SATISFACTION OF THE ENGINEER, TO INSURE PROPER INSTALLATION OF PIPES. NO ADDITIONAL COMPENSATION BEYOND THE CONTRACT UNIT PRICES WILL BE ALLOWED FOR DEWATERING COSTS.

2. COMPACTED BEDDING AND BACKFILL MATERIALS SHALL BE REQUIRED AS SHOWN IN DETAIL. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

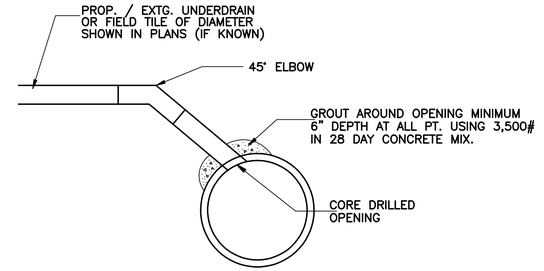
PIPE DIA.	TRENCH WIDTH	PVMT. RMVL. WIDTH	** FOUNDATION DEPTH
8"	3.75'	6'	10"
10"	3.97'	6'	10"
12"	4.17'	6.5'	10"
18"	4.75'	7'	10"
ELLIPTIAL, 18" EQUIV	5.21'	7.5'	10"
24"	5.33'	7.5'	18"
30"	5.92'	8'	18"
42"	7.08'	9.5'	18"



NOTES :

1) PIPE UNDERDRAIN MATERIAL SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 705 AND THE SPECIAL PROVISIONS.
2) PIPE UNDERDRAIN TO BE INSTALLED BEFORE PLACEMENT OF PAVEMENT & CRUSHED AGGR.
3) COST OF POROUS BACKFILL NO. 2 (CA-14 OR CA-16), BENDS AND FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.
4) NO ADDITIONAL COMPENSATION SHALL BE MADE FOR CHANGES IN ELEVATIONS MADE BY THE RESIDENT ENGINEER.
5) PIPE UNDERDRAIN TO BE INSTALLED ON BOTH SIDES OF PAVEMENT.

PERFORATED PIPE UNDERDRAIN DETAIL

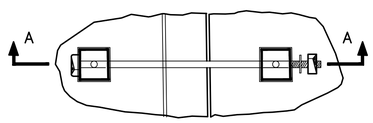


DETAIL OF PIPE UNDERDRAIN / FIELD TILE OUTLET INTO STORM SEWER OR PIPE CULVERT

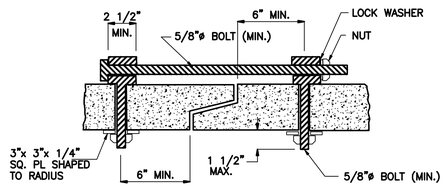
NOTES :

COST OF NEW PIPE, ELBOW AND GROUTING TO BE INCLUDED IN CONTRACT UNIT PRICES. ANY DAMAGE TO EXISTING STORM SEWER, TILE, OR PIPE CULVERT SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.

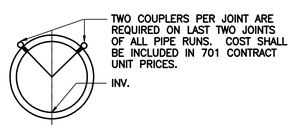
PROPOSED PIPE COUPLERS

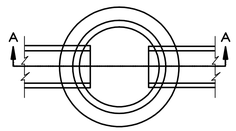


PLAN OF ONE COUPLER

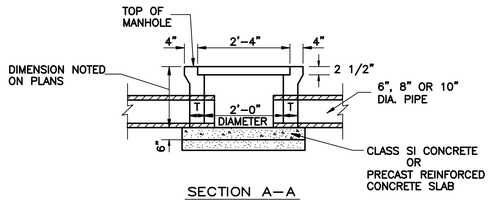


SECTION A-A

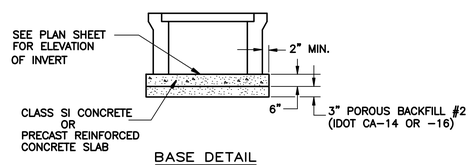




PLAN



SECTION A-A



BASE DETAIL

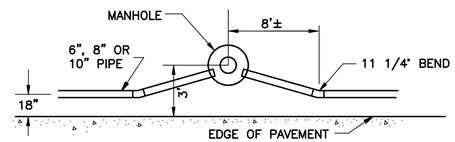
DETAIL OF MANHOLE SPECIAL
ITEMS AR751570 / AS751570

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RINGS	5"
CAST IN PLACE CONCRETE	6"

NOTES :

1) PRECAST REINFORCED CONCRETE RINGS AND MANHOLE FRAMES SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
2) MORTAR MIX SHALL CONSIST OF 1 PART PORTLAND CEMENT AND 3 PARTS SAND.
3) ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.
4) THE CONTRACT UNIT PRICE FOR MANHOLE SPECIAL SHALL INCLUDE FURNISHING AND INSTALLING THE FRAME AND LID, THE SAND CUSHION, AND COMPACTING THE BACKFILL MATERIAL. SEE PLAN SHEETS FOR FRAME AND LID TYPE.

MODIFIED IDOT STANDARD 602301



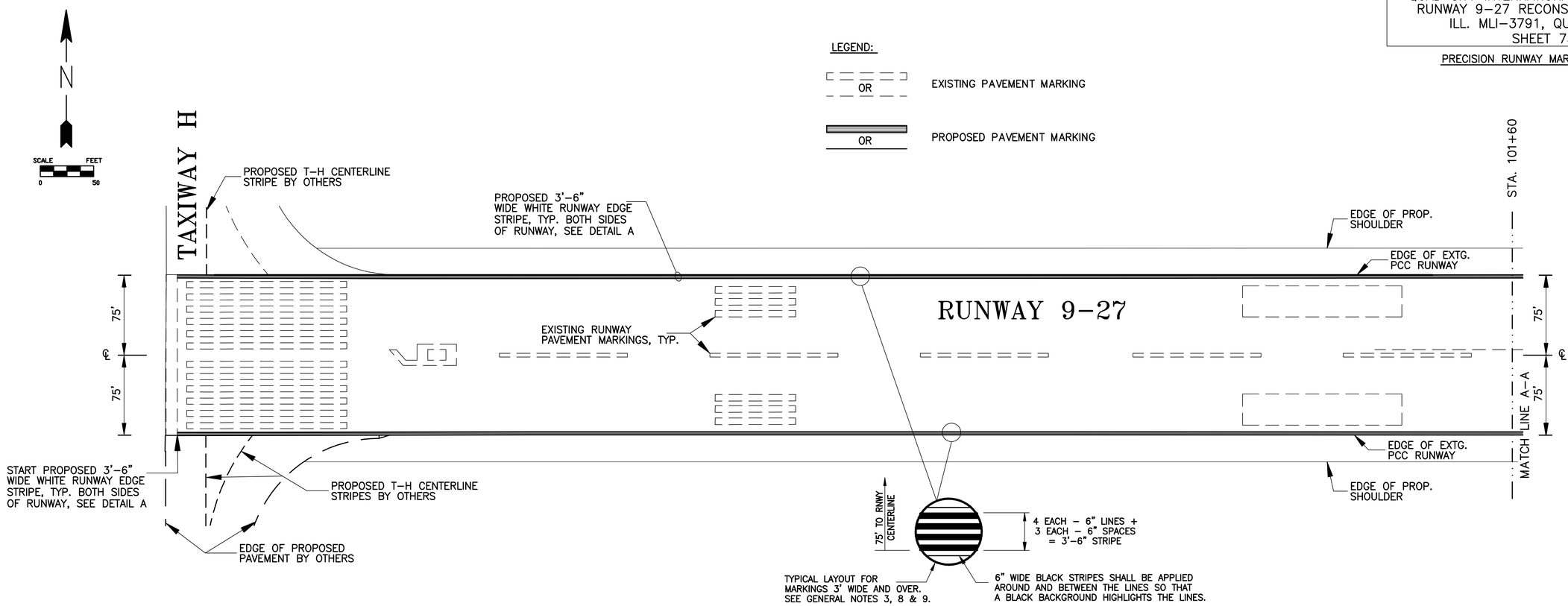
COST OF FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.

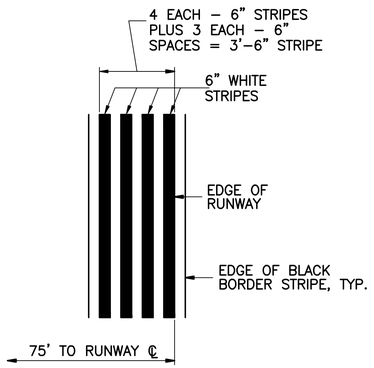
PLAN VIEW OF MANHOLE SPECIAL ADJACENT TO EDGE OF PVMT.

G:\Airport\A09T026-RW 9-27 Reconst.Design\DRAINAGE2.dwg, 4/23/2010 11:48:22 AM, jeffm

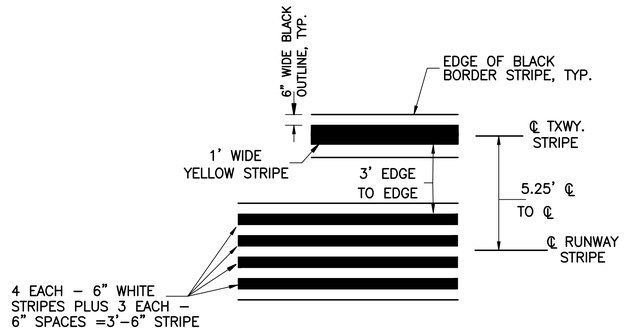
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 75 OF 206

PRECISION RUNWAY MARKINGS





DETAIL A
RUNWAY EDGE STRIPES
STRIATED



DETAIL B
RUNWAY ℄ / TAXIWAY ℄ STRIPES

GENERAL NOTES - PAINTING:

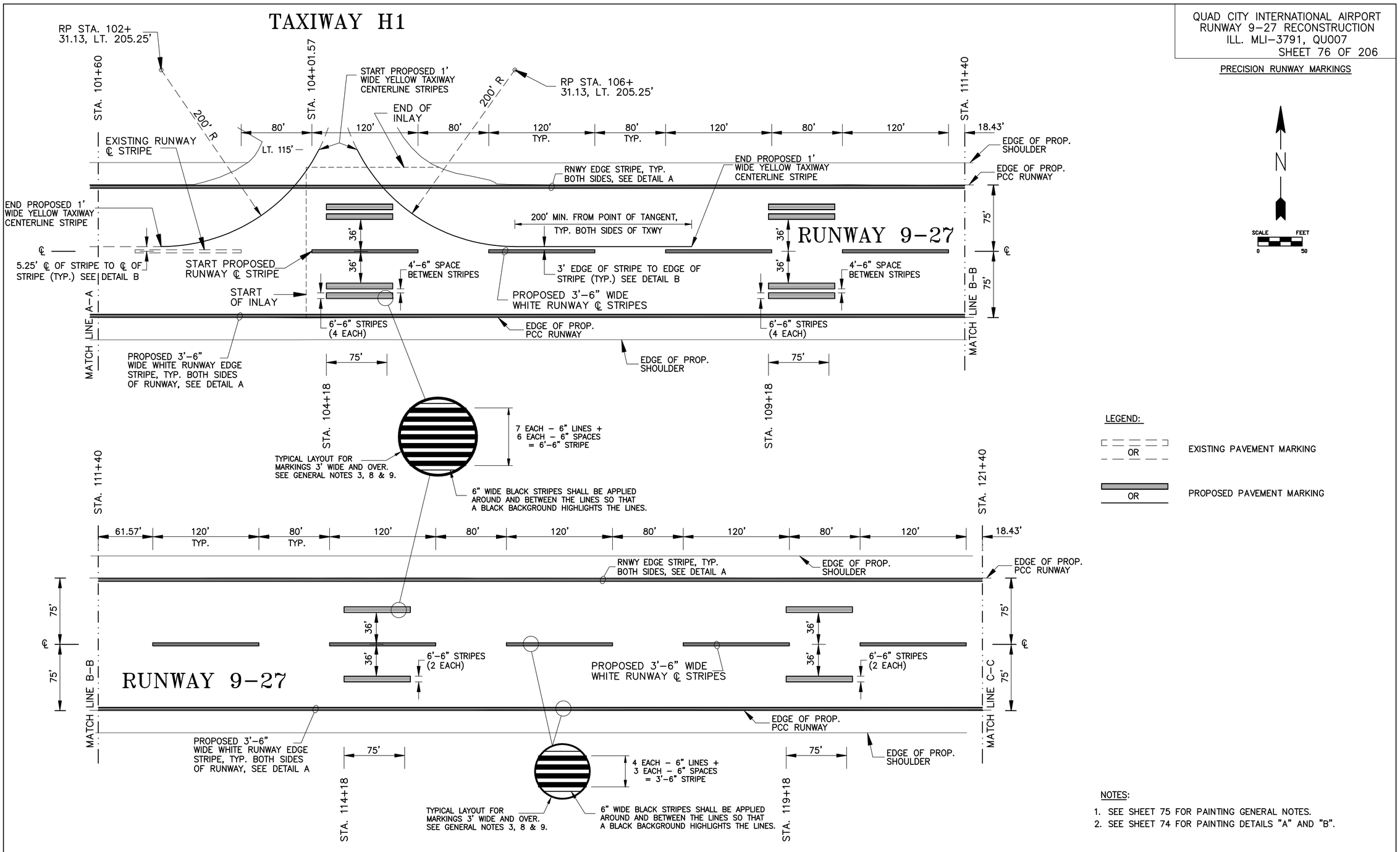
1. ALL RUNWAY MARKINGS SHALL BE WHITE UNLESS NOTED OTHERWISE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS NOTED OTHERWISE.
3. RUNWAY MARKINGS 3' FEET WIDE AND OVER SHALL CONSIST OF A SERIES OF LONGITUDINAL STRIPES 6" WIDE WITH EQUAL WIDTH SPACING BETWEEN THE STRIPES (STRIATED MARKINGS.) TAXIWAY PAINTED SURFACE HOLDING POSITION SIGNS ARE NOT STRIATED.
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.

G:\Airport\A09T026-RW 9-27 Reconst.Design\PVMTMRKG.dwg, 4/23/2010 9:42:48 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 76 OF 206

PRECISION RUNWAY MARKINGS

TAXIWAY H1



NOTES:

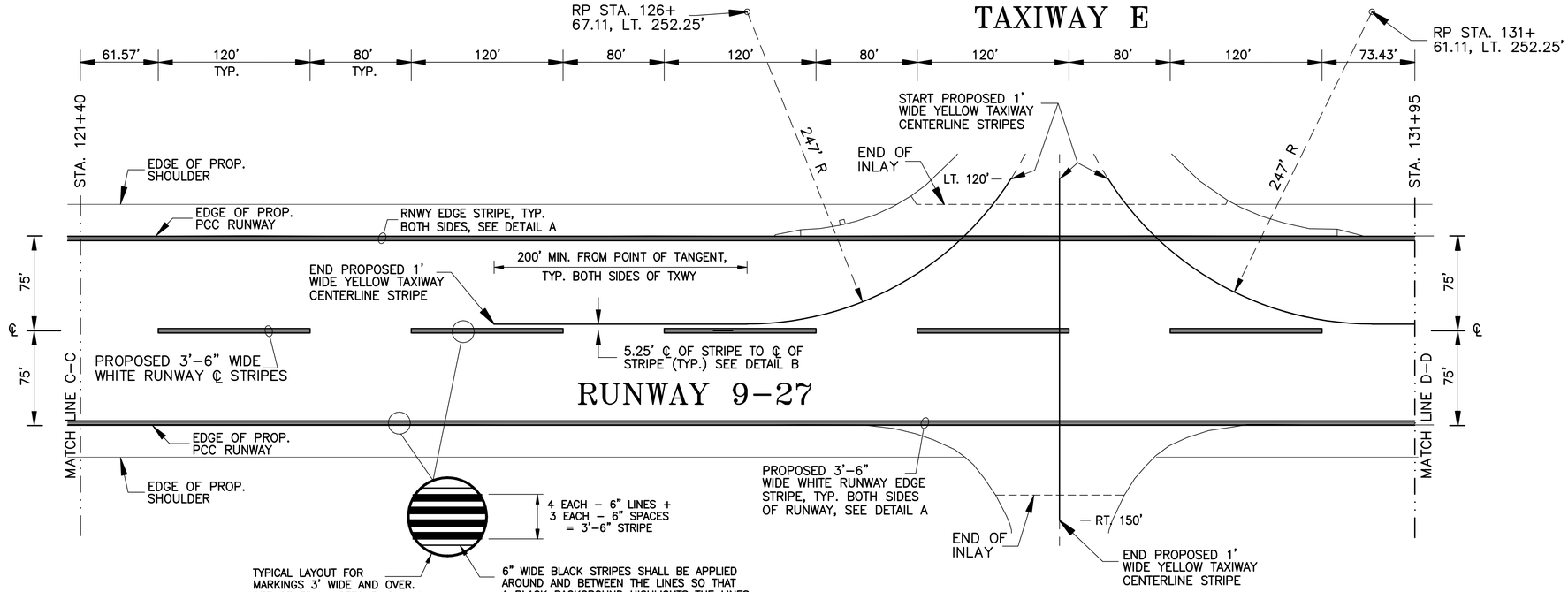
1. SEE SHEET 75 FOR PAINTING GENERAL NOTES.
2. SEE SHEET 74 FOR PAINTING DETAILS "A" AND "B".

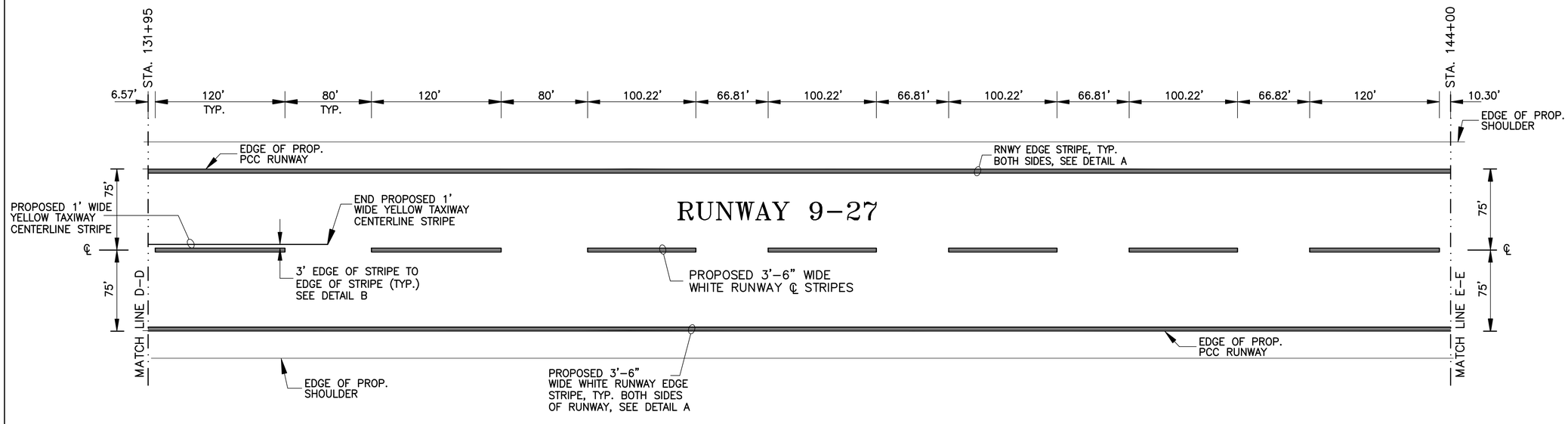
PROPOSED PAVEMENT MARKINGS

G:\Airport\A09T026-RW 9-27 Reconst.Design\PVMTMRKG.dwg, 4/23/2010 9:43:35 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 77 OF 206

PRECISION RUNWAY MARKINGS





NOTES:

1. SEE SHEET 75 FOR PAINTING GENERAL NOTES.
2. SEE SHEET 74 FOR PAINTING DETAILS "A" AND "B".

PROPOSED PAVEMENT MARKINGS

77/206

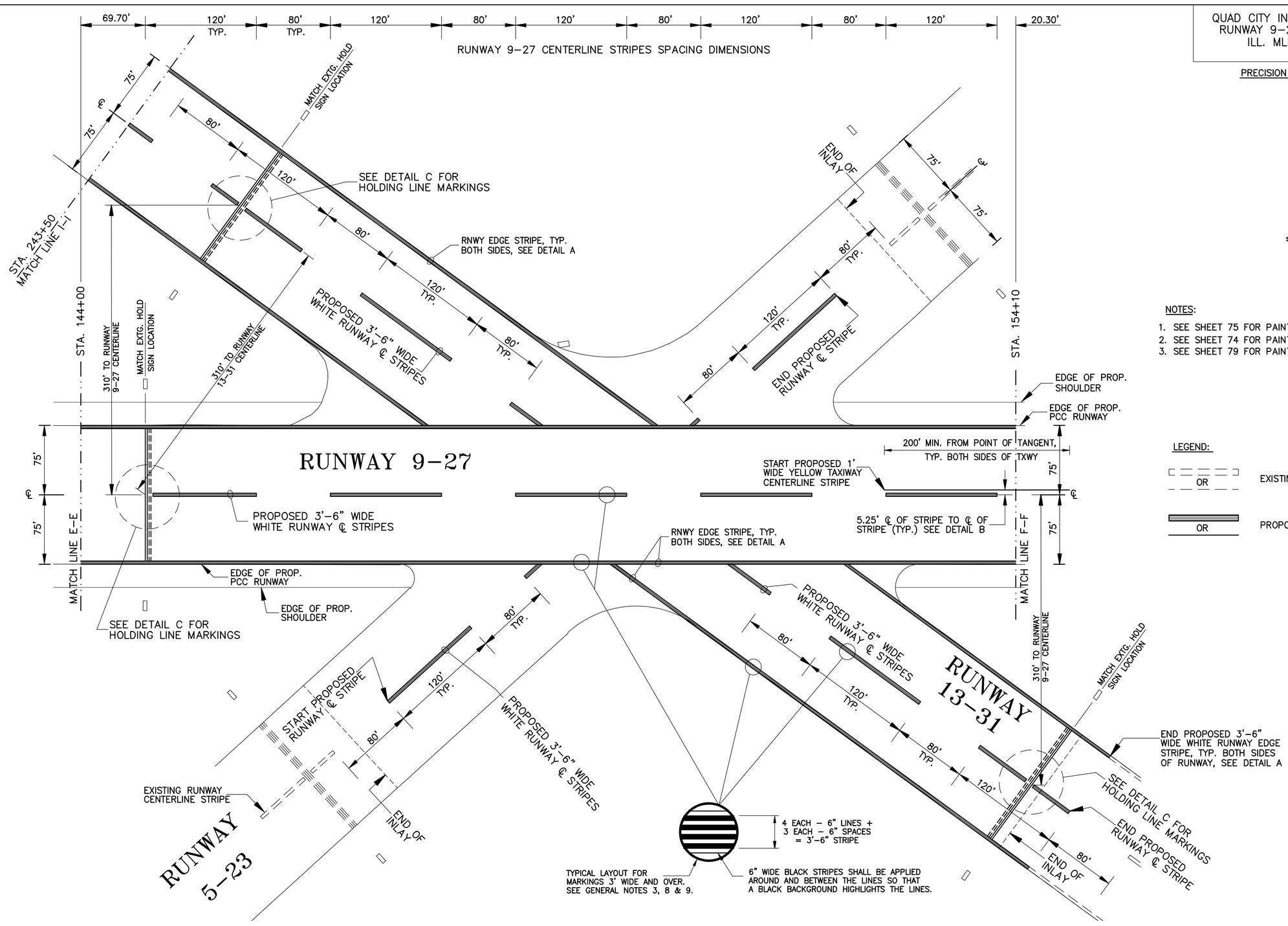
G:\Airport\A09T026-RW 9-27 Reconst.Design\PVMTMRKG.dwg, 4/23/2010 9:44:11 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 78 OF 206

PRECISION RUNWAY MARKINGS

RUNWAY 9-27 CENTERLINE STRIPES SPACING DIMENSIONS

69.70' | 120' TYP. | 80' TYP. | 120' | 80' | 120' | 80' | 120' | 80' | 120' | 20.30'



N

SCALE FEET
0 50

NOTES:

1. SEE SHEET 75 FOR PAINTING GENERAL NOTES.
2. SEE SHEET 74 FOR PAINTING DETAILS "A" AND "B".
3. SEE SHEET 79 FOR PAINTING DETAIL "C".

LEGEND:

OR — EXISTING PAVEMENT MARKING

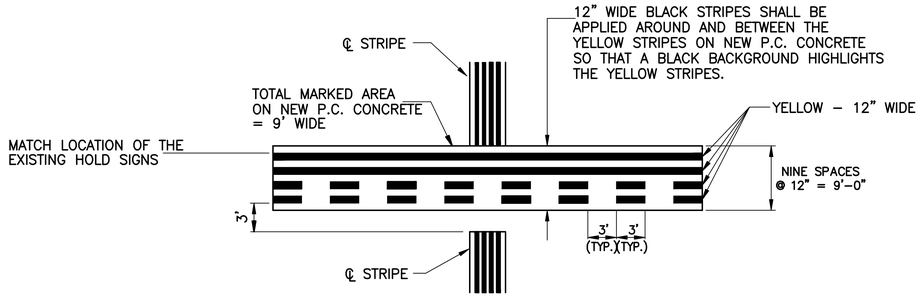
OR — PROPOSED PAVEMENT MARKING

PROPOSED PAVEMENT MARKINGS

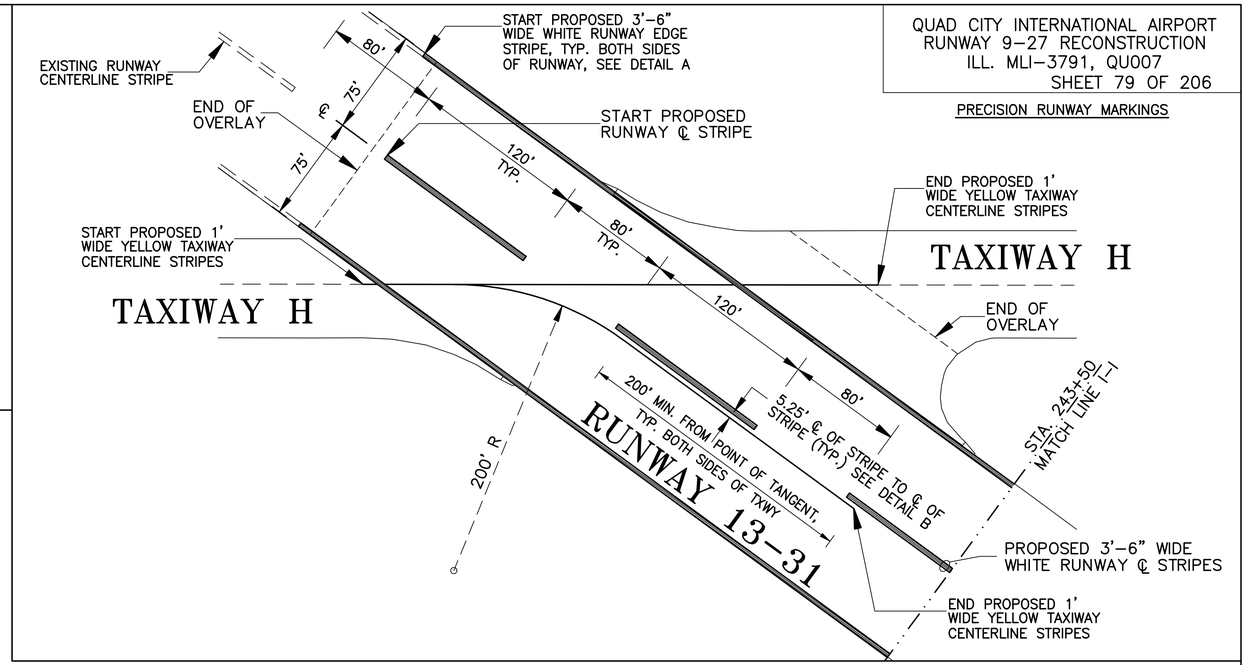
G:\Airport\A09T026-RW 9-27 Reconst.Design\PVMTMRKG.dwg, 4/23/2010 9:44:44 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 79 OF 206

PRECISION RUNWAY MARKINGS



DETAIL C
HOLDING LINE MARKINGS



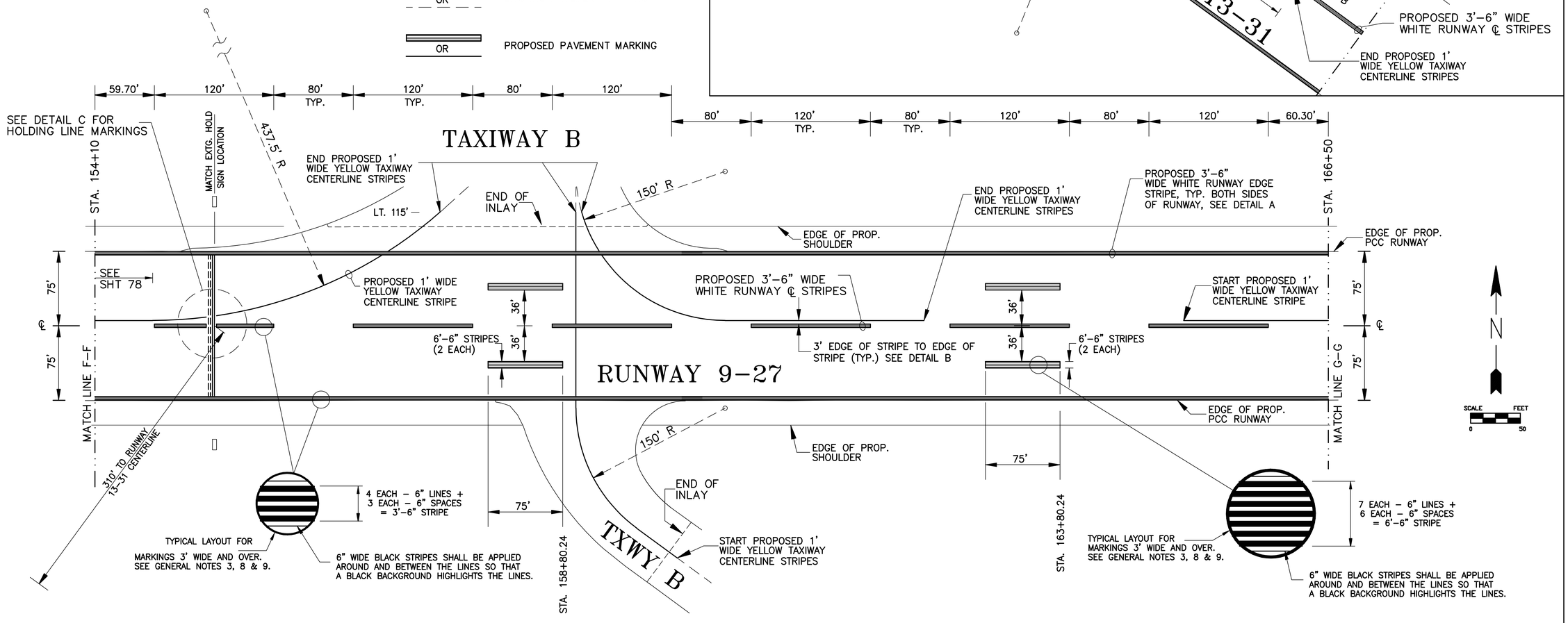
NOTES:

1. SEE SHEET 75 FOR PAINTING GENERAL NOTES.
2. SEE SHEET 74 FOR PAINTING DETAILS "A" AND "B".

LEGEND:

OR — EXISTING PAVEMENT MARKING

OR — PROPOSED PAVEMENT MARKING

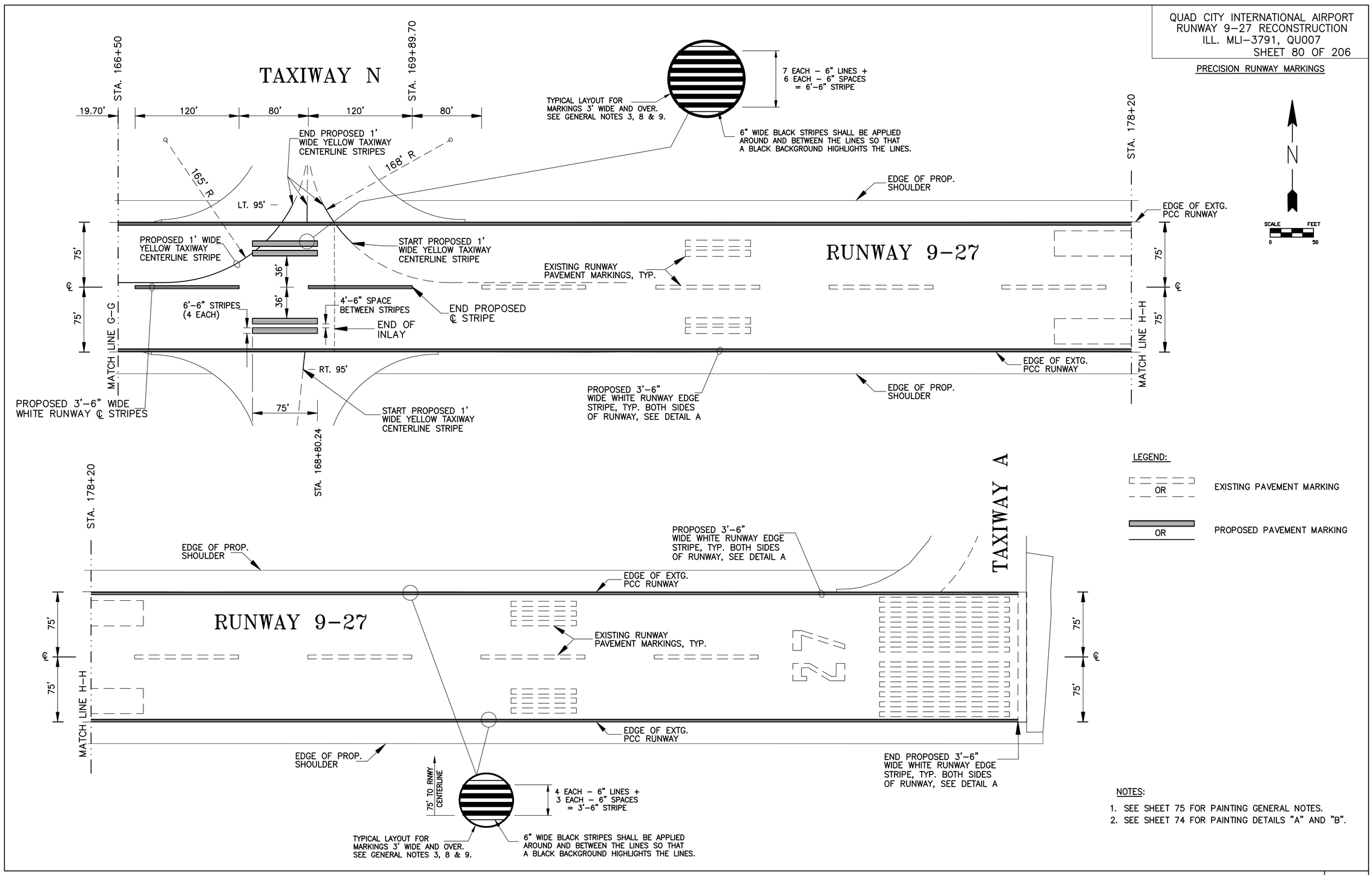


PROPOSED PAVEMENT MARKINGS

G:\Airport\A09T026-RW 9-27 Reconst.Design\PVMTMRKG.dwg, 4/23/2010 9:45:24 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 80 OF 206

PRECISION RUNWAY MARKINGS



PROPOSED PAVEMENT MARKINGS

80/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\PVMTMRKG.dwg, 4/23/2010 9:46:01 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 81 OF 206

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS				
REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
113, 114, 115 & 116	88+92.46, LT. 55', 65' 75' & 85'	L-862E THRESHOLD HIRLQ	W FACE = GREEN & E FACE =RED	NO CHANGE
1, 2, 3 & 4	88+92.46, RT. 55', 65' 75' & 85'	L-862E THRESHOLD HIRLQ	W FACE = GREEN & E FACE =RED	NO CHANGE
5 & 112	90+80.03, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
6 & 111	92+66.36, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
7 & 110	94+52.69, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
8 & 109	96+39.02, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
9 & 108	98+25.35, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
10 & 107	100+11.68, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH

GENERAL NOTES:

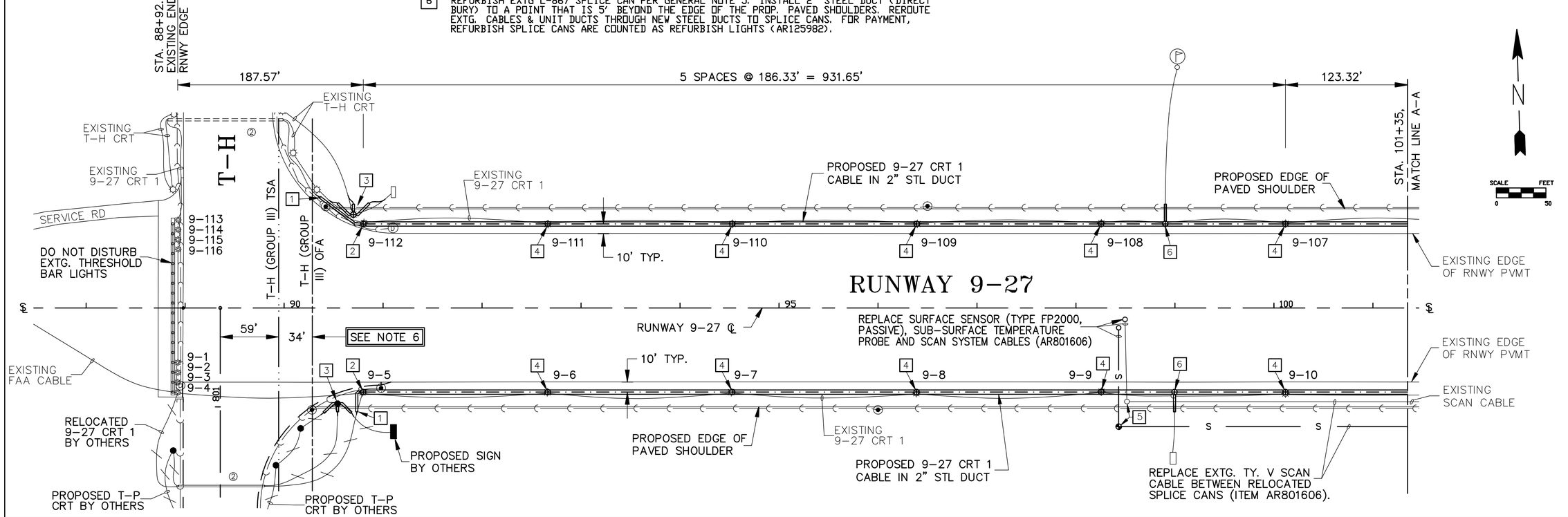
1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.
6. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY H OFA (OBJECT FREE AREA) WHEN AN AIRCRAFT IS USING TAXIWAY H.

NUMBERED LEGEND

1. LOCATE EXTG. 9-27 CRT 1 CABLES IN UNIT DUCTS AT POINTS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS. INSTALL 2" STEEL DUCTS (DIRECT BURY) BETWEEN THESE POINTS AND LOCATIONS [2]. REROUTE EXTG. 9-27 CRT 1 CABLES & UNIT DUCTS THROUGH NEW STL DUCTS TO LOCATIONS [2].
2. REFURBISH EXTG L-862 RNWY EDGE LIGHTS PER GENERAL NOTE 5. START PROPOSED NEW 9-27 CIRCUIT 1 CABLES IN 2" STEEL DUCTS (DIRECT BURY) TO EAST.
3. REFURBISH EXTG L-861 TXWY EDGE LIGHTS PER GENERAL NOTE 5. INSTALL 2" STEEL DUCTS (DIRECT BURY) TO POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS (3 EACH PER LOCATION). REROUTE EXTG. / PROP. BY OTHERS TAXIWAY CIRCUIT CABLES & UNIT DUCTS THROUGH NEW STEEL DUCTS TO TXWY EDGE LIGHTS.
4. REFURBISH EXTG L-862 RNWY EDGE LIGHTS PER GENERAL NOTE 5.
5. RELOCATE EXTG SCAN SYSTEM SPLICE CANS PER SCAN SYSTEM DETAILS. INCLUDE COSTS FOR RELOCATING EXTG. SCAN SYSTEM SPLICE CANS IN CONTRACT ITEM AR801606.
6. REFURBISH EXTG L-867 SPLICE CAN PER GENERAL NOTE 5. INSTALL 2" STEEL DUCT (DIRECT BURY) TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS. REROUTE EXTG. CABLES & UNIT DUCTS THROUGH NEW STEEL DUCTS TO SPLICE CANS. FOR PAYMENT, REFURBISH SPLICE CANS ARE COUNTED AS REFURBISH LIGHTS (AR125982).

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD
- PROPOSED ELECTRICAL CIRCUIT BY OTHERS



RUNWAY 9-27 LIGHTING PLAN, STA 88+00 TO STA 101+35 81/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 10:58:35 AM, jeffm

SYMBOL LEGEND

- EXISTING L-853 RETROREFLECTIVE PAVEMENT MARKER
- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS

REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
11 & 106	101+98.02, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
12	103+84.35, RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
105	103+84.35, LT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =YELLOW	NO CHANGE
13	105+82.19, LT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
104	105+82.19, RT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =YELLOW	NEW UNIT, AR125525 HIRLQ, INPAVEMENT
14 & 103	107+80.03, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =YELLOW	AR125982, REFURBISH
15 & 102	109+77.87, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
16 & 101	111+75.71, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
17 & 100	113+73.55, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH

GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.

NUMBERED LEGEND

SEE SHEET 81 FOR NUMBERED LEGEND ITEMS [1] THROUGH [6].

[7] EXTG. SPLICE CAN & PROPOSED 2" STEEL DUCT (DIRECT BURY). INSTALL 2" STEEL DUCT (DIRECT BURY) BETWEEN EXTG. SPLICE CAN AND EDGE LIGHT AT PROPOSED LOCATION 9-106. REROUTE EXTG. 9-27 CRT 1 CABLE THROUGH NEW STEEL DUCT BETWEEN EXTG SPLICE CAN AND EDGE LIGHT AT PROPOSED LOCATION 9-106. END PROPOSED NEW 9-27 CIRCUIT 1 CABLE IN 2" STEEL DUCT (DIRECT BURY) FROM WEST AT PROPOSED LOCATION 9-106.

[8] REPLACE EXISTING L-853 RETROREFLECTIVE PAVEMENT MARKER (AR125110). L-853 MARKER SHALL BE BI-DIRECTIONAL GREEN OFFSET MARKER 2' WEST OF PAINTED CENTERLINE STRIPE. PLACE MARKER ON CURVED SECTION TANGENT TO THE CENTERLINE OF THE CURVE. PLACE THE REFLECTING FACE OF THE MARKER PERPENDICULAR TO THE CENTERLINE. SEE AC 150/5340-20 FOR INSTALLATION DETAILS.

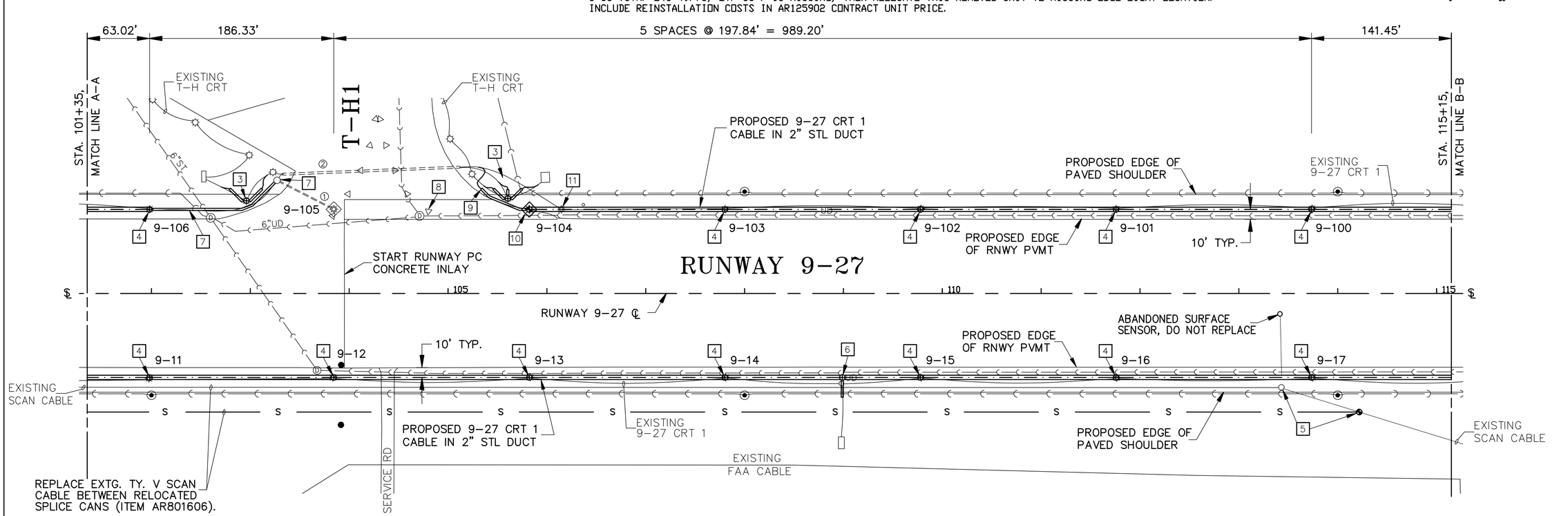
[9] LOCATE EXTG. 9-27 CRT 1 CABLE IN UNIT DUCT AT A POINT 5' BEYOND THE EDGE OF THE PROPOSED PAVED SHOULDER. INSTALL 2" STEEL DUCT (DIRECT BURY) BETWEEN THIS POINT AND LOCATION [10]. REROUTE EXTG 9-27 CRT 1 CABLE & UNIT DUCT THROUGH NEW STL DUCT TO LOCATION [10].

[10] INSTALL PROPOSED NEW L-850C SEMI-FLUSH RUNWAY EDGE LIGHT (AR125525) AT PROPOSED LOCATION 9-104. START PROPOSED NEW 9-27 CIRCUIT 1 CABLE IN 2" STEEL DUCT (DIRECT BURY) TO EAST.

[11] REMOVE EXTG. L-862 BASE MOUNTED LIGHT (AR125902). IF R13-31 L-862 HIRLQ BASE MOUNTED UNIT AT LOCATION 3-65 (STA. 248+49.78, LT. 85') IS MISSING, THEN RELOCATE THIS REMOVED UNIT TO MISSING EDGE LIGHT LOCATION. INCLUDE REINSTALLATION COSTS IN AR125902 CONTRACT UNIT PRICE.

N

SCALE FEET
0 50



RUNWAY 9-27 LIGHTING PLAN, STA 101+35 TO STA 115+15

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 10:59:20 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 83 OF 206

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS				
REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
18 & 99	115+71.37, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
19 & 98	117+69.21, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
20 & 97	119+67.05, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
21 & 96	121+64.89, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
22 & 95	123+62.73, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
23 & 94	125+59.68, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
24	127+56.63, RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
93	127+56.63, LT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125983, REFURBISH

GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.

NUMBERED LEGEND

SEE SHEETS 81 THROUGH 82 FOR NUMBERED LEGEND ITEMS [1] THROUGH [11].

[12] EXTG. SPLICE CANS & PROPOSED 2" STEEL DUCTS (DIRECT BURY). EXTG. DUCT IS 2" AND STEEL UNDER THE PAVEMENT WITH PVC EXTENSIONS IN THE EXTG. GRASS SHOULDERS. RELOCATE EXISTING SPLICE CANS TO LOCATIONS [16]. REMOVE EXTG. 2" PVC EXTENTIONS (AR110900 = 2 EA @ 22'/EA). USE 2" STEEL DUCT (DIRECT BURY) TO EXTEND THE EXTG. 2" STEEL DUCT TO POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS.

[13] EXTG. SCAN CABLE IN EXTG. 2" STL CONDUIT. INSTALL 2" RIGID STEEL TO PVC FITTING ON EXISTING CONDUIT. USE 2" SPLIT DUCT IN PROPOSED ONE WAY DUCT BANK (AR110501) TO EXTEND THE EXTG. CONDUIT TO POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS.

[14] REMOVE EXISTING L-867 SPLICE CANS.

[15] EXTG. GUIDANCE SIGNS TO BE REFURBISHED (AR125984). THE REFURBISHING OF EXTG. GUIDANCE SIGNS SHALL INCLUDE THE REMOVAL OF THE SIGN CONCRETE BASE (INCLUDING SIGN TRANSFORMER CAN), REMOVAL OF CONCRETE BACKFILL FROM AROUND BASE CAN, NEW AGGREGATE LEVELING SUB-BASE, NEW GROUNDING SYSTEM, NEW CONCRETE BACKFILL AROUND BASE CAN, NEW CONCRETE BASE PAD, REINSTALLING CANS, BASES, & SIGNS, NEW SIGN LEGEND PANELS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS. SEE SHEETS 91 THROUGH 94 FOR MORE INFO.

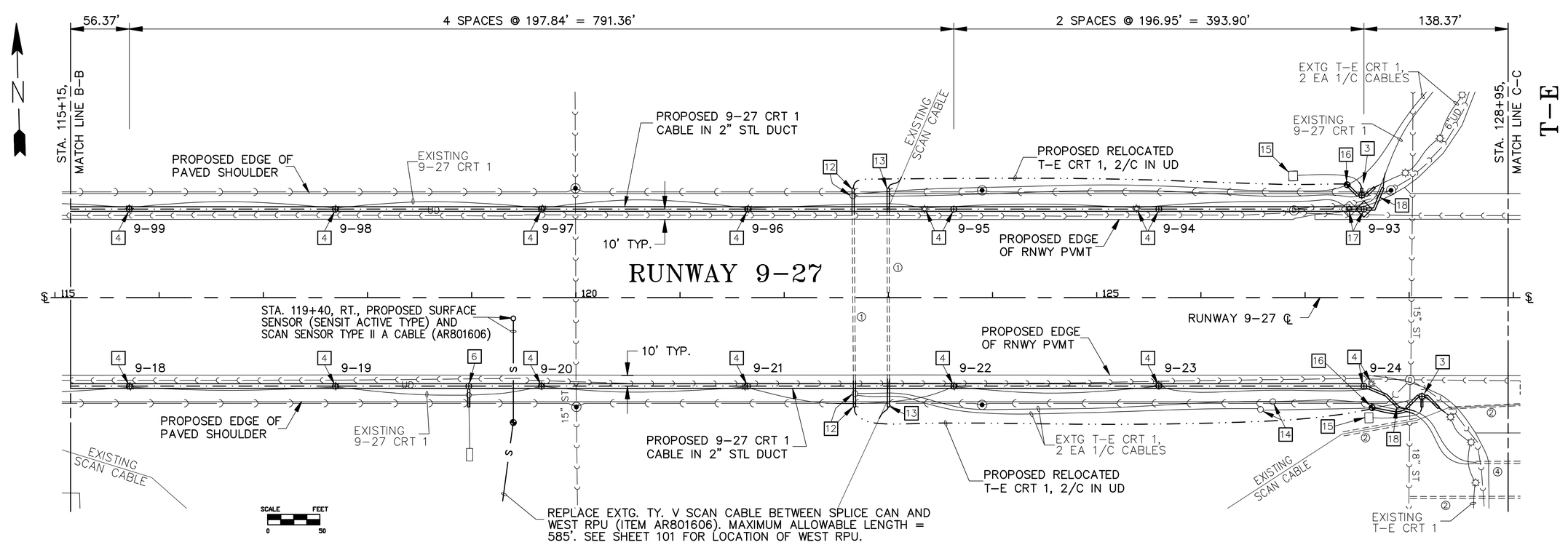
[16] LOCATE EXTG. T-E CRT 1 CABLES IN UNIT DUCTS AT A POINT OUTSIDE OF THE PROP. PAVED SHOULDERS. INSTALL 3-WAY SPLICE CANS FROM LOCATIONS [12]. INSTALL EXTG. T-E CRT 1 CABLES INTO RELOCATED SPLICE CAN. START / END RELOCATION OF T-E CRT 1 IN THESE CANS.

[17] REFURBISH EXTG L-850C RNWY EDGE LIGHTS PER GENERAL NOTE 5.

[18] PROPOSED 2" STEEL DUCTS (DIRECT BURY). INSTALL 2" STEEL DUCTS (DIRECT BURY) BETWEEN POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS AND EDGE LIGHTS AT PROPOSED LOCATIONS 9-24 AND 9-93. REROUTE EXTG. 9-27 CRT 1 CABLES & UNIT DUCTS THROUGH NEW STEEL DUCT TO LIGHTS 9-24 AND 9-93. END PROPOSED NEW 9-27 CIRCUIT 1 CABLES IN 2" STEEL DUCT (DIRECT BURY) FROM THE WEST AT PROPOSED LOCATIONS 9-24 AND 9-93.

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD



RUNWAY 9-27 LIGHTING PLAN, STA 115+15 TO STA 128+95

83/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 11:00:02 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 84 OF 206

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS				
REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
25	129+53.57, RT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125943, ADJUST
92	129+53.57, LT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125983, REFURBISH
26 & 91	131+51.49, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
27 & 90	133+49.41, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
28 & 89	135+47.33, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
29 & 88	137+45.25, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
30 & 87	139+43.17, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
31 & 86	141+41.09, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH

GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 93 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.

NUMBERED LEGEND

SEE SHEETS 81 THROUGH 83 FOR NUMBERED LEGEND ITEMS [1] THROUGH [18].

[19] RELOCATE EXTG. 2" STEEL DUCT. INCLUDE RELOCATION COSTS IN AR125983-REFURBISH INPAVEMENT LIGHT CONTRACT UNIT PRICE.

[20] ADJUST ELEVATION OF EXTG L-850C INPAVEMENT EDGE LIGHT (AR125943).

[21] START REPLACEMENT OF EXTG 9-27 CRT 1 AT THIS EXTG SPLICE CAN. INSTALL 1/C CABLE IN UNIT DUCT BETWEEN THIS SPLICE CAN AND EGDE LIGHT 9-26.

[22] PROPOSED 2" STEEL DUCT (DIRECT BURY). INSTALL 2" STEEL DUCT (DIRECT BURY) BETWEEN POINT THAT IS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDER AND EDGE LIGHT AT PROPOSED LOCATIONS 9-91. REROUTE EXTG. 9-27 CRT 1 CABLE & UNIT DUCT THROUGH NEW STEEL DUCT TO LIGHT 9-91. START PROPOSED NEW 9-27 CIRCUIT 1 CABLE IN 2" STEEL DUCT (DIRECT BURY) TO EAST.

[23] PROPOSED 2" STEEL DUCT (DIRECT BURY). INSTALL 2" STEEL DUCT (DIRECT BURY) BETWEEN POINT THAT IS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDER AND EDGE LIGHT AT PROPOSED LOCATIONS 9-26. ROUTE PROP. 9-27 CRT 1 CABLE & UNIT DUCT THROUGH NEW STEEL DUCT TO LIGHT 9-26. START PROPOSED NEW 9-27 CIRCUIT 1 CABLE IN 2" STEEL DUCT (DIRECT BURY) TO EAST.

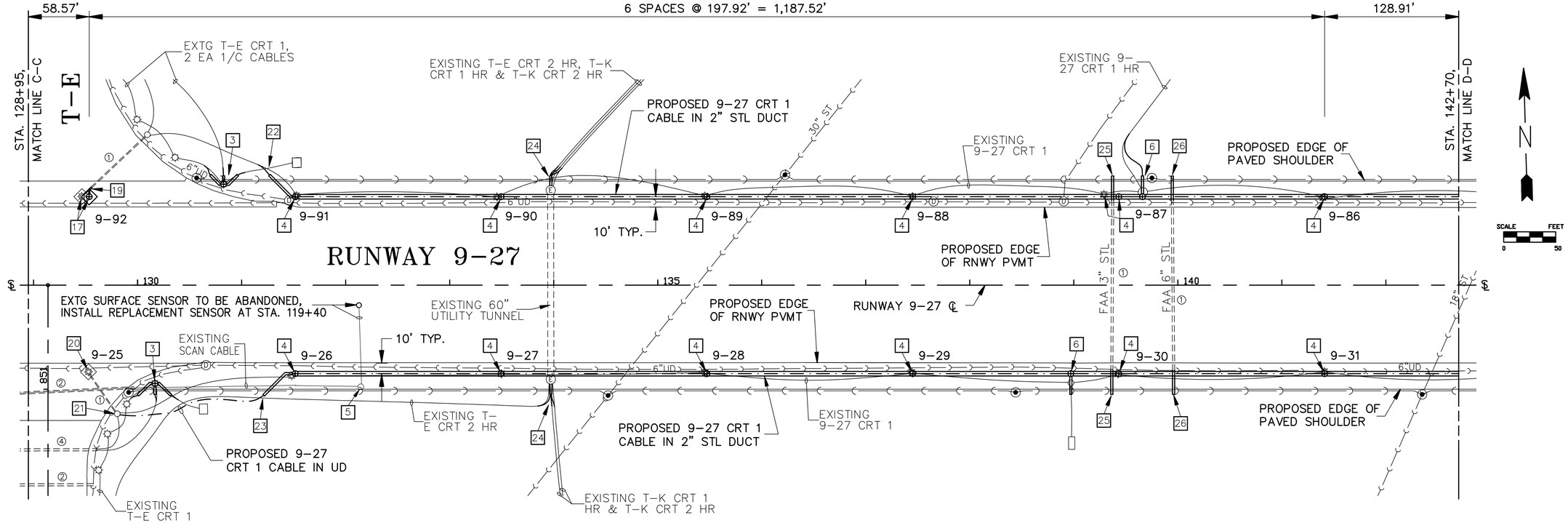
[24] PROPOSED SIX WAY DUCT BANKS BETWEEN EXTG. ELEC. MANHOLES AND POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS. USE SPLIT DUCTS IN PROPOSED SIX WAY DUCT BANKS WHERE EXTG. CABLES ARE PRESENT. REROUTE EXISTING CABLES & UNIT DUCTS THROUGH NEW DUCT BANKS.

[25] EXTEND EXTG. 3" STEEL DUCT (DIRECT BURY) TO POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS. USE SPLIT DUCT IF CABLES ARE PRESENT.

[26] EXTEND EXTG. 6" STEEL DUCT (DIRECT BURY) TO POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS. USE SPLIT DUCT IF CABLES ARE PRESENT.

SYMBOL LEGEND

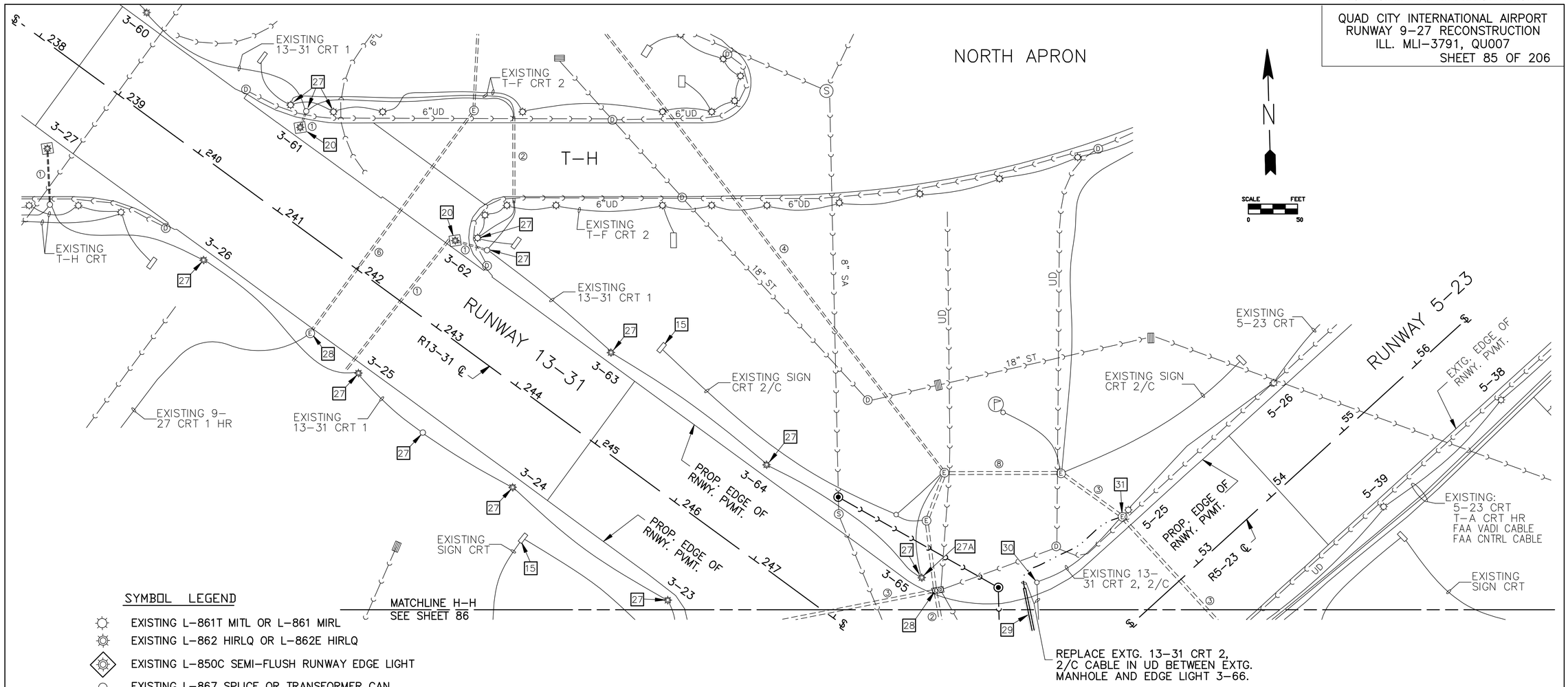
- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD



RUNWAY 9-27 LIGHTING PLAN, STA 128+95 TO STA 142+70 84/206

G:\Airport\A09T028-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 11:00:34 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 85 OF 206



SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED AR801630, 2" STEEL DUCT IN CONCR TRENCH
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD

NUMBERED LEGEND

SEE SHEETS 81 THROUGH 84 FOR NUMBERED LEGEND ITEMS [1] THROUGH [26].

[27] ADJUST ELEVATION OF EXTG. L-862 HIRLQ BASE MOUNTED EDGE LIGHT AND / OR L-867 SPLICE CAN (AR125942). INCLUDE COSTS TO FURNISH & INSTALL NEW GROUNDING ROD SYSTEM PER DETAILS WITH EACH ADJUSTMENT.

[27A] IF EDGE LIGHT 3-65 IS MISSING, REINSTALL EXTG R9-27 EDGE LIGHT (FROM STA. 106+14.59, LT. 85') TO THIS LOCATION. SEE NOTE [11].

[28] ADJUST ELEVATION OF EXTG. ELECTRICAL MANHOLE PER DRAINAGE DETAILS (AR751945, ADJUST MANHOLE - NON PAVEMENT).

[29] PROPOSED NEW AR801630, 2" STEEL DUCT IN CONCR TRENCH (UNDER PROPOSED PCC PVMT) AND AR110212, 2" STEEL DUCT, DIRECT BURY (IN SHOULDER). CUT TRENCH IN EXTG. PAVEMENT AND INSTALL 2" STEEL DUCT PER DETAILS (AR801630). EXTEND DUCT IN GRASS SHOULDER TO A POINT THAT IS 10' BEYOND THE EDGE OF THE PROP. PAVEMENT (AR110212). SOUTH TERMINATION OF 2" STEEL DUCT IN CONCR TRENCH IS AT LIGHT 3-66 BASE CAN.

[30] REMOVE EXISTING L-867 SPLICE CAN (AR125906).

[31] START REPLACEMENT OF EXTG. 13-31 CRT 2, 2/C CABLE IN UD IN THIS MANHOLE. REPLACEMENT 2/C CABLE GOES TO LIGHT 3-66.

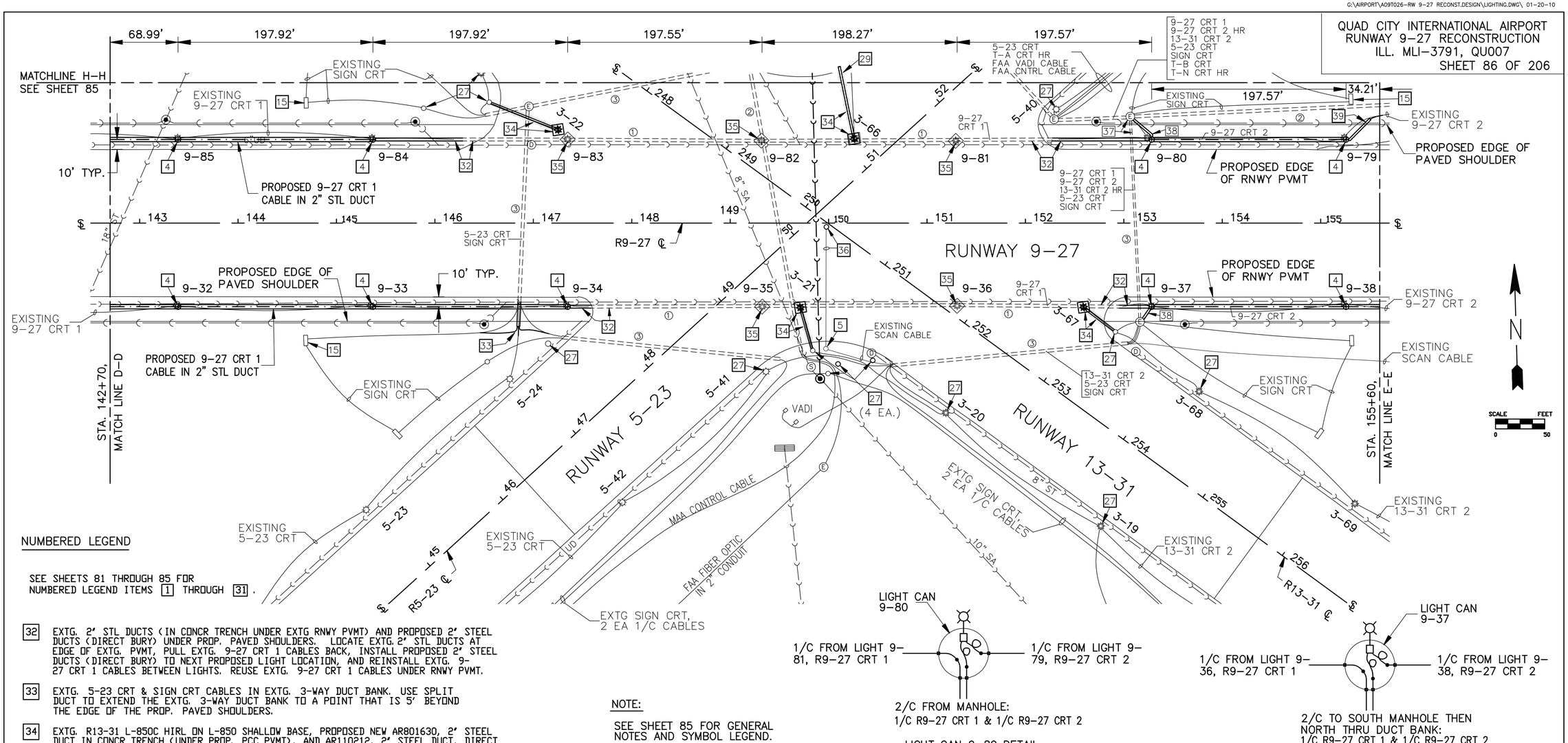
GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.

RUNWAY 9-27 LIGHTING PLAN, STA 142+70 TO STA 155+60, NORTH

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 11:01:29 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 86 OF 206



NUMBERED LEGEND

SEE SHEETS 81 THROUGH 85 FOR NUMBERED LEGEND ITEMS [1] THROUGH [31].

[32] EXTG. 2" STL DUCTS (IN CONCR TRENCH UNDER EXTG RNWY PVMT) AND PROPOSED 2" STEEL DUCTS (DIRECT BURY) UNDER PROP. PAVED SHOULDERS. LOCATE EXTG. 2" STL DUCTS AT EDGE OF EXTG. PVMT, PULL EXTG. 9-27 CRT 1 CABLES BACK, INSTALL PROPOSED 2" STEEL DUCTS (DIRECT BURY) TO NEXT PROPOSED LIGHT LOCATION, AND REINSTALL EXTG. 9-27 CRT 1 CABLES BETWEEN LIGHTS. REUSE EXTG. 9-27 CRT 1 CABLES UNDER RNWY PVMT.

[33] EXTG. 5-23 CRT & SIGN CRT CABLES IN EXTG. 3-WAY DUCT BANK. USE SPLIT DUCT TO EXTEND THE EXTG. 3-WAY DUCT BANK TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS.

[34] EXTG. R13-31 L-850C HIRL ON L-850 SHALLOW BASE, PROPOSED NEW AR801630, 2" STEEL DUCT IN CONCR TRENCH (UNDER PROP. PCC PVMT), AND AR110212, 2" STEEL DUCT, DIRECT BURY (IN SHOULDER). REMOVE EXTG. EDGE LIGHT UNIT & TURN EXTG. OVER TO MAA. SUPPLY & INSTALL NEW L-850C HIRL ON L-868 BASE PER DETAILS. CUT TRENCH IN EXTG. PVMT. & INSTALL 2" STEEL DUCT PER DETAILS (AR801630). EXTEND DUCT IN GRASS SHOULDERS TO EXTG. SPLICE CAN (AR110212). INSTALL 2/C CABLE BETWEEN SPLICE CAN & LIGHT BASE.

[35] EXTG. R9-27 L-850C HIRL ON L-868 24" BASE WITH EXTENSION RINGS. REMOVE EXTG. EDGE LIGHT UNITS & TURN EXTG. UNITS OVER TO MAA. SUPPLY & INSTALL NEW L-850C HIRL ON L-868 BASES PER DETAILS. ADJUST ELEVATION OF EXTG. 2" STEEL DUCTS IN CONCRETE TRENCHES TO CONNECT TO NEW LIGHT BASES AS REQUIRED.

[36] EXTG. SCAN SURFACE SENSOR & SCAN CABLE TO BE ABANDONED. INSTALL REPLACEMENT SENSOR AT STA. 162+00, RT. RELOCATE EXTG. SCAN SYSTEM SPLICE CAN TO STA. 162+00, RT. INCLUDE COSTS IN ITEM AR801606.

[37] EXTG. 3-WAY DUCT BANK. IF REQUIRED BY RESIDENT ENGR., USE SPLIT DUCT TO EXTEND THE EXTG. 3-WAY DUCT BANK TO MH. IF REQUIRED BY RESIDENT ENGR., SUPPLY & INSTALL AR110710 ELECTRICAL MANHOLE. REQUIREMENTS TO BE DETERMINED BY RESIDENT ENGR. IN THE FIELD AT THE TIME OF CONSTRUCTION. DO NOT ORDER AR110710 ELEC. MANHOLE UNTIL REQUIREMENTS DETERMINED.

[38] PROPOSED 2" STEEL DUCTS (DIRECT BURY) UNDER PROP. PAVED SHOULDERS BETWEEN LIGHT CANS & MANHOLES. REROUTE EXTG. 2/C CABLES THROUGH PROP. DUCTS.

[39] PROPOSED 2" STEEL DUCT (DIRECT BURY). INSTALL 2" STEEL DUCT (DIRECT BURY) BETWEEN A POINT THAT IS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDER AND EDGE LIGHT AT PROPOSED LOCATION 9-79. REROUTE EXTG. 9-27 CRT 2 CABLE & UNIT DUCT THROUGH NEW STEEL DUCT TO LIGHT 9-79. END PROPOSED NEW 9-27 CIRCUIT 2 CABLE IN 2" STEEL DUCT (DIRECT BURY) FROM THE WEST AT PROPOSED LOCATION 9-79.

NOTE:

SEE SHEET 85 FOR GENERAL NOTES AND SYMBOL LEGEND.

LIGHT CAN 9-80 DETAIL

LIGHT CAN 9-37 DETAIL

PROPOSED LOCATIONS FOR RUNWAY 13-31 EDGE LIGHTS

REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
3-24 & 3-63	244+59.64, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125942, ADJUST
3-23 & 3-64	246+54.78, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125942, ADJUST
3-22	247+57.00, RT. 85'	L-850C HIRL ON L-850 SHALLOW BASE	W FACE = WHITE & E FACE =WHITE	AR125903, REMOVE EXTG & AR125525, NEW L-850C HIRL ON L-868 BASE (24" D)
3-65	248+49.78, LT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125942, ADJUST
3-66	249+99.92, LT. 85'	L-850C HIRL ON L-850 SHALLOW BASE	W FACE = WHITE & E FACE =WHITE	AR125903, REMOVE EXTG & AR125525, NEW L-850C HIRL ON L-868 BASE (24" D)
3-21	250+55.44, RT. 85'	L-850C HIRL ON L-850 SHALLOW BASE	W FACE = WHITE & E FACE =WHITE	AR125903, REMOVE EXTG & AR125525, NEW L-850C HIRL ON L-868 BASE (24" D)
3-67	252+87.94, LT. 85'	L-850C HIRL ON L-850 SHALLOW BASE	W FACE = WHITE & E FACE =WHITE	AR125903, REMOVE EXTG & AR125525, NEW L-850C HIRL ON L-868 BASE (24" D)
3-20	252+40.08, RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125942, ADJUST
3-19 & 3-68	254+35.83, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125942, ADJUST

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS

REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
32 & 85	143+38.99, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
33 & 84	145+36.91, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
34	147+34.83, RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
83	147+34.83, LT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125903, REMOVE EXTG & AR125525, NEW L-850C HIRL ON L-868 BASE (24" D)
35 & 82	149+32.38, LT. & RT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125903, REMOVE EXTG & AR125525, NEW L-850C HIRL ON L-868 BASE (24" D)
36 & 81	151+30.65, LT. & RT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125903, REMOVE EXTG & AR125525, NEW L-850C HIRL ON L-868 BASE (24" D)
37 & 80	153+28.22, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
38 & 79	155+25.79, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH

RUNWAY 9-27 LIGHTING PLAN, STA 142+70 TO STA 155+60, SOUTH

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 11:02:25 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 87 OF 206

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- (D) (S) EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS

REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
39	157+23.37, RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
78	157+23.37, LT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125943, ADJUST
40	159+20.95, RT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125943, ADJUST & AR125920, REPLACE FIXTURE
77	159+20.95, LT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = WHITE & E FACE =WHITE	AR125943, ADJUST
41 & 76	161+18.66, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
42 & 75	163+16.37, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
43 & 74	165+14.08, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH
44 & 73	167+11.79, LT. & RT. 85'	L-862 HIRLQ	W FACE = WHITE & E FACE =WHITE	AR125982, REFURBISH

GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.

N

SCALE FEET
0 50

NUMBERED LEGEND

SEE SHEETS 81 THROUGH 86 FOR NUMBERED LEGEND ITEMS [1] THROUGH [39].

[40] EXTG. ABANDONED L-852, TYPE 1 INSET TXWY CENTERLINE LIGHT ON SHALLOW BASE. REMOVE AND DO NOT REPLACE. BACKFILL VOID CREATED BY REMOVAL WITH PORTLAND CEMENT GROUT PRIOR TO BITUMINOUS OVERLAYING OF TAXIWAY B (AR125903).

[41] RELOCATE EXISTING BASE MOUNTED L-861T MITL INCANDESCENT UNITS. CONVERT EXISTING INCANDESCENT UNITS (THAT ARE TO BE RELOCATED) TO PROPOSED LED UNITS. SUPPLY & INSTALL NEW GROUNDING ROD, WITH EACH RELOCATION PER DETAIL. REMOVE & REPLACE EXISTING PC CONCRETE BACKFILL ON THE NORTH RELOCATED LIGHT THAT WILL BE LOCATED IN THE PROPOSED BIT. SHOULDER. INCLUDE BACKFILL REMOVAL & REPLACEMENT, GROUNDING ROD, WIRE, & LED CONVERSION COSTS IN RELOCATION UNIT PRICE.

[42] LOCATE EXTG. T-B CRT CABLE & UNIT DUCT AND REROUTE EXTG. T-B CABLE & UNIT DUCT INTO RELOCATED TXWY EDGE LIGHT.

[43] EXTEND EXTG. TWO WAY DUCT BANK TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROPOSED PAVEMENT. USE SPLIT DUCT IF CABLES ARE PRESENT. REROUTE EXTG. T-B CRT CABLE & UNIT DUCT INTO RELOCATED SPLICE CAN.

[44] EXTG. GUIDANCE SIGN TO BE RELOCATED. SEE SHEETS 91 THRUOGH 92 FOR MORE INFO.

[44A] EXTG. R9-27 L-850C HIRL ON L-868 24" BASE. REPLACE EXTG. L-850C HIRL FIXTURE WITH NEW FIXTURE UNIT (AR125920). ADJUST ELEVATION OF AND REUSE EXTG. L-868 BASE CAN (AR125943). REUSE EXTG. 2" STEEL DUCT.

[45] EXTG. SPLICE CANS & TWO WAY DUCT BANK. EXTEND EXTG. TWO WAY DUCT BANK (AR110502) TO POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS. USE SPLIT DUCT IF CABLES ARE PRESENT. RELOCATE EXTG. SPLICE CAN (AR125966). REROUTE EXTG. CABLES & UNIT DUCTS INTO RELOCATED SPLICE CANS.

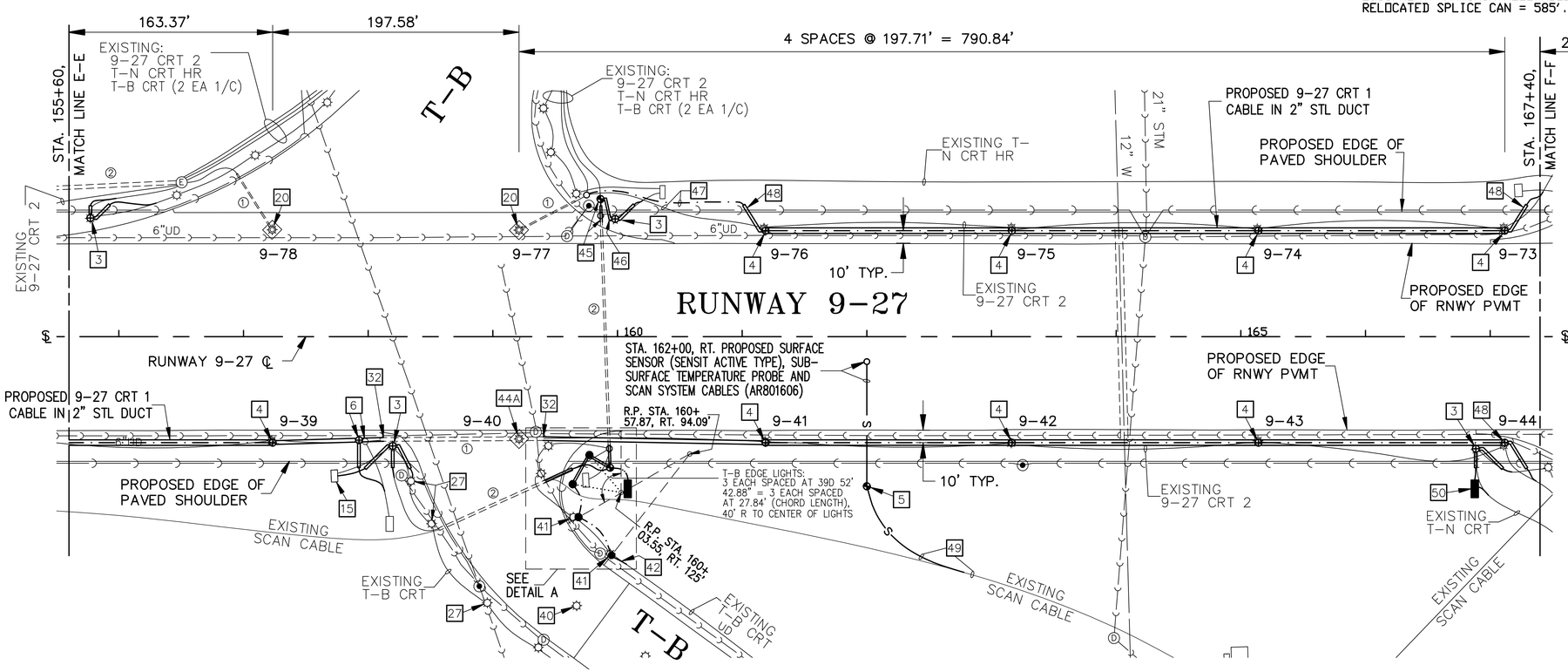
[46] PROPOSED 2" STEEL DUCTS (DIRECT BURY) BETEEN RELOCATE / REFURBISHED SPLICE CANS / LIGHT BASES. REROUTE EXTG. CABLES THROUGH PROPOSED DUCTS.

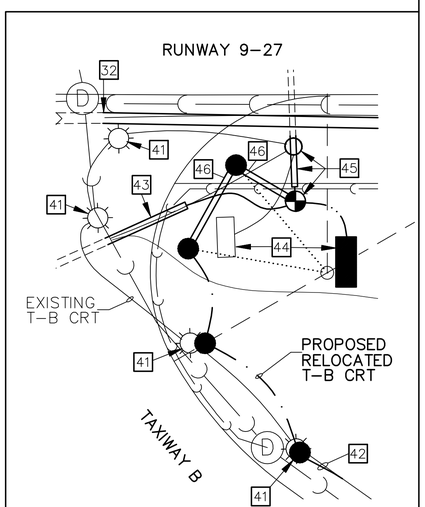
[47] REPLACE EXTG 9-27 CRT 2 1/C CABLE IN UNIT DUCT BETWEEN THE RELOCATED SPLICE CAN AT STA. 159+86, LEFT AND LIGHT 9-76.

[48] PROPOSED 2" STEEL DUCTS (DIRECT BURY). INSTALL 2" STEEL DUCTS (DIRECT BURY) BETWEEN POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS AND EDGE LIGHTS AT PROPOSED LOCATIONS 9-44, 9-73 AND 9-76. REROUTE EXTG. 9-27 CRT 2 CABLES & UNIT DUCTS THROUGH NEW STEEL DUCT TO LIGHTS 9-44, 9-73 AND 9-93. END / START PROPOSED NEW 9-27 CIRCUIT 2 CABLES IN 2" STEEL DUCT (DIRECT BURY) AT PROPOSED LOCATIONS 9-44, 9-73, AND 9-76.

[49] LOCATE EXTG. TY V SCAN CABLE. RELOCATE EXTG. TY V SCAN CABLE (AR801606) TO RELOCATED SCAN SPLICE CAN AT STA. 162+00, RIGHT. CONNECT TO NEW SCAN EQUIPMENT. MAXIMUM ALLOWABLE TY V CABLE LENGTH BETWEEN EXTG EAST RPU AND RELOCATED SPLICE CAN = 585'. SEE SHEET 102 FOR LOCATION OF EAST RPU.

[50] PROP. NEW GUIDANCE SIGN. SEE SHEETS 91 THRUOGH 92 FOR MORE INFO. LOCATE EXTG T-N CRT AND REROUTE INTO SIGN SPLICE CAN. INSTALL NEW 1/C IN UD BETWEEN SIGN & EXTG. TXWY EDGE LIGHT.





DETAIL A

RUNWAY 9-27 LIGHTING PLAN, STA 155+60 TO STA 167+40

87/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 11:03:13 AM, jeffm

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- (D) (S) EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS				
REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
45 & 72	169+09.50, LT. & RT. 85'	L-850C HIRL ON L-868 BASE (24" D)	W FACE = YELLOW & E FACE =WHITE	NO CHANGE
46 & 71	171+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
47 & 70	173+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
48 & 69	175+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
49 & 68	177+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
50 & 67	179+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH

GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.

NUMBERED LEGEND

SEE SHEETS 81 THROUGH 87 FOR NUMBERED LEGEND ITEMS 1 THROUGH 50.

51 REPLACE EXISTING T-N CRT CABLE & UNIT DUCT BETWEEN EXISTING TAXIWAY EDGE LIGHTS.

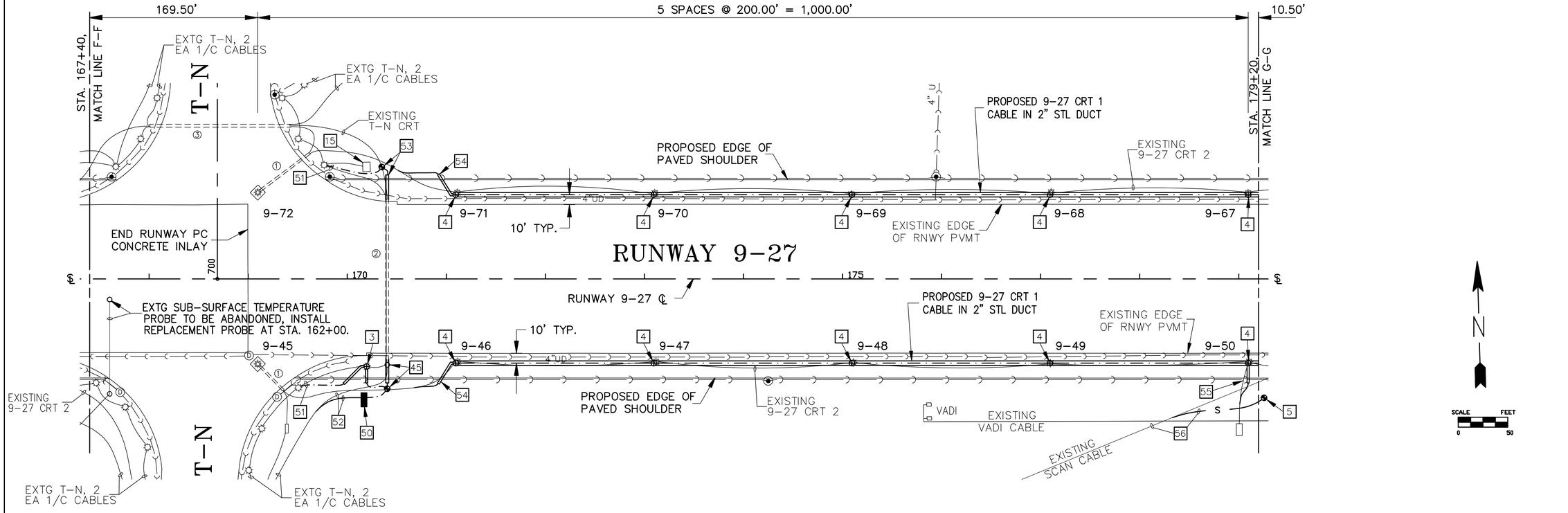
52 LOCATE EXTG. T-N CRT CABLE & UNIT DUCT. RELOCATE EXTG. T-N CRT CABLE & UNIT DUCT (AR108965) TO PROPOSED GUIDANCE SIGN. INSTALL NEW T-N CRT CABLE & UNIT DUCT BETWEEN PROPOSED GUIDANCE SIGN AND RELOCATED SPLICE CAN.

53 EXTG. TWO WAY DUCT BANK & PROPOSED L-867 SPLICE CAN. EXTEND EXTG. TWO WAY DUCT BANK (AR110502) TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDER. USE SPLIT DUCT IF CABLES ARE PRESENT. LOCATE EXTG. T-N CRT. INSTALL T-N CRT INTO PROPOSED SPLICE CAN. INSTALL NEW T-N CRT CABLE (1 EA 2/C IN UD) BETWEEN CANS. RELOCATE EXTG CABLE IN UD AS REQUIRED TO INSTALL DUCT BANK EXTENSION.

54 PROPOSED 2" STEEL DUCTS (DIRECT BURY). INSTALL 2" STEEL DUCTS (DIRECT BURY) BETWEEN POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS AND EDGE LIGHTS AT PROPOSED LOCATIONS 9-46 AND 9-71. REROUTE EXTG. 9-27 CRT 2 CABLES & UNIT DUCTS THROUGH NEW STEEL DUCT TO LIGHTS 9-46 AND 9-71. START PROPOSED NEW 9-27 CIRCUIT 2 CABLES IN 2" STEEL DUCT, DIRECT BURY (GOING EAST) AT PROPOSED LOCATIONS 9-46 AND 9-71.

55 INSTALL 2" STEEL DUCT (DIRECT BURY) TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDERS. REROUTE EXTG. CABLE & UNIT DUCT THROUGH NEW STEEL DUCT TO LIGHT BASE CAN.

56 LOCATE EXTG. TY V SCAN CABLE. RELOCATE EXTG. TY V SCAN CABLE (AR801606) TO RELOCATED SCAN SPLICE CAN AT STA. 179+25, RIGHT. CONNECT TO NEW SCAN EQUIPMENT.



RUNWAY 9-27 LIGHTING PLAN, STA 167+40 TO STA 179+20

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/30/2010 9:01:12 AM, jeffm

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- (D) (S) EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR REFURBISHED LIGHT / SPLICE CAN
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 1/C, #8 EPR CABLE IN 2" STEEL DUCT, DIRECT BURY
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD

PROPOSED LOCATIONS FOR RUNWAY 9-27 EDGE LIGHTS

REFERENCE NUMBER	LOCATION	TYPE	LENS COLOR	REMARK
51 & 66	181+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
52 & 65	183+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
53 & 64	185+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
54 & 63	187+09.50, LT. & RT. 85'	L-862 HIRLQ	W FACE = YELLOW & E FACE =WHITE	AR125982, REFURBISH
55, 56, 57 & 58	189+05.13, RT. 55', 65' 75' & 85'	L-862E THRESHOLD HIRLQ	W FACE = RED & E FACE =GREEN	NO CHANGE
59, 60, 61 & 62	189+09.74, LT. 55', 65' 75' & 85'	L-862E THRESHOLD HIRLQ	W FACE = RED & E FACE =GREEN	NO CHANGE

GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. THE REFURBISHING OF LIGHT BASE / SPLICE CANS SHALL INCLUDE THE REMOVAL OF THE EXISTING CANS, THE REMOVAL OF EXISTING CONCRETE BACKFILL FROM AROUND THE CANS, NEW LEVELING CUSHION, NEW GROUNDING SYSTEM, REINSTALLING CANS, NEW CONCRETE BACKFILL AROUND CANS, AND ALL OTHER ITEMS AS SHOWN IN THE DETAILS.

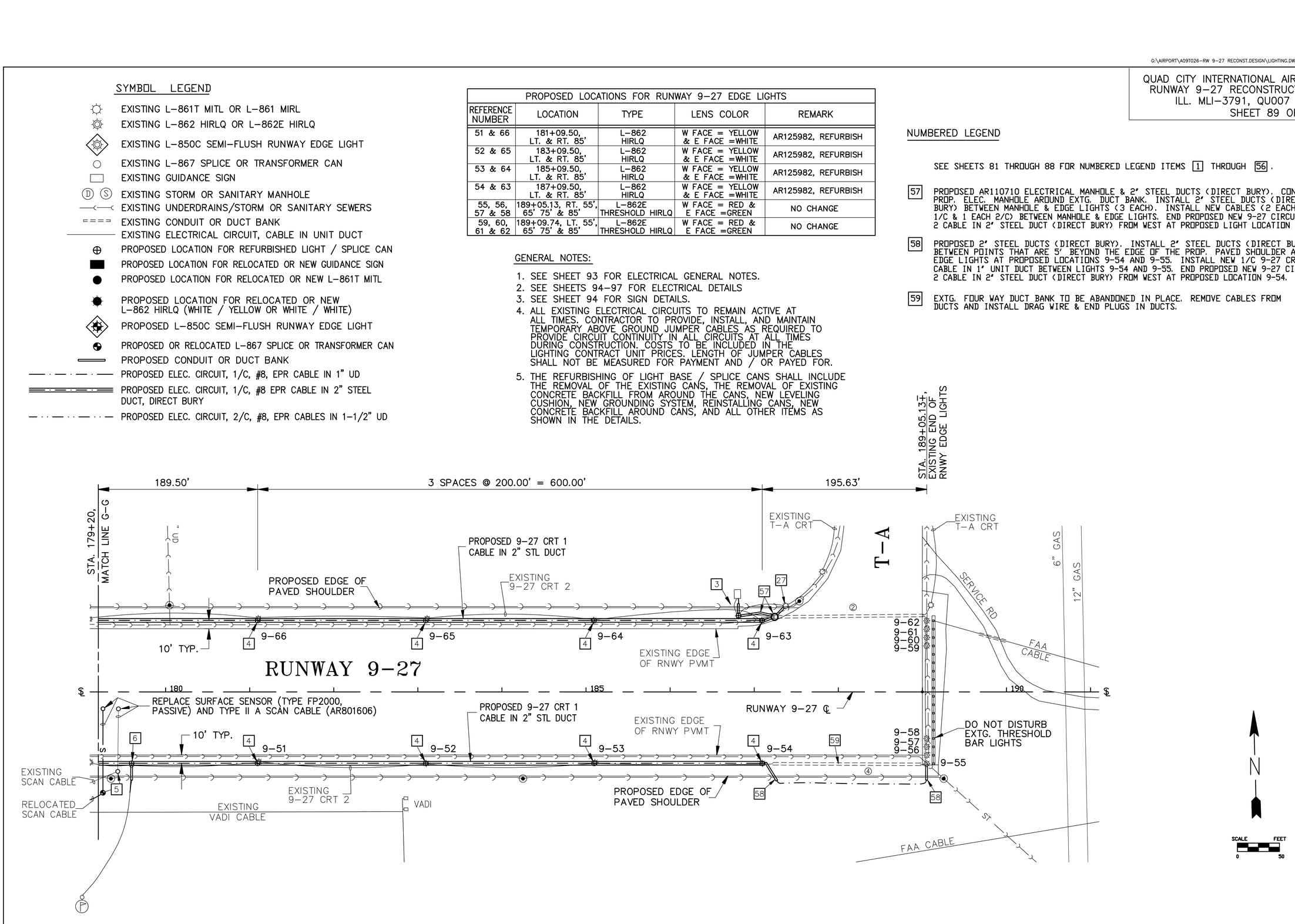
NUMBERED LEGEND

SEE SHEETS 81 THROUGH 88 FOR NUMBERED LEGEND ITEMS [1] THROUGH [56].

[57] PROPOSED AR110710 ELECTRICAL MANHOLE & 2" STEEL DUCTS (DIRECT BURY). CONSTRUCT PROP. ELEC. MANHOLE AROUND EXTG. DUCT BANK. INSTALL 2" STEEL DUCTS (DIRECT BURY) BETWEEN MANHOLE & EDGE LIGHTS (3 EACH). INSTALL NEW CABLES (2 EACH 1/C & 1 EACH 2/C) BETWEEN MANHOLE & EDGE LIGHTS. END PROPOSED NEW 9-27 CIRCUIT 2 CABLE IN 2" STEEL DUCT (DIRECT BURY) FROM WEST AT PROPOSED LIGHT LOCATION 9-63.

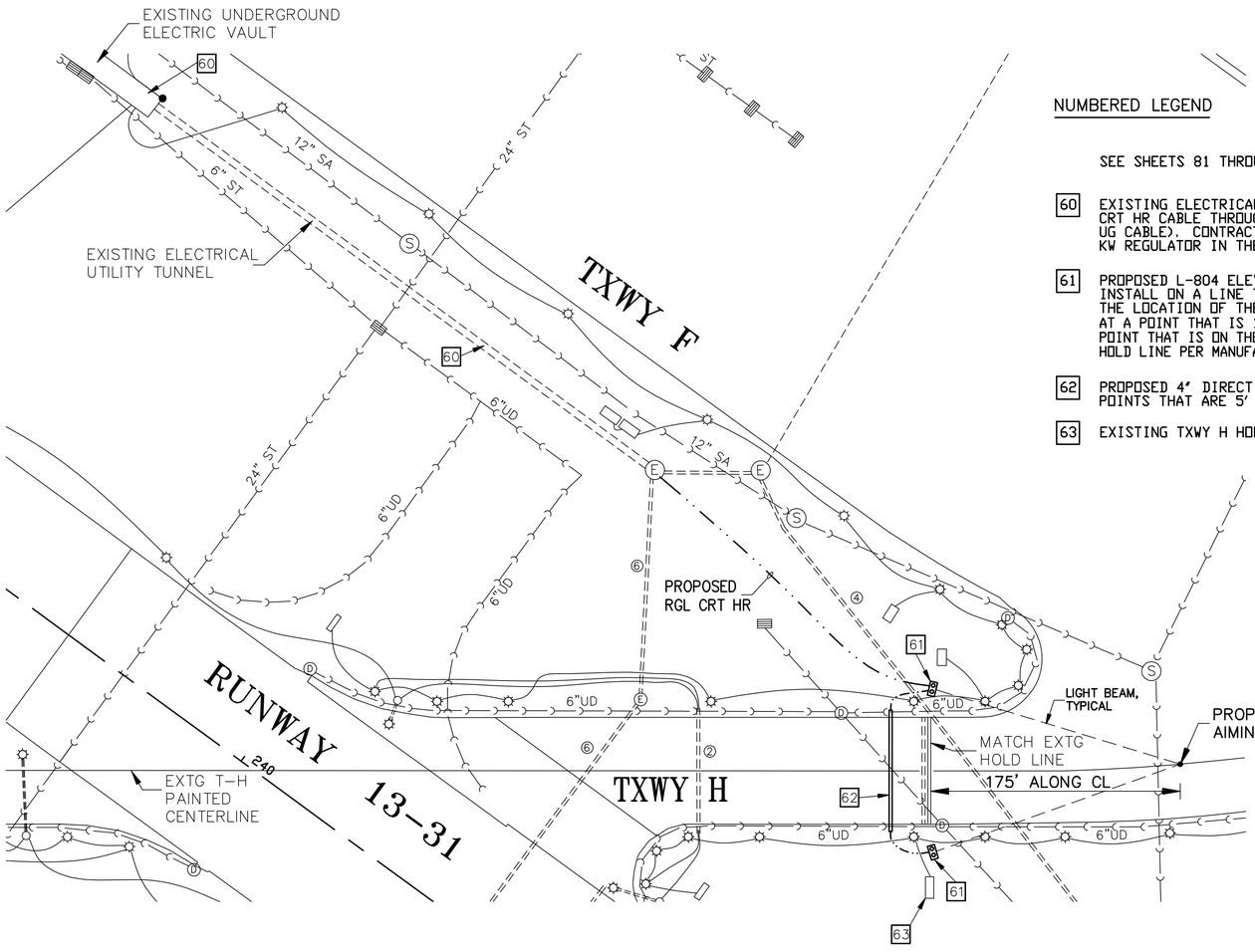
[58] PROPOSED 2" STEEL DUCTS (DIRECT BURY). INSTALL 2" STEEL DUCTS (DIRECT BURY) BETWEEN POINTS THAT ARE 5' BEYOND THE EDGE OF THE PROP. PAVED SHOULDER AND EDGE LIGHTS AT PROPOSED LOCATIONS 9-54 AND 9-55. INSTALL NEW 1/C 9-27 CRT 2 CABLE IN 1" UNIT DUCT BETWEEN LIGHTS 9-54 AND 9-55. END PROPOSED NEW 9-27 CIRCUIT 2 CABLE IN 2" STEEL DUCT (DIRECT BURY) FROM WEST AT PROPOSED LOCATION 9-54.

[59] EXTG. FOUR WAY DUCT BANK TO BE ABANDONED IN PLACE. REMOVE CABLES FROM DUCTS AND INSTALL DRAG WIRE & END PLUGS IN DUCTS.



RUNWAY 9-27 LIGHTING PLAN, STA 179+20 TO STA 191+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 11:04:30 AM, jeffm



NUMBERED LEGEND

SEE SHEETS 81 THROUGH 89 FOR NUMBERED LEGEND ITEMS [1] THROUGH [59].

[60] EXISTING ELECTRICAL UTILITY TUNNEL AND UNDERGROUND VAULT. INSTALL PROPOSED RGL CRT HR CABLE THROUGH TUNNEL BETWEEN MANHOLE AND ELECTRICAL VAULT (AR108208, 2/C UG CABLE). CONTRACTOR SHALL CONNECT THE PROPOSED RGL CRT TO AN EXISTING SPARE 10 KW REGULATOR IN THE EXISTING ELECTRICAL VAULT. SEE SHEETS 99 & 100 FOR DETAILS.

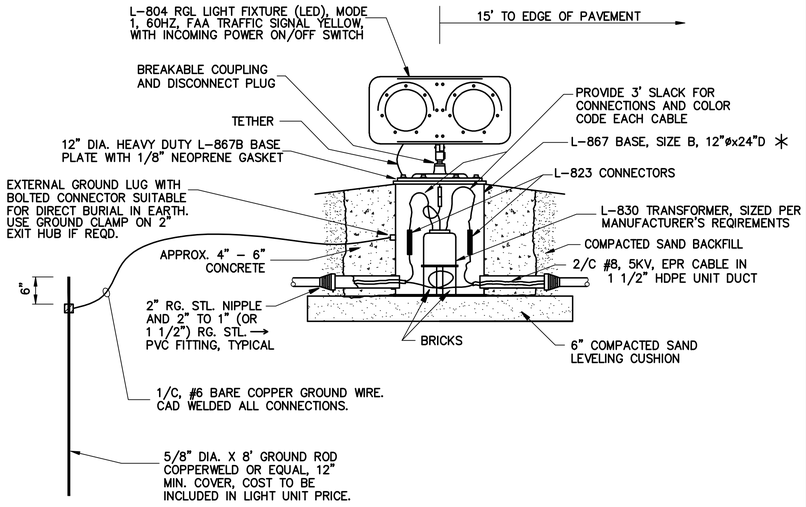
[61] PROPOSED L-804 ELEVATED LED RUNWAY GUARD LIGHTS (AR801634) BOTH SIDES OF TAXIWAY. INSTALL ON A LINE THAT IS PERPENDICULAR TO THE TAXIWAY H CENTERLINE AND MATCHES THE LOCATION OF THE EXISTING PAINTED HOLD LINE AND HOLD SIGN. INSTALL RGL UNITS AT A POINT THAT IS 15' OFF OF THE EXISTING EDGE OF PAVEMENT. AIM THE RGL UNITS TO A POINT THAT IS ON THE T-H CENTERLINE AND 175' ALONG THE CENTERLINE FROM THE EXISTING HOLD LINE PER MANUFACTURER'S INSTRUCTIONS.

[62] PROPOSED 4" DIRECTIONAL BORE (AR110114). INSTALL 4" DIRECTIONAL BORE TO POINTS THAT ARE 5' BEYOND THE EDGE OF THE EXISTING PAVEMENT.

[63] EXISTING TXWY H HOLDING POSITION SIGN FOR R13-31.

N

SCALE FEET
0 50



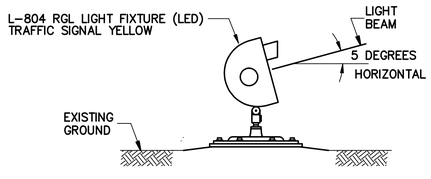
L-804 RUNWAY GUARD LIGHT INSTALLATION DETAILS

BASE MOUNTED, 6.6 AMP SERIES CIRCUIT

NOT TO SCALE

NOTES :

1. BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
2. * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90° FROM MAIN ENTRANCE HUB ON ALL L-804 RGL UNITS.
3. ELEVATED RUNWAY GUARD LIGHTS SHALL BE APPROVED FAA L-804 LED TYPE AS MANUFACTURED BY ADB OR APPROVED EQUAL.
4. TREAT ALL BOLTS WITH "NEVERSEEZ" OR APPROVED EQUAL.
5. THE CONTRACTOR SHALL FURNISH ONE EACH SPARE L-804 RGL LIGHT FIXTURE (LED) TO THE MAA FOR FUTURE USE. INCLUDE COSTS FOR SPARE L-804 FIXTURE IN ITEM "AR801634-RUNWAY GUARD LIGHT" CONTRACT UNIT PRICE. THIS SPARE FIXTURE SHALL NOT BE COUNTED FOR PAYMENT OR PAID FOR SEPARATELY.



CONTRACTOR SHALL AIM THE RGL UNITS 5 DEGREES UPWARD PER MANUFACTURER'S INSTRUCTIONS.

L-804 RUNWAY GUARD LIGHT HORIZONTAL AIMING DETAIL

NOT TO SCALE

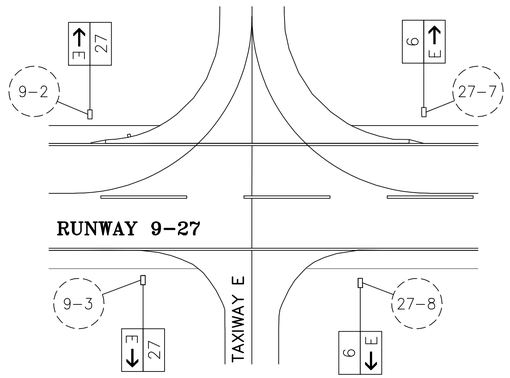
NOTE:

SEE SHEET 89 FOR GENERAL NOTES AND SYMBOL LEGEND.

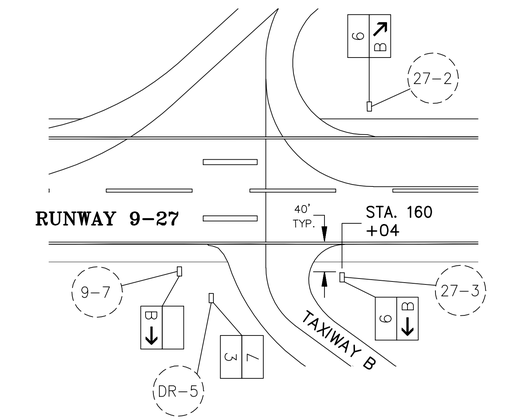
RUNWAY GUARD LIGHTS ON TAXIWAY H SITE PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING.dwg, 4/22/2010 11:05:01 AM, jeffm

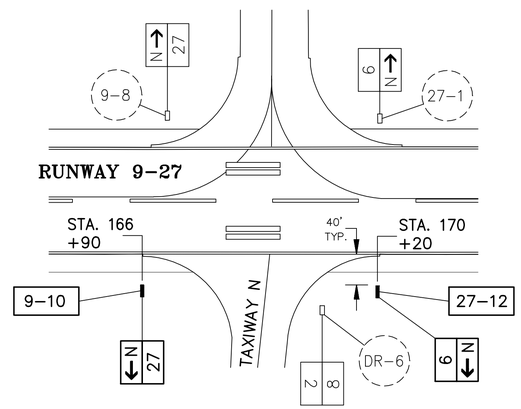
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 91 OF 206



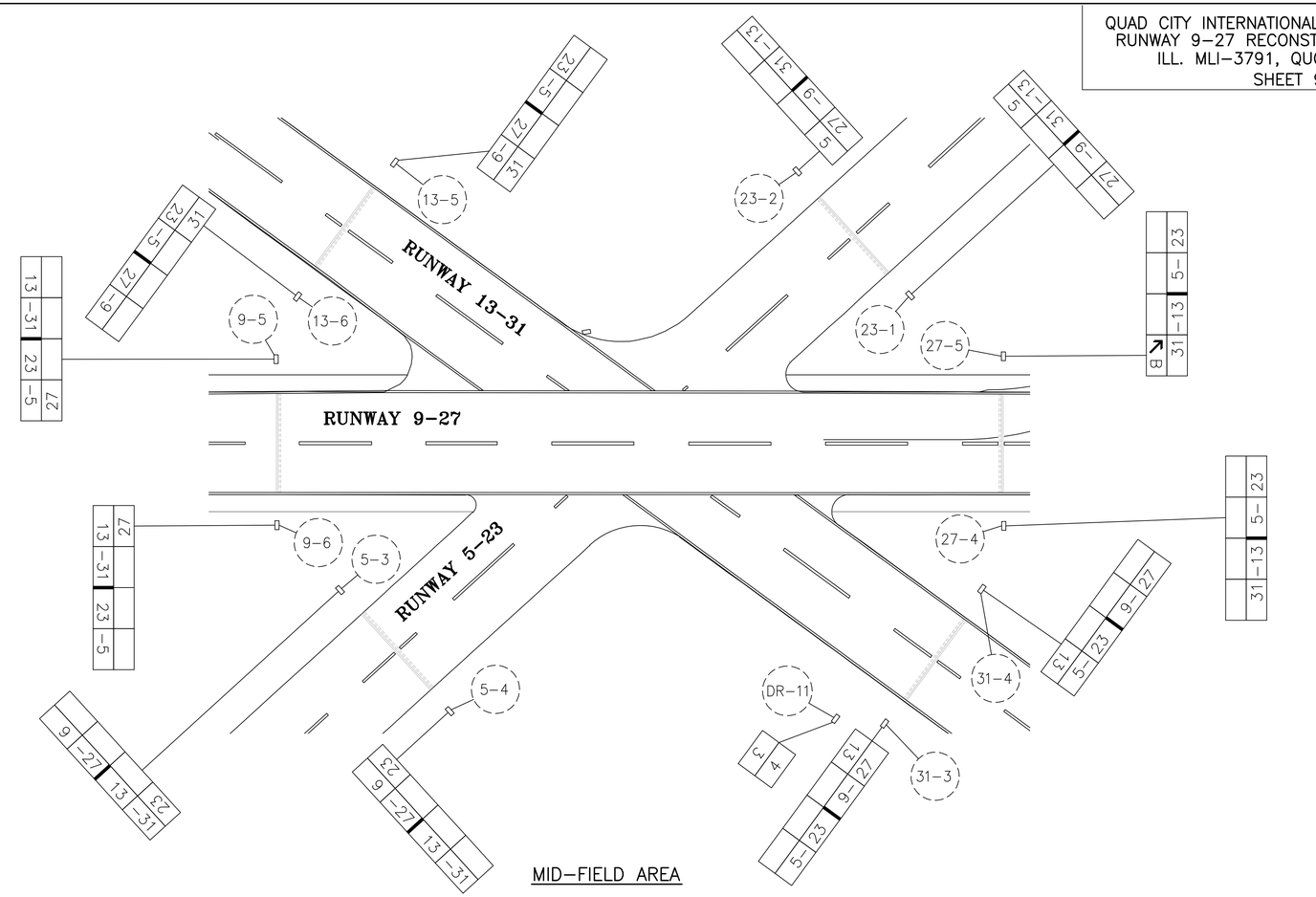
RUNWAY 9-27 / TAXIWAY E INTERSECTION AREA



RUNWAY 9-27 / TAXIWAY B INTERSECTION AREA



RUNWAY 9-27 / TAXIWAY N INTERSECTION AREA



MID-FIELD AREA

LEGEND:

- EXISTING GUIDANCE SIGN
- 23-4 — EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- 23-4 — EXISTING SIGN NUMBER AT NEW SIGN LOCATION
- PROPOSED LOCATION FOR NEW GUIDANCE SIGN
- H-20 — PROPOSED NEW SIGN NUMBER
- E-20 — PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) GUIDANCE SIGN

N

SCALE FEET
0 100

GUIDANCE SIGN GENERAL NOTES:

1) "LEGEND" COLUMN IN TABLE (FOUND ON SHEET 92) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44E AND BE ETL CERTIFIED.
3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, L-858L, OR L-858B). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE AGM D-LUX OR APPROVED EQUAL.
6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
7) SEE SHEET 93 – 97 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
8) SEE SHEET 94 FOR SIGN DETAILS.
9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
10) THE PROPOSED NEW SIGNS SHALL BE LED. THE EXISTING SIGNS ARE INCANDESCENT.
11) THE LIGHTING SYSTEMS IN THE EXISTING SIGNS TO BE RELOCATED OR REFURBISHED SHALL NOT BE MODIFIED AND REMAIN INCANDESCENT. IF REQUIRED FOR DAMAGE REPAIR, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC 150/5345-44G. THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS.

RUNWAY 9-27 RECONSTRUCTION GUIDANCE SIGN PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SIGNS.dwg, 4/22/2010 10:52:54 AM, jeffm

RUNWAY 9-27 RECONSTRUCTION GUIDANCE SIGN SCHEDULE

SIZE 3, STYLE 2 OR 3 (NEW SIGNS WITH LED LIGHTING SYSTEM INCLUDING LED LAMPS), CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS / BACKGROUND	PROPOSED LEGEND	LETTERS / BACKGROUND	FAA STYLE	CIRCUIT	PAY ITEMS	REMARK
9-2	W	← E	B / Y	← E	B / Y	2	T-E-1	AR125984 & AR801605	REFURBISH EXISTING 1 MODULE SIGN & REPLACE 2 PANELS
	E	27	Y / B	27	Y / B				
9-3	W	E →	B / Y	E →	B / Y	2	T-E-1	AR125984 & AR801605	REFURBISH EXISTING 1 MODULE SIGN & REPLACE 2 PANELS
	E	27	Y / B	27	Y / B				
9-5	W	13 -31 23 -5	W/B W/R W/B W/R	13 -31 23 -5	W/B W/R W/B W/R	2	SIGN	AR125984 & AR801605	REFURBISH EXISTING 4 MODULE SIGN & REPLACE 5 PANELS (SEE NOTE 6)
	E	27	Y/B B/B B/B B/B	27	Y/B NO CHANGE				
9-6	W	13 -31 23 -5	W/B W/R W/B W/R	13 -31 23 -5	W/B W/R W/B W/R	2	SIGN	AR125984 & AR801605	REFURBISH EXISTING 4 MODULE SIGN & REPLACE 5 PANELS (SEE NOTE 6)
	E	27	B/B B/B B/B Y/B	27	NO CHANGE Y/B				
9-7	W	B →	B / Y	B →	B / Y	2	T-B	AR125984 & AR801605	REFURBISH EXISTING 1 MODULE SIGN & REPLACE 1 PANELS
	E		B / B		NO CHANGE				
9-10	W			N →	B / Y	3	T-N	AR125442	PROPOSED NEW 2 CHARACTER SIGN
	E			27	Y / B				
13-5	NW	23 -5 27 -9	W/B W/R W/B W/R	23 -5 27 -9	W/B W/R W/B W/R	2	SIGN	AR125984 & AR801605	REFURBISH EXISTING 4 MODULE SIGN & REPLACE 5 PANELS (SEE NOTE 6)
	SE	31	Y/B B/B B/B B/B	31	Y/B NO CHANGE				
13-6	NW	23 -5 27 -9	W/B W/R W/B W/R	23 -5 27 -9	W/B W/R W/B W/R	2	SIGN	AR125984 & AR801605	REFURBISH EXISTING 4 MODULE SIGN & REPLACE 5 PANELS (SEE NOTE 6)
	SE	31	B/B B/B B/B Y/B	31	NO CHANGE Y/B				
27-1	W	9	Y / B	9	Y / B	2	T-N	AR125984 & AR801605	REFURBISH EXISTING 1 MODULE SIGN & REPLACE 2 PANELS
	E	N →	B / Y	N →	B / Y				
27-3	W	9	Y / B	9	Y / B	2	T-B	AR125964 & AR801605	RELOCATE EXISTING 1 MODULE SIGN & REPLACE 2 PANELS
	E	← B	B / Y	← B	B / Y				
27-4	W		B/B B/B B/B B/B B/B		NO CHANGE	2	SIGN	AR801605	REPLACE 4 PANELS (SEE NOTE 6)
	E	31 -13 5- 23	W/B W/R W/B W/R	31 -13 5- 23	W/B W/R W/B W/R				
27-5	W	↖ B	B/B B/B B/B B/Y	↖ B	NO CHANGE B/Y	2	SIGN	AR125984 & AR801605	REFURBISH EXISTING 4 MODULE SIGN & REPLACE 5 PANELS (SEE NOTE 6)
	E	31 -13 5- 23	W/B W/R W/B W/R	31 -13 5- 23	W/B W/R W/B W/R				
27-12	W			9	Y / B	3	T-N	AR125442	PROPOSED NEW 2 CHARACTER SIGN
	E			← N	B / Y				
A-8*	W		B / B		B / B	3	T-A	AT125964 & AT801605	RELOCATE EXISTING 1 MODULE SIGN & REPLACE 1 PANEL*
	E	← N	B / Y	← N	B / Y				
N-2 / N-3*	N	27 -9 N	W/B W/R Y/B	27 -9 N	W/B W/R Y/B	2	T-N	AT801605	REPLACE 4 PANELS*
	S	N	B/B B/B Y/B	N	NO CHANGE Y/B				
N-4 / N-5*	N	N 27 -9	Y/B W/R W/R	N 27 -9	Y/B W/R W/R	2	T-N	AT125964 & AT801605	RELOCATE EXISTING 1 MODULE & 2 MODULE SIGNS AND REPLACE 3 PANELS (SEE NOTE 9)*
	S		B/B B/B B/B		NO CHANGE				

N = NORTH
S = SOUTH
E = EAST
W = WEST
NW = NORTHWEST
SE = SOUTHEAST
NE = NORTHEAST
SW = SOUTHWEST

B/Y = BLACK LETTERS ON YELLOW BACKGROUND (TYPE L-858Y)
Y/B = YELLOW LETTERS ON BLACK BACKGROUND (TYPE L-858L)
B/B = BLACK BLANK PANEL
Y/Y = YELLOW BLANK PANEL
W/R = WHITE LETTERS ON RED BACKGROUND (TYPE L-858R)
W/B = WHITE LETTERS ON BLACK BACKGROUND (TYPE L-858B)

NOTES:

1. IF THE CONDITION OF THE EXISTING SIGN EQUIPMENT TO BE REMOVED IS ACCEPTABLE TO RESIDENT ENGINEER, THE CONTRACTOR MAY REUSE THE REMOVED TRANSFORMERS, TRANSFORMER CANS, MOUNTING PLATES, AND SIGN FRAMES AT THE PROPOSED SIGN LOCATIONS. IF THE EXISTING SIGN EQUIPMENT IS REUSED, THEN THE CONTRACTOR SHALL SUPPLY AND INSTALL 8" CRHD. AGG. BEDDING, 10" CONCRETE PAD, CONDUITS, WIRING, SIGN PANELS, GASKETS, RETAP BASE HOLES AS REQD., NEW STAINLESS STEEL BOLTS, NUTS, & WASHERS, AND NEW LAMPS AS REQUIRED. CONTRACTOR SHALL REPLACE ANY DAMAGED EQUIPMENT AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL NEW SIGN EQUIPMENT AS REQUIRED.
2. FAA STYLE 2 = 4.8A-6.6A, 3 STEP BRIGHTNESS CIRCUIT.
3. FAA STYLE 3 = 2.8A-6.6A, 5 STEP BRIGHTNESS CIRCUIT.
4. PROPOSED NEW SIGNS SHALL BE LED SYSTEMS.
5. EXISTING SIGNS ARE INCANDESCENT SYSTEMS.
6. SIGN SYSTEM SHALL INCLUDE A WHITE MESSAGE DIVIDER OR FACE INSERT CHANNEL ON THE TYPE L-858R SIDE OF THESE SIGNS BETWEEN THE RUNWAY DESIGNATIONS. INCLUDE COSTS FOR THIS IN THE AR801605 CONTRACT UNIT PRICE.
7. SEE SHEETS 12 THROUGH 17 FOR LOCATION AND DETAILS OF ADDITIVE ALTERNATE 1 SIGNS.
8. * = SEE SHEET 203 FOR LOCATION OF ADDITIVE ALTERNATE 2 SIGNS.
9. THE SIGN N-4 / N-5 RELOCATION CONTRACT UNIT PRICE SHALL INCLUDE THE COST FOR RELOCATING ALL EXISTING MODULES AS REQUIRED (INCLUDING ONE EACH 1 MODULE SIGN AND ONE EACH 2 MODULE SIGN AS SHOWN). FOR PAYMENT PURPOSES, THE RELOCATION OF BOTH MODULES SHALL BE COUNTED AS ONE EACH RELOCATION.

SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS ISOLATION TRANSFORMER DATA*

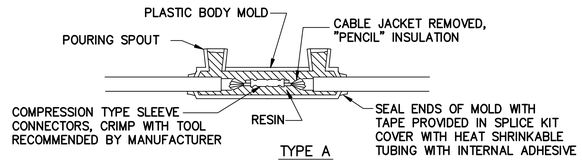
NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.
** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

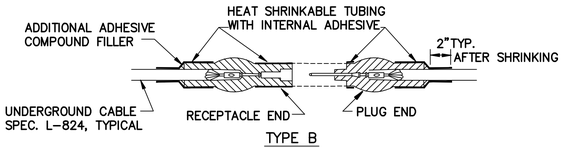
G:\Airport\A09T026-RW 9-27 Reconst.Design\SIGNS.dwg, 4/22/2010 10:53:37 AM, jeffm

GENERAL ELECTRICAL NOTES:

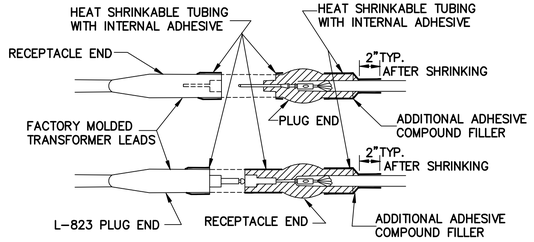
1. ALL EXCAVATION SHALL BE DONE VERY CAREFULLY. EXCAVATION BY HAND DIGGING SHALL BE REQUIRED AROUND ALL EXISTING DUCT BANKS, SPLICE CANS, MANHOLES, AND EXISTING CABLES. MANY EXISTING ACTIVE UNDERGROUND CABLES, WHOSE EXACT LOCATIONS CANNOT BE DETERMINED, ARE FOUND IN THE PROJECT AREA. IN ORDER TO AVOID 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.
2. 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.
3. THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
4. ALL MANUFACTURERS FOR SUPPLYING AIRPORT LIGHTING EQUIPMENT SHALL APPEAR ON THE CURRENT FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-53C. 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).
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. 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.
12. ALL PERMANENT CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS, OR SPLICE CANS, UNLESS NOTED OTHERWISE.
13. MIMIC PANEL COLORS : RUNWAY R9-27 CIRCUIT 1 = WHITE, RUNWAY R5-23 CIRCUIT = WHITE, TAXIWAY D CIRCUIT = ORANGE, TAXIWAY E CIRCUIT = YELLOW, TAXIWAY F-2 CIRCUIT = LIME, SIGN CIRCUIT = WHITE AND TAXIWAY P = CYAN.



TYPE A
FOR SPLICES IN HOMERUNS FOR EXTENSIONS TO EXISTING CABLES ONLY



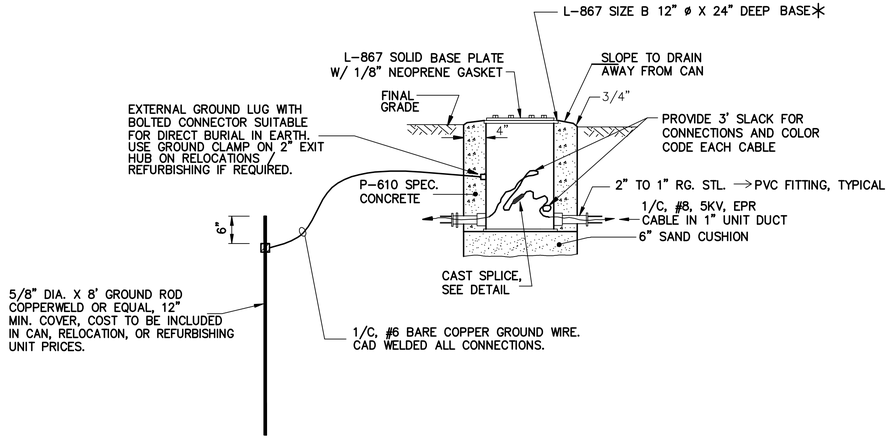
TYPE B
FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT



TYPE C
FOR SPLICES AT RUNWAY LIGHTS

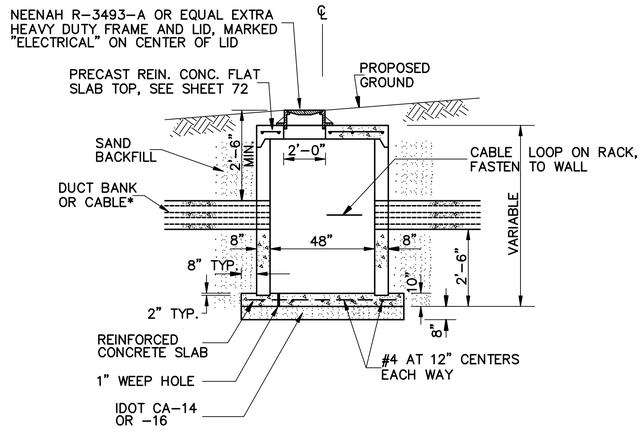
NOTES :
1. SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
2. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE

CABLE SPLICES
(NOT TO SCALE)



L-867 SPLICE CAN DETAIL
(NOT TO SCALE)

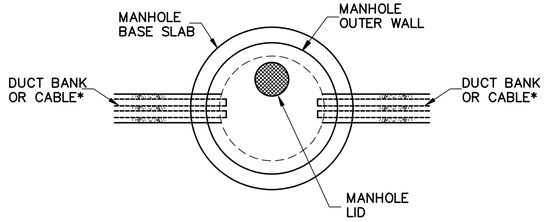
NOTES :
1. * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90° FROM MAIN ENTRANCE HUB WHERE SHOWN ON PLAN SHEETS.
2. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION / REFURBISHING PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION / REFURBISHING UNIT PRICES.



* = FOR CABLE: INSTALL 2" RG. STL. CONDUIT SLEEVES THROUGH MANHOLE WALL. INSTALL WATERPROOF BUSHINGS ON ENDS OF CONDUITS.

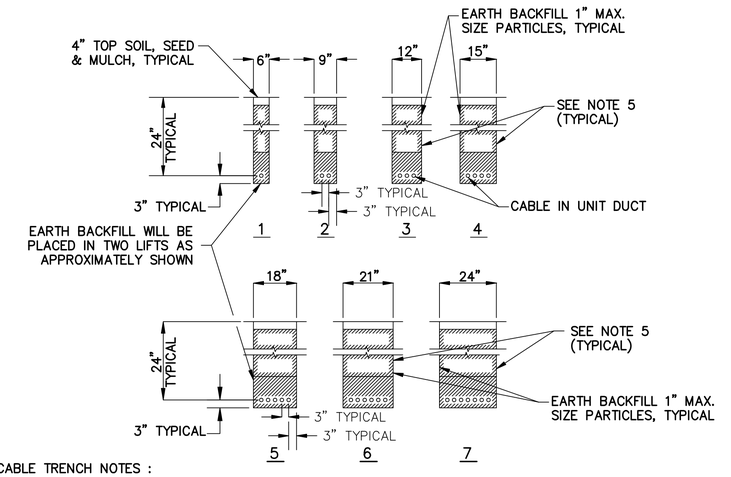
FURNISHING AND INSTALLING SAND CUSHION, CONCR. BASE SLAB, SAND BACKFILL, FRAME & LID, CABLE RACK AND FLAT SLAB TOP TO BE INCLUDED IN THE CONTRACT UNIT PRICE .

PROFILE VIEW



PLAN VIEW

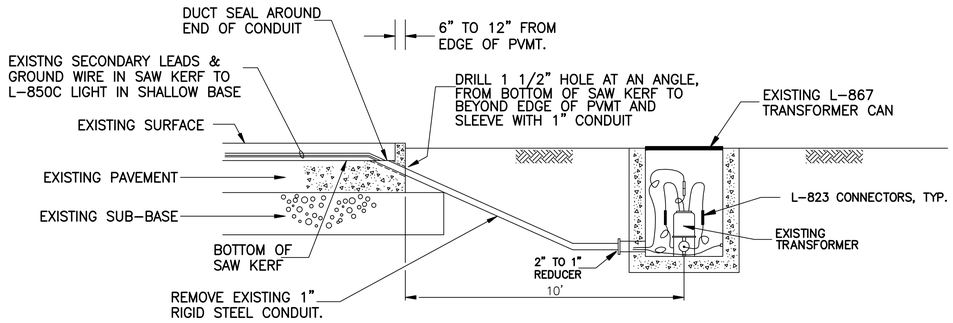
DETAIL OF AR110710 ELECTRICAL MANHOLE



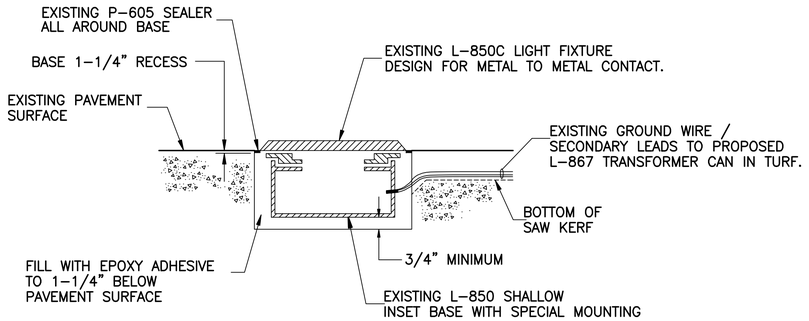
CABLE TRENCH NOTES :
1. DETAIL NUMBERS INDICATE NO. OF CABLES.
2. TRENCHES WITH MORE THAN 7 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE; IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
3. DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH. RETURFING MATERIALS AND RATES MAY BE SHOWN ON THE PLANS.
5. INSTALL YELLOW PLASTIC WARNING RIBBON IN TRENCH 9" ABOVE CABLES (TYPICAL ALL TRENCHES).

CABLE TRENCHES (IN TURF)
(NOT TO SCALE)

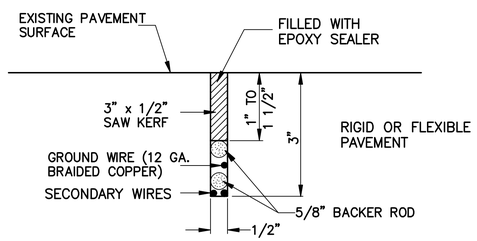
G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING1.dwg, 4/22/2010 10:09:39 AM, jeffm



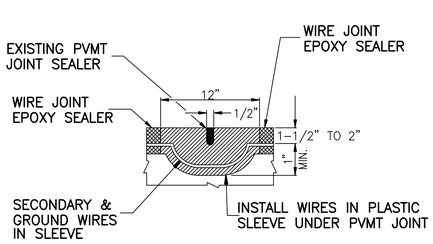
EXISTING SECONDARY WIRING DETAIL FOR
L-850C IN PVMT. HIRL ON L-850 SHALLOW BASE
(TO BE REMOVED)



TYPICAL INSTALLATION OF L-850C IN PAVEMENT HIRL
EDGE LIGHT ON L-850 SHALLOW BASE
(EXISTING, TO BE REMOVED)



SAW KERF CROSS SECTION

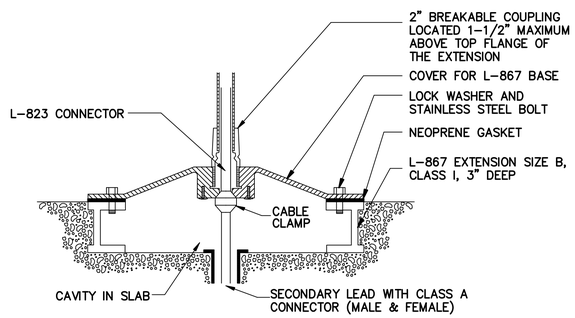


SAW KERF AT PAVEMENT JOINT INTERSECTION

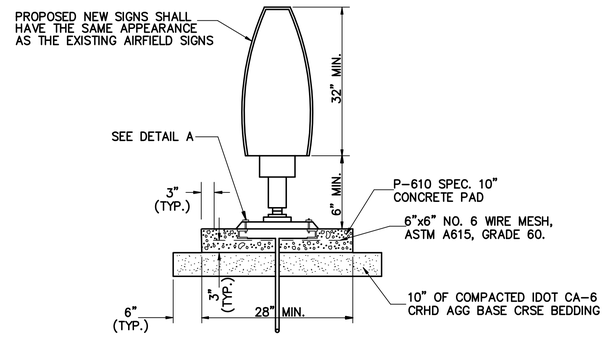
SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS ISOLATION TRANSFORMER DATA*				
NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.
** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

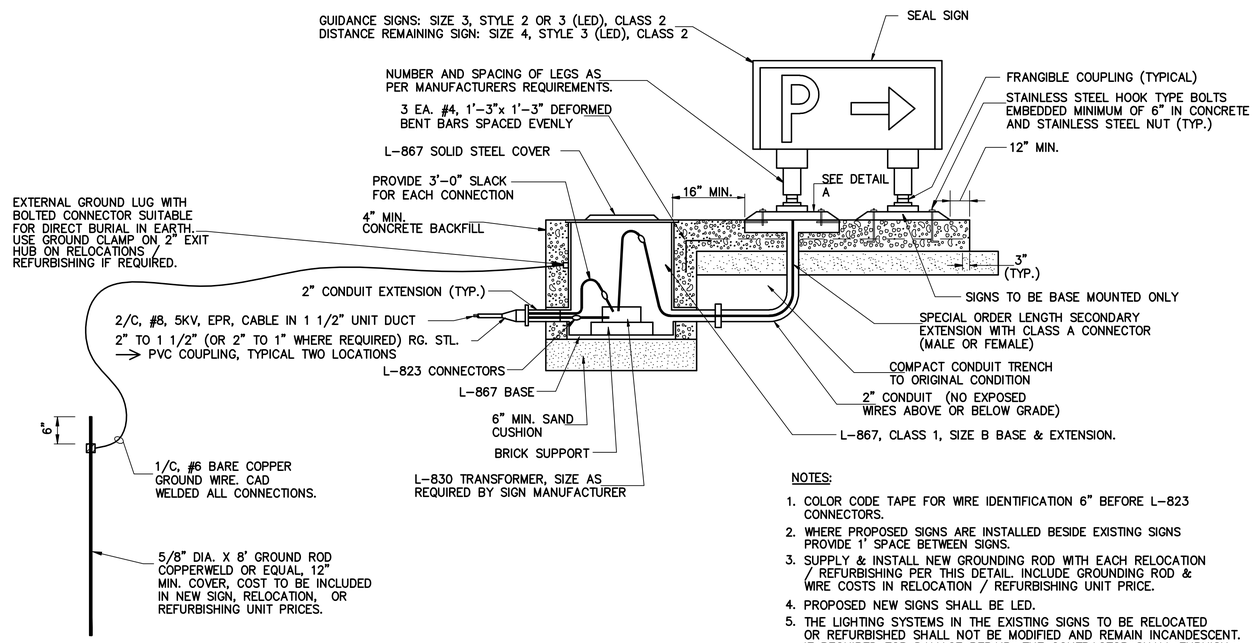
PROPOSED / REFURBISHED GUIDANCE SIGNS
PROPOSED / REFURBISHED DISTANCE REMAINING SIGNS



DETAIL A



SIDE VIEW

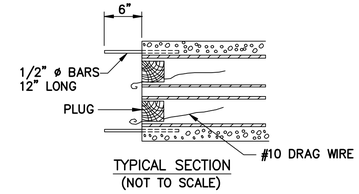


FRONT VIEW

NOTES:

1. COLOR CODE TAPE FOR WIRE IDENTIFICATION 6" BEFORE L-823 CONNECTORS.
2. WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
3. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION / REFURBISHING PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION / REFURBISHING UNIT PRICE.
4. PROPOSED NEW SIGNS SHALL BE LED.
5. THE LIGHTING SYSTEMS IN THE EXISTING SIGNS TO BE RELOCATED OR REFURBISHED SHALL NOT BE MODIFIED AND REMAIN INCANDESCENT. IF REQUIRED FOR DAMAGE REPAIR, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC150/5345-44G. THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS.

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING1.dwg, 4/22/2010 10:10:10 AM, jeffm



TYPICAL SECTION
(NOT TO SCALE)

NOTES :

A. DIMENSIONS SHOWN ARE MINIMUM.

B. TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.

C. DUCT CONCRETE SHALL BE 610 STRUCTURAL P.C. CONC.

D. PLASTIC DUCT (PVC) SHALL BE TYPE 1 CONFORMING TO FEDERAL SPEC. W-C-1094.

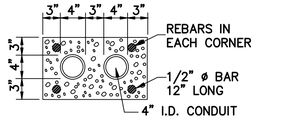
E. ALL DUCT SHALL BE 4" INSIDE DIA.

F. WHERE EDGE DRAINS ARE USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN TWO FEET FROM THE OUTSIDE EDGE OF ANY POROUS GRANULAR BACKFILL MATERIAL.

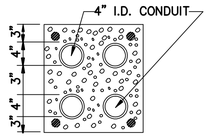
G. WHERE EDGE DRAINS ARE NOT USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN THREE FEET FROM THE EDGE OF ANY PAVED SURFACE.

H. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN (TURF CABLE MARKER)

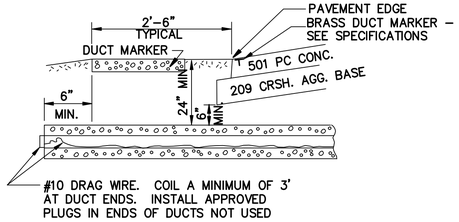
I. USE SPLIT DUCT IN DUCT BANKS AS REQUIRED WHERE EXISTING CABLES ARE PRESENT. COST OF SPLIT DUCT TO BE INCLUDED IN THE UNIT PRICE FOR DUCT BANK.



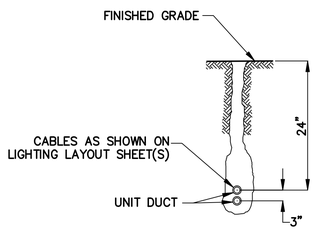
2-DUCT BANK
(NOT TO SCALE)



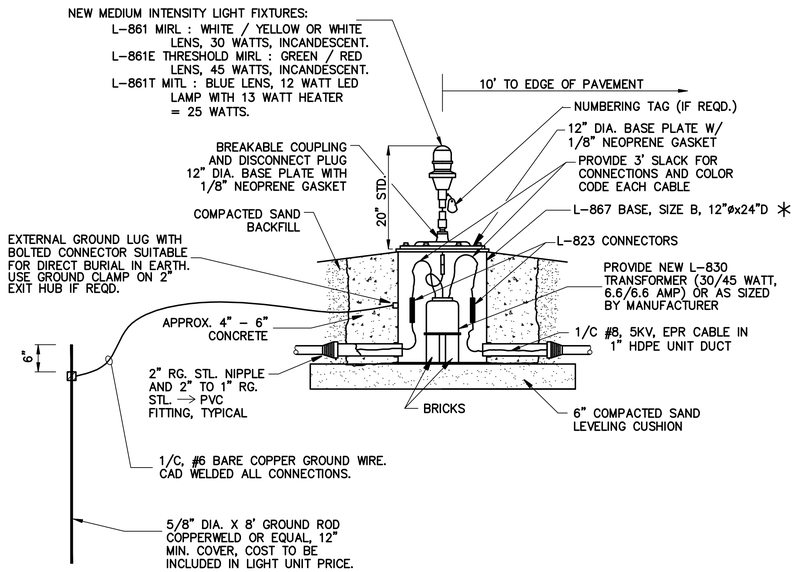
4-DUCT BANK
(NOT TO SCALE)



UNDERGROUND ELECTRICAL DUCT
(NOT TO SCALE)



PLOWED CABLE
(NOT TO SCALE)

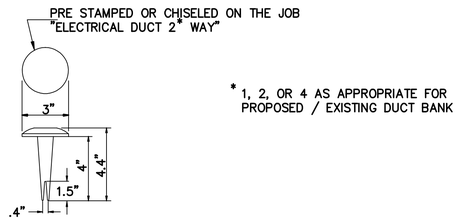


NEW L-861 IN-TURF EDGE LIGHT INSTALLATION DETAILS
L-861 / L-861E MEDIUM INTENSITY RUNWAY LIGHT (MIRL)
L-861T MEDIUM INTENSITY TAXIWAY LIGHT (MITL)

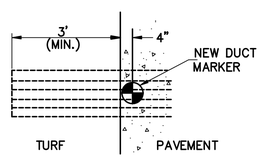
BASE MOUNTED, 6.6 AMP SERIES CIRCUIT
NOT TO SCALE

NOTES :

1. BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
2. * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90° FROM MAIN ENTRANCE HUB WHERE INDICATED ON PLAN SHEETS.

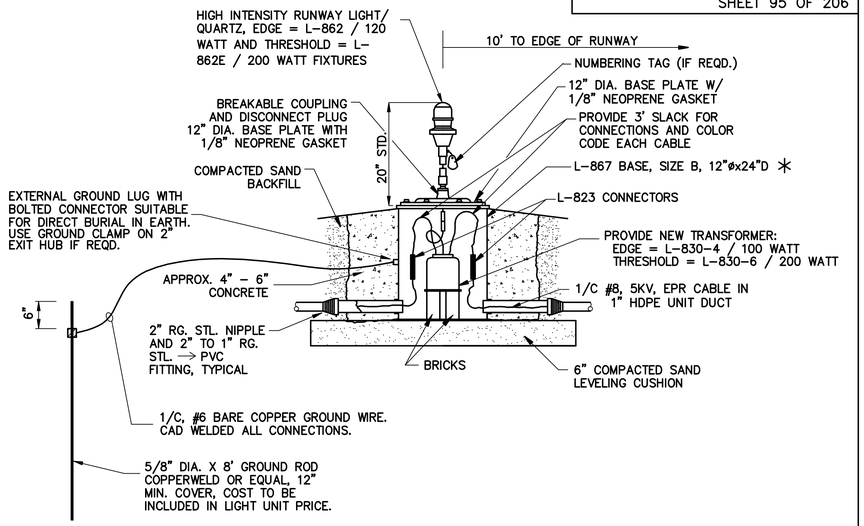


* 1, 2, OR 4 AS APPROPRIATE FOR PROPOSED / EXISTING DUCT BANK



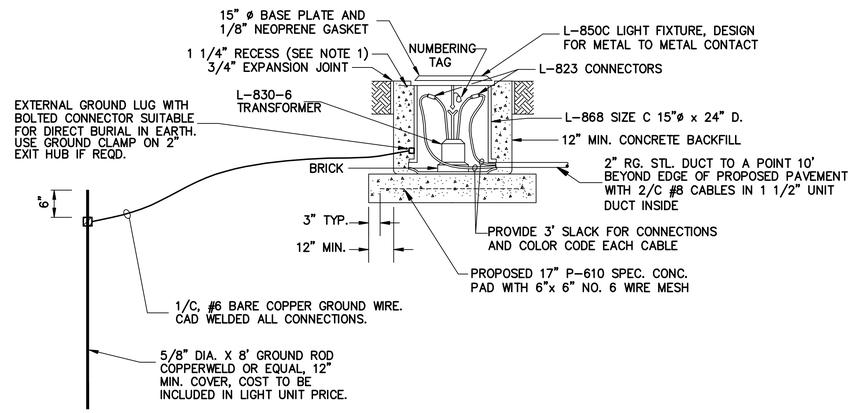
IN-PAVEMENT BRASS DUCT MARKER DETAIL

NOTE:
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.



NOTE : SEE NOTES UNDER L-861 MEDIUM INTENSITY EDGE LIGHT DETAIL. THESE NOTES ALSO APPLY TO TYPE L-862 HIGH INTENSITY RUNWAY EDGE LIGHTS.

NEW L-862 IN-TURF EDGE LIGHT INSTALLATION DETAILS
HIGH INTENSITY RUNWAY LIGHT / QUARTZ (HIRLQ)
BASE MOUNTED, SERIES CIRCUIT
NOT TO SCALE



NOTES :

1. IF INSTALLATION IS IN BITUMINOUS PAVEMENT, LEAVE CONCRETE BACKFILL 3-4 INCHES LOW FOR BACKFILL WITH BITUMINOUS MATERIAL.
2. SEE NOTES 3 AND 4 UNDER L-861 MEDIUM INTENSITY EDGE LIGHT DETAIL. THESE NOTES ALSO APPLY TO TYPE L-850C RUNWAY EDGE LIGHTS.

TYPICAL INSTALLATION OF NEW L-850C HIRLQ
EDGE LIGHT IN NEW PAVEMENT
ON L-868 BASE CAN
NOT TO SCALE

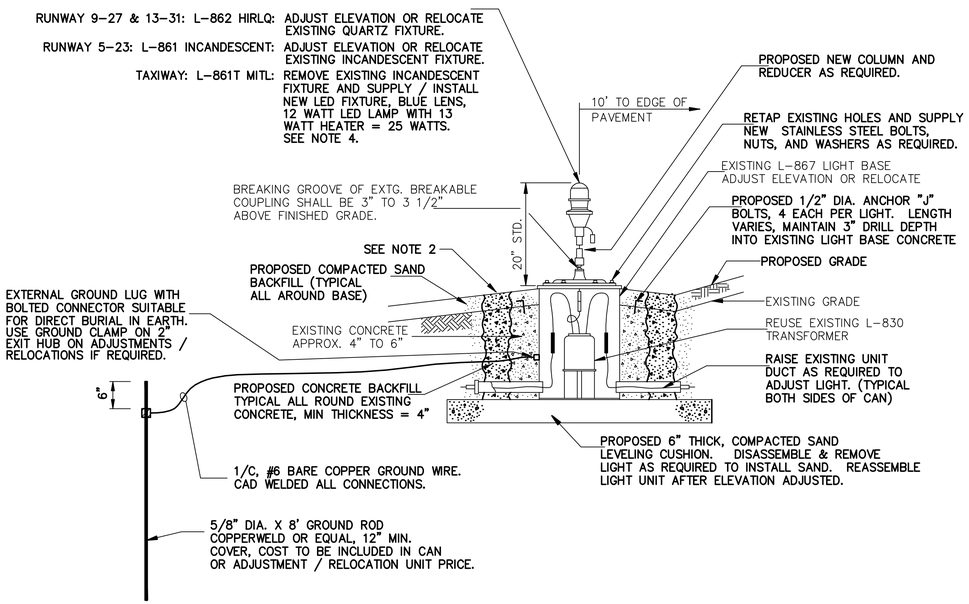
G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING1.dwg, 4/22/2010 10:22:43 AM, jeffm

EXISTING QUARTZ / INCANDESCENT LIGHT FIXTURES:

RUNWAY 9-27 & 13-31: L-862 HIRLQ: ADJUST ELEVATION OR RELOCATE EXISTING QUARTZ FIXTURE.

RUNWAY 5-23: L-861 INCANDESCENT: ADJUST ELEVATION OR RELOCATE EXISTING INCANDESCENT FIXTURE.

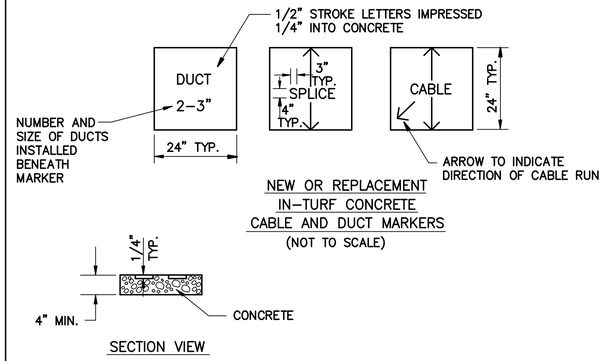
TAXIWAY: L-861T MITL: REMOVE EXISTING INCANDESCENT FIXTURE AND SUPPLY / INSTALL NEW LED FIXTURE, BLUE LENS, 12 WATT LED LAMP WITH 13 WATT HEATER = 25 WATTS. SEE NOTE 4.



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

NOTES:

1. AT THE CONTRACTOR'S OPTION, LIGHT BASE CAN EXTENSION RINGS MAY BE USED TO ADJUST LIGHT FIXTURE. 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. 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.
3. BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
4. IF THE CONDITION OF THE EXISTING LIGHTING EQUIPMENT TO BE REMOVED OR ADJUSTED IS ACCEPTABLE TO THE RESIDENT ENGINEER, THE CONTRACTOR MAY REUSE THE REMOVED LIGHT FIXTURES (L-861 AND L-862 RUNWAY LIGHTS ONLY), BASE PLATES, CANS, AND TRANSFORMERS AT THE PROPOSED LIGHT LOCATIONS. INCANDESCENT MITL UNITS (TO BE RELOCATED OR ADJUSTED) SHALL BE CONVERTED TO LED UNITS BY SUPPLYING & INSTALLING NEW LED FIXTURES, ELECTRICAL LEADS, LED LAMPS, GLASS GLOBES, COLUMNS, REDUCERS (IF REQUIRED) AND THERMOSTATICALLY CONTROLLED ARTIC HEATER KITS. IF THE EXISTING EDGE LIGHT EQUIPMENT IS REUSED, THEN THE CONTRACTOR SHALL SUPPLY AND INSTALL PROPOSED 6" COMPACTED SAND LEVELING CUSHION, EXTEND THE EXISTING STEEL CONDUIT TO A POINT OUTSIDE OF THE PROPOSED CONCRETE BACKFILL, ADDITIONAL P.C. CONCRETE BACKFILL ALL AROUND (MIN. 4" THICKNESS), COMPACTED SAND BACKFILL, NEW 1/8" NEOPRENE GASKETS, RETAP BASE HOLES AS REQUIRED, NEW STAINLESS STEEL BOLTS, NUTS, & WASHERS, AND NEW HEATERS, LENS & LAMPS AS REQUIRED. CONTRACTOR SHALL REPLACE ANY EQUIPMENT DAMAGED DURING RELOCATION / ADJUSTMENT AS DIRECTED BY THE RESIDENT ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL ALL NEW EDGE LIGHT EQUIPMENT AS REQUIRED. INCLUDE COSTS FOR ALL OF THE ABOVE ITEMS IN THE EDGE LIGHT RELOCATION / ADJUSTMENT CONTRACT UNIT PRICES.
5. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.
6. PROPOSED RELOCATED L-861 MIRL UNITS SHALL BE INCANDESCENT.
7. PROPOSED RELOCATED L-862 HIRLQ UNITS SHALL BE QUARTZ.
8. PROPOSED RELOCATED L-861T MITL UNITS SHALL BE LED.
9. EXISTING USEABLE LIGHTING EQUIPMENT THAT IS REMOVED AND NOT REINSTALLED SHALL BE TURNED OVER TO THE MAA.

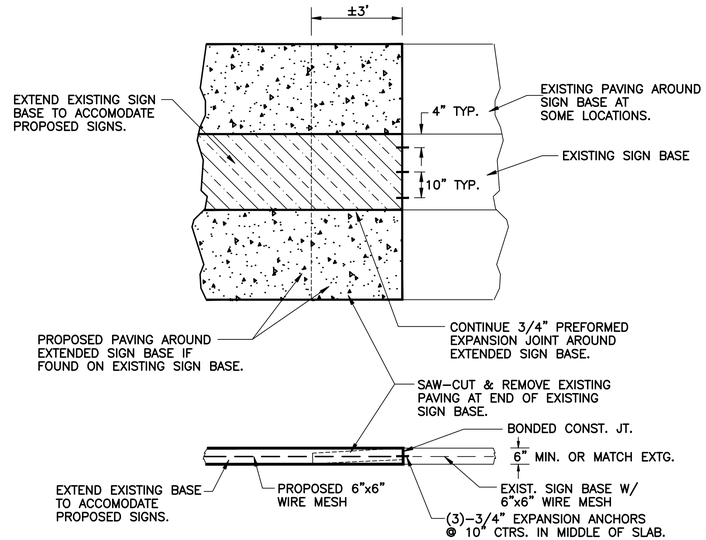


NEW OR REPLACEMENT
IN-TURF CONCRETE
CABLE AND DUCT MARKERS
(NOT TO SCALE)

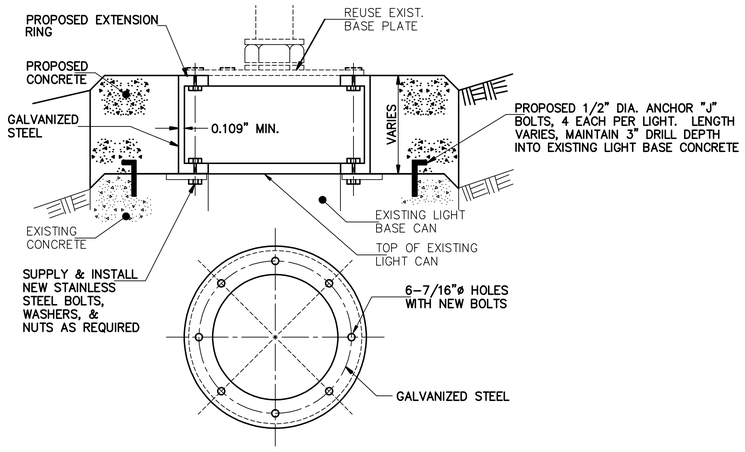
SECTION VIEW

NOTES:

1. NEW MARKERS ARE REQUIRED ON ALL FAA CABLES. CABLE MARKERS SHALL BE INSTALLED BY THE CONTRACTOR AT ALL LOCATIONS SELECTED BY THE RESIDENT ENGINEER AND / OR THE FAA. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ELEVATION OF EXISTING MARKERS AND / OR REPLACE EXISTING MARKERS DAMAGED DURING CONSTRUCTION.
2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
3. EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
4. WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED.
   A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
   B. INCREASE THE MARKER SIZE TO 30" X 30" MAX.
   C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.



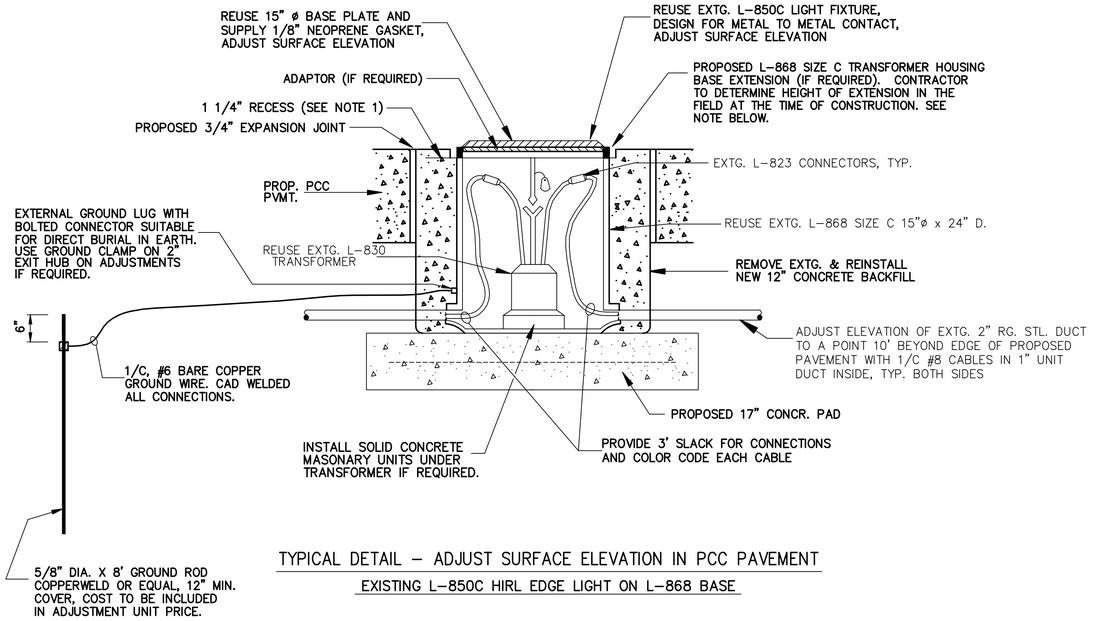
EXISTING SIGN BASE
EXTENSION DETAIL



NOTE: THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPES (MOST ARE 12" L-867) AND REQUIRED HEIGHT ADJUSTMENT DIMENSIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR ALTERNATE LIGHT CAN TYPES. REDRILL AND RETAP EXISTING HOLES AS REQUIRED. COSTS SHALL BE INCLUDED IN THE UNIT PRICE FOR LIGHT ADJUSTMENT.

OPTIONAL EXTENSION RING DETAIL
N.T.S.

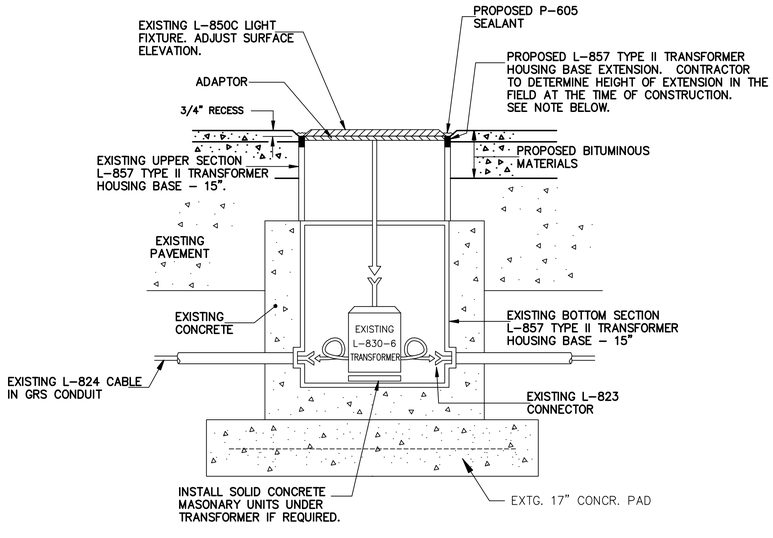
G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING1.dwg, 4/22/2010 10:11:09 AM, jeffm



TYPICAL DETAIL – ADJUST SURFACE ELEVATION IN PCC PAVEMENT

EXISTING L-850C HIRL EDGE LIGHT ON L-868 BASE

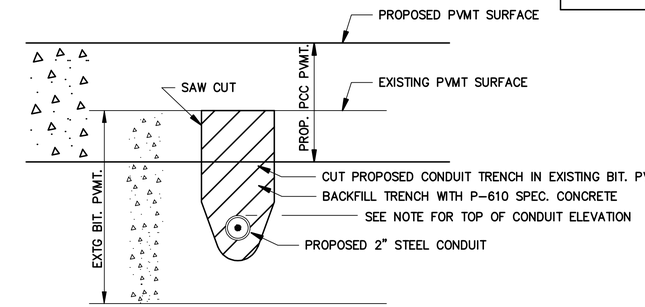
NOTE: THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPE AND SIZE. NO ADDITIONAL PAYMENT WILL BE MADE FOR ALTERNATE LIGHT CAN TYPES OR SIZES. RETAP EXISTING HOLES AS REQUIRED.



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

TYPICAL DETAIL – ADJUST SURFACE ELEVATION IN BITUMINOUS PAVEMENT

EXISTING L-850C HIRL EDGE LIGHT ON L-868 BASE



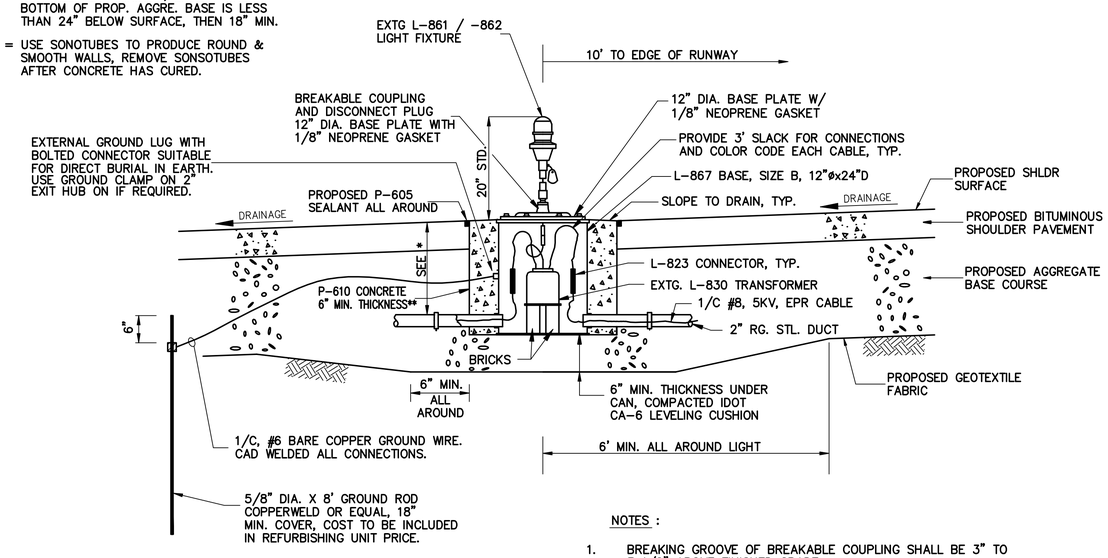
TYPICAL DETAIL: AR801630 – 2" STEEL DUCT IN CONCR TRENCH

NO SCALE

NOTE: THE TOP OF THE PROPOSED CONDUIT SHALL BE AT LEAST 6" BELOW THE BOTTOM OF THE PROPOSED PAVEMENT AND AT LEAST 6" BELOW THE TOP OF THE EXISTING PAVEMENT (WHICH EVER ELEVATION IS THE LOWEST). INCLUDE COSTS FOR PAVEMENT REMOVAL AND CONCRETE BACKFILL IN AR801630 – 2" STEEL DUCT IN CONCR TRENCH CONTRACT UNIT PRICE.

* = NORMALLY 24" MINIMUM, EXCEPT WHEN BOTTOM OF PROP. AGGRE. BASE IS LESS THAN 24" BELOW SURFACE, THEN 18" MIN.

** = USE SONOTUBES TO PRODUCE ROUND & SMOOTH WALLS, REMOVE SONSOTUBES AFTER CONCRETE HAS CURED.



EXISTING L-861 / -862 IN PAVED SHOULDER EDGE LIGHT REFURBISHING DETAILS

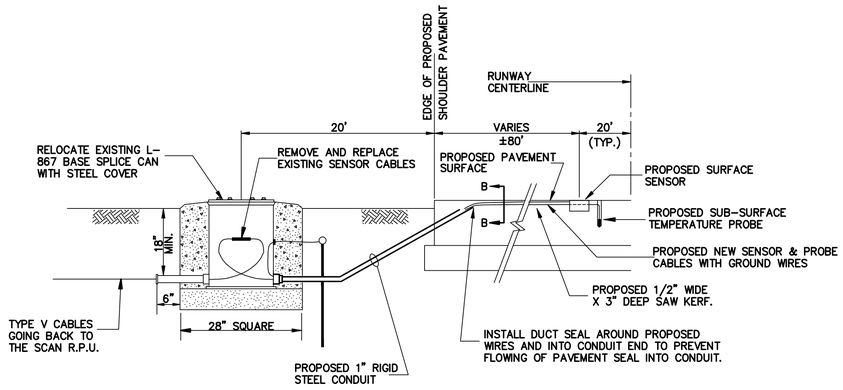
BASE MOUNTED, SERIES CIRCUIT

NOT TO SCALE

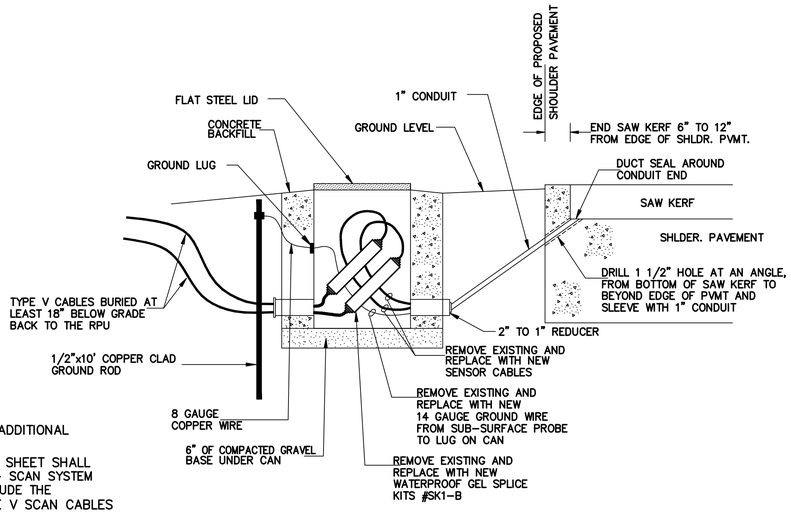
NOTES :

1. BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
2. * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90° FROM MAIN ENTRANCE HUB WHERE INDICATED ON PLAN SHEETS.
3. IF THE CONDITION OF THE EXISTING LIGHTING EQUIPMENT TO BE REMOVED IS ACCEPTABLE TO THE RESIDENT ENGINEER, THE CONTRACTOR MAY REUSE THE REMOVED LIGHT FIXTURES, BASE PLATES, CANS, AND TRANSFORMERS AT THE PROPOSED LIGHT LOCATIONS. IF THE EXISTING EDGE LIGHT EQUIPMENT IS REUSED, THEN THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE BACKFILL FROM AROUND THE CAN; SUPPLY AND INSTALL 6" COMPACTED CA-6 LEVELING CUSHION, NEW P.C. CONCRETE BACKFILL ALL AROUND (MIN. 6" THICKNESS), NEW 1/8" NEOPRENE GASKETS, RETAP BASE HOLES AS REQD., NEW STAINLESS STEEL BOLTS, NUTS, & WASHERS, AND NEW LENS & LAMPS AS REQUIRED. CONTRACTOR SHALL REPLACE ANY DAMAGED EQUIPMENT AS DIRECTED BY THE RESIDENT ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL NEW EDGE LIGHT EQUIPMENT AS REQUIRED. AT THE CONTRACTOR'S OPTION, HE MAY SUPPLY AND INSTALL NEW CANS INSTEAD OF REUSING THE EXISTING CANS.
4. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION / REFURBISHING PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION / REFURBISHING UNIT PRICE.

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING1.dwg, 4/22/2010 10:11:39 AM, jeffm



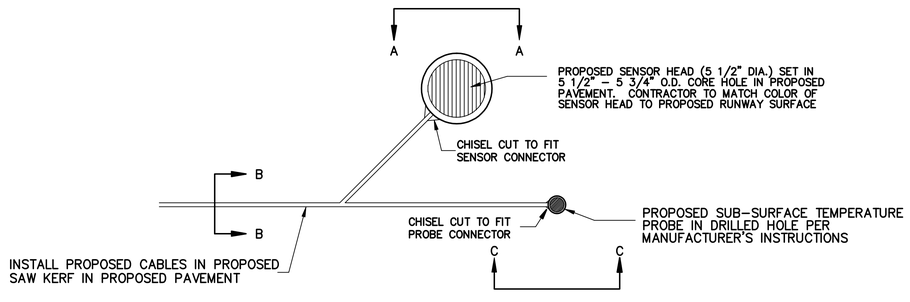
PROPOSED SUB-SURFACE TEMPERATURE PROBE AND SENSOR CABLE INSTALLATION PROFILE VIEW



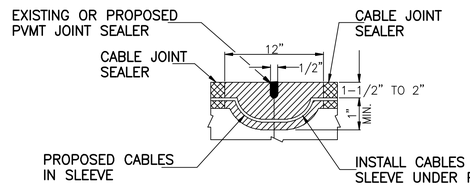
NOTES :

1. SEE MANUFACTURER'S INSTRUCTIONS FOR ADDITIONAL INSTALLATION REQUIREMENTS.
2. THE COSTS OF ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN CONTRACT ITEM AR801606 – SCAN SYSTEM UPGRADE. ITEM AR801606 SHALL ALSO INCLUDE THE RELOCATION / REPLACEMENT OF THE TYPE V SCAN CABLES (AS SHOWN ON THE PLAN SHEETS) AND UPGRADING THE SCAN EQUIPMENT AT THE TWO RPU'S (REMOTE PROCESSING UNITS). SEE SHEETS 101 & 102 FOR THE LOCATION OF THE RPU'S.
3. SEE SHEET 105 FOR THE DETAILS OF THE EXISTING RPU'S.

SCAN SYSTEM SPLICE CAN RELOCATION DETAILS

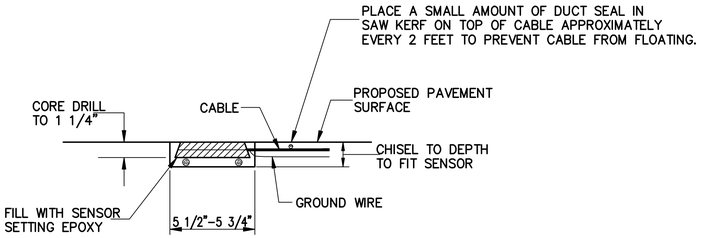


TYPICAL SENSOR HEAD / TEMPERATURE PROBE AND CABLE INSTALLATION DETAIL

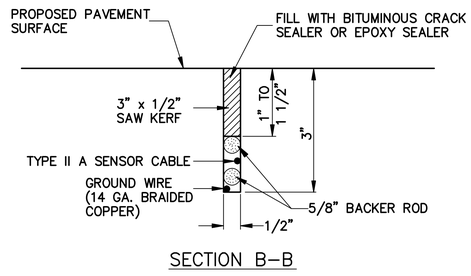


SAW KERF AT PAVEMENT JOINT INTERSECTION

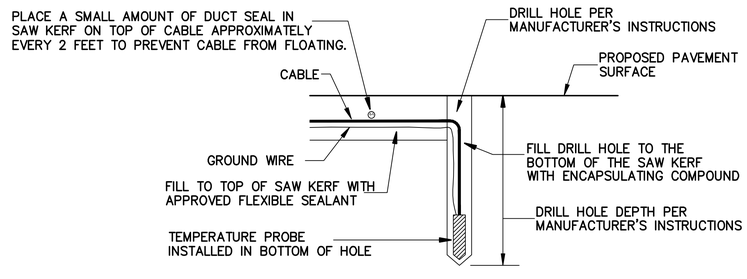
TIHS DETAIL ALSO APPLIES TO THE RUNWAY PAVEMENT / SHOULDER PAVEMENT JOINT.



SECTION A–A



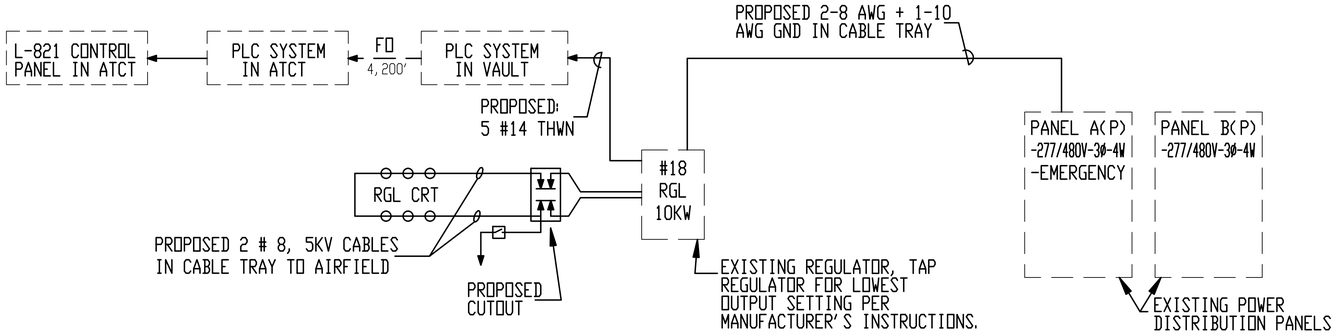
SECTION B–B



SECTION C–C

SCAN SYSTEM DETAILS

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING1.dwg, 4/22/2010 10:12:06 AM, jeffm



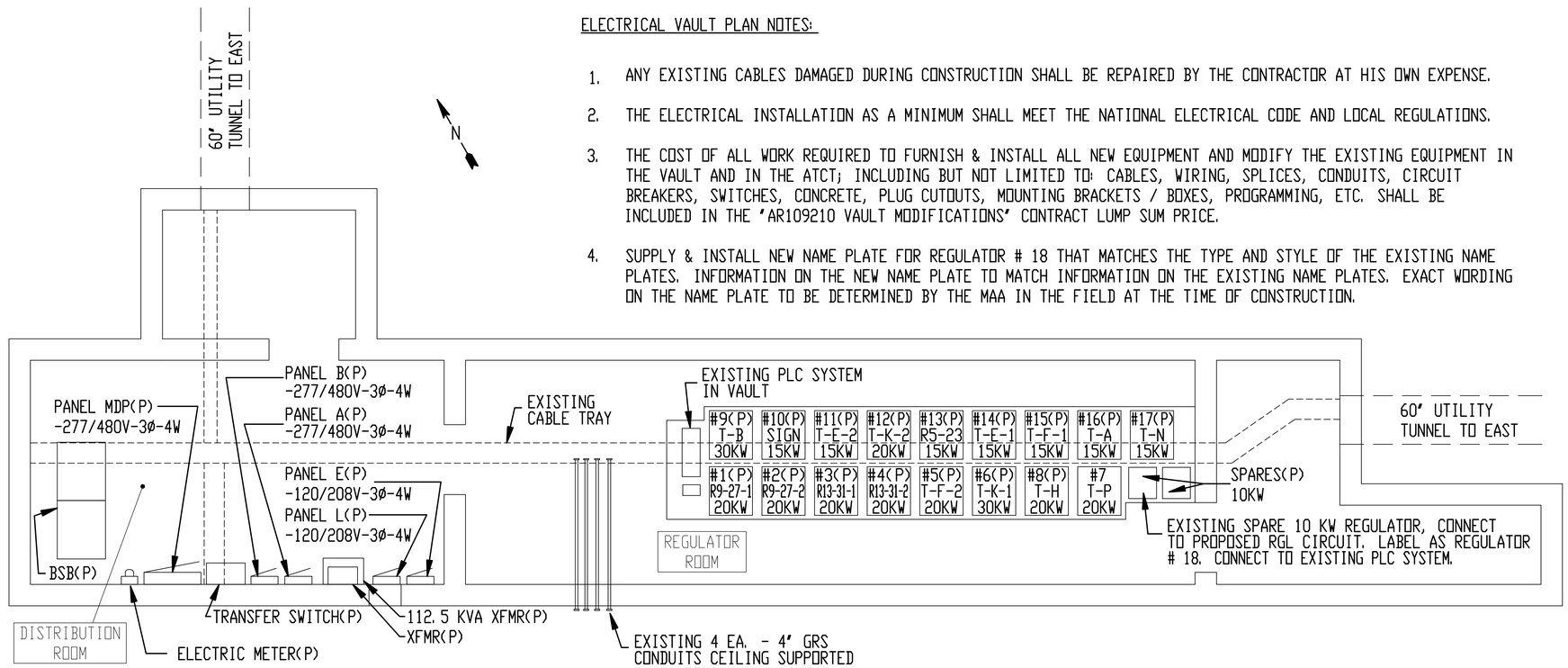
ONE-LINE RISER DIAGRAM

SCALE: NONE

ONE-LINE RISER DIAGRAM NOTES:

1. GROUNDS AND NEUTRALS ARE NOT SHOWN FOR CLARITY, BUT ARE REQUIRED PER N.E.C.
2. ALL WIRE TO BE 600V INSULATED, TYPE THWN UNLESS OTHERWISE NOTED.
3. PROVIDE FOR REMOTE MONITORING AND CONTROL IN THE ATCT (AIR TRAFFIC CONTROL TOWER WHICH IS LOCATED ON THE SOUTH SIDE OF THE AIRFIELD) IN A SIMILAR FASHION AS THE OTHER EXISTING REGULATORS IN THE VAULT; CONNECT TO, REPROGRAM, WIRE AND MODIFY THE EXISTING PLC SYSTEM IN VAULT & ATCT AS REQUIRED.
4. ROUTE CABLES IN CABLE TRAY SIMILAR TO THE EXISTING CABLING. SUPPLY & INSTALL MONITORING AND CONTROL CABLES SIMILAR TO THE EXISTING.
5. THE COSTS FOR ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN THE CONTRACT ITEM 'AR109210 VAULT MODIFICATIONS' LUMP SUM PRICE.

ELECTRICAL ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
GND	GROUND
KVA	KILO-VOLT AMPERES
KW	KILOWATT
MDP	MAIN DISTRIBUTION PANEL
PH OR Ø	PHASE
V	VOLTS
XFMR	TRANSFORMER
(P)	PRESENT
(PR)	PRESENT TO BE RELOCATED
(PX)	PRESENT TO BE REMOVED
(R)	RELOCATED



EXISTING ELECTRICAL VAULT PLAN

SCALE: 1/8" = 1'-0"

ELECTRICAL VAULT PLAN NOTES:

1. ANY EXISTING CABLES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
2. THE ELECTRICAL INSTALLATION AS A MINIMUM SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
3. THE COST OF ALL WORK REQUIRED TO FURNISH & INSTALL ALL NEW EQUIPMENT AND MODIFY THE EXISTING EQUIPMENT IN THE VAULT AND IN THE ATCT; INCLUDING BUT NOT LIMITED TO: CABLES, WIRING, SPLICES, CONDUITS, CIRCUIT BREAKERS, SWITCHES, CONCRETE, PLUG CUTOUTS, MOUNTING BRACKETS / BOXES, PROGRAMMING, ETC. SHALL BE INCLUDED IN THE 'AR109210 VAULT MODIFICATIONS' CONTRACT LUMP SUM PRICE.
4. SUPPLY & INSTALL NEW NAME PLATE FOR REGULATOR # 18 THAT MATCHES THE TYPE AND STYLE OF THE EXISTING NAME PLATES. INFORMATION ON THE NEW NAME PLATE TO MATCH INFORMATION ON THE EXISTING NAME PLATES. EXACT WORDING ON THE NAME PLATE TO BE DETERMINED BY THE MAA IN THE FIELD AT THE TIME OF CONSTRUCTION.

G:\Airport\A09T026-RW 9-27 Reconst.Design\VAULT.dwg, 4/22/2010 9:46:54 AM, jeffm

EXISTING ELECTRICAL PANEL A

PANEL : A (EXISTING) (EMERGENCY) VOLTAGE : 277/480V-3PH-4W

MOUNTING : SURFACE MAINS : 400A MLO

CKT. NO.	BKR.	DESCRIPTION	DESCRIPTION	BKR.	CKT. NO.
1	50/2	15 KW, T-A (REG#16)	15 KW, SIGN (REG#10)	50/2	2
3	---	---	---	---	4
5	70/2	20 KW, T-H (REG#8)	SPACE	---	6
7	---	---	SPACE	---	8
9	60/2	20 KW, T-P (REG#7)	20 KW, R9-27-2 (REG#2)	70/2	10
11	---	---	---	---	12
13	70/2	20 KW, R9-27-1 (REG#1)	20 KW, T-K-2 (REG#12)	60/2	14
15	---	---	---	---	16
17	---	SPACE	20 KW, R13-31-1 (REG#3)	70/2	18
19	---	SPACE	---	---	20
21	70/2	20 KW, T-F-2 (REG#5)	---	---	22
23	---	---	SPACE	---	24
25	---	SPACE	20 KW, R13-31-2 (REG#4)	70/2	26
27	---	SPACE	---	---	28
29	25/3	15 KVA XFMR	15 KW, T-E-1 (REG#14)	50/2	30
31	---	---	---	---	32
33	---	---	15 KW, T-F-1 (REG#15)	50/2	34
35	90/2	30 KW, T-B (REG#9)	---	---	36
37	---	---	SPACE	---	38
39	---	SPACE	15 KW, T-N (REG#17)	50/2	40
41	---	SPACE	---	---	42

INSTALL PROPOSED NEW CIRCUIT BREAKER IN CIRCUIT 17 (19):

40/2	10 KW, RGL (REG#18)

ELECTRICAL POWER SUPPLY PANEL GENERAL NOTES:

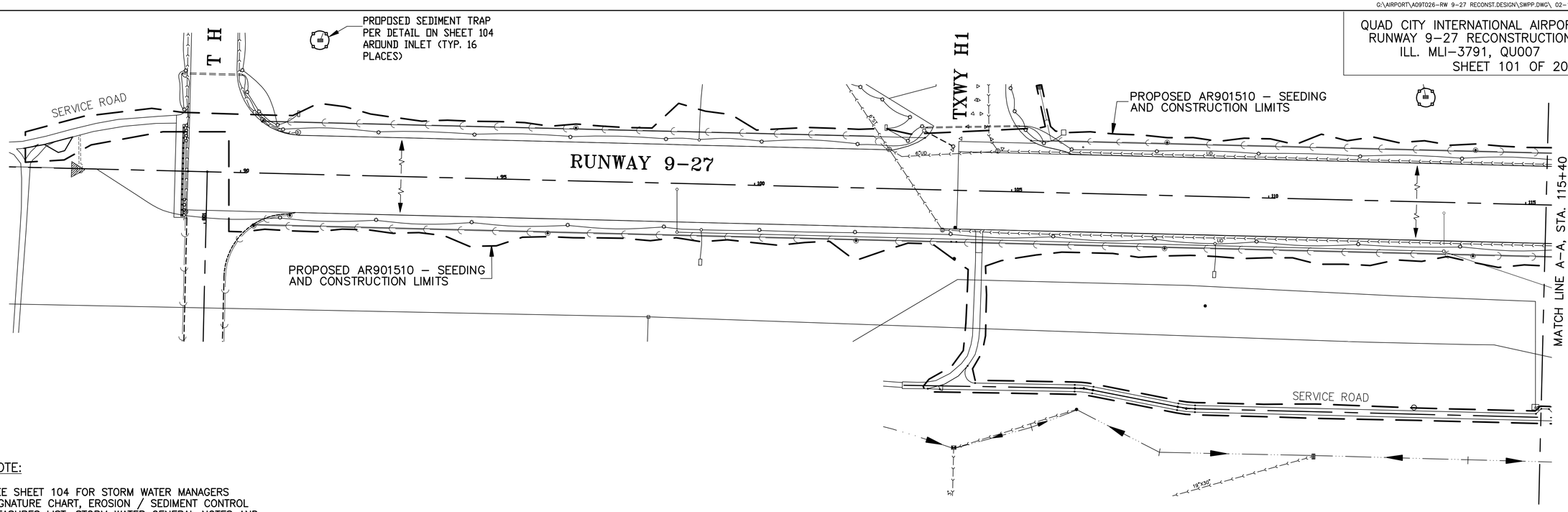
1. PROVIDE NEW CIRCUIT BREAKER AS REQUIRED TO SERVE NEW PROPOSED RGL CIRCUIT LOAD AS INDICATED ABOVE.
2. PROVIDE BLANK FILLERS IN ALL UN-USED OPENINGS.
3. VERIFY LOADS ON EACH CIRCUIT AND RE-BALANCE LOADS AS REQUIRED. RECORD PRIMARY AND SECONDARY VOLTAGE AND CURRENT FOR EACH REGULATOR AT MAXIMUM OUTPUT CURRENT LEVEL.
4. THE COSTS FOR ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN THE CONTRACT ITEM 'AR109210 VAULT MODIFICATIONS' CONTRACT LUMP SUM PRICE.

ELECTRICAL VAULT MODIFICATIONS GENERAL NOTES:

1. COLOR CODE ALL PHASE WIRING BY USE OF COLORED TAPE (RGL CIRCUIT = MAGENTA).
2. ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION.
3. IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS CONTROL, ETC.
4. ALL POWER AND CONTROL CIRCUIT CONDUCTORS SHALL BE COPPER, ALUMINUM IS NOT ACCEPTABLE. THIS INCLUDES WIRE, CABLE, BUSSES, TERMINALS, SWITCH/PANEL COMPONENTS, ETC.
5. LOW VOLTAGE (600V) AND HIGH VOLTAGE (5000V) CONDUCTORS SHALL BE INSTALLED IN SEPERATE WIREWAYS.
6. NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND JUNCTION/PULL BOXES.
7. EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE ENCLOSURES.
8. SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
9. CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC, MOLDED CASE, PERMENENT TRIP WITH 100 AMPERE, MINIMUM, FRAME.
10. ALL WALL AND CEILING MOUNTED EQUIPMENT, ENCLOSURES AND CONDUITS SHALL BE MOUNTED ON STRUT FRAMING TO ALLOW A MINIMUM OF 1/2" AIR SPACE BETWEEN WALL AND EQUIPMENT.
11. RIGID STEEL CONDUIT SHALL BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. THE MINIMUM TRADE SIZE SHALL BE 3/4 INCH.
12. ALL RIGID CONDUIT SHALL BE TERMINATED AT CONSTANT CURRENT REGULATORS WITH A SECTION (24" MINIMUM) OF FLEXIBLE CONDUIT.
13. UNLESS OTHERWISE SHOWN ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
14. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC., SHALL BE GALVANIZED.
15. USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE #4 AWG OR LARGER UNGROUNDED WIRE IS INSTALLED, USE INSULATED BUSHINGS.
16. USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
17. WRAP ALL PRIMARY AND SECONDARY POWER TRANSFORMER CONNECTIONS WITH SUFFICIENT LAYERS OF INSULATING TAPE AND COVER WITH INSULATING VARNISH FOR FULL VALUE OF CABLE INSULATION VOLTAGE.
18. UNLESS OTHERWISE NOTED, ALL INDOOR SINGLE CONDUCTOR CONTROL WIRING SHALL BE #12 AWG.
19. BOTH ENDS OF EACH CONTROL CONDUCTOR SHALL BE TERMINATED AT A TERMINAL BLOCK. THE TERMINAL BLOCK SHALL BE OF PROPER RATING AND SIZE FOR THE FUNCTION INTENDED AND THEY SHALL BE LOCATED IN EQUIPMENT ENCLOSURES.
20. ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED, CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITOUT CONNECTORS ARE NOT ACCEPTABLE.
21. BOTH ENDS OF ALL CONTROL CONDUCTORS SHALL BE IDENTIFIED AS TO THE CIRCUIT, TERMINAL BLOCK, AND TERMINAL NUMBER. ONLY STICK-ON LABELS SHALL BE USED.
22. ANY AND ALL MATERIALS REMOVED AND NOT REUSED SHALL REMAIN THE PROPERTY OF THE MAA. THIS INCLUDES, BUT IS NOT LIMITED TO, WIRE, CABLE, CONDUIT, ELECTRICAL EQUIPMENT, REGULATORS, ETC.

G:\Airport\A09T026-RW 9-27 Reconst.Design\VAULT.dwg, 4/22/2010 9:48:09 AM, jeffm

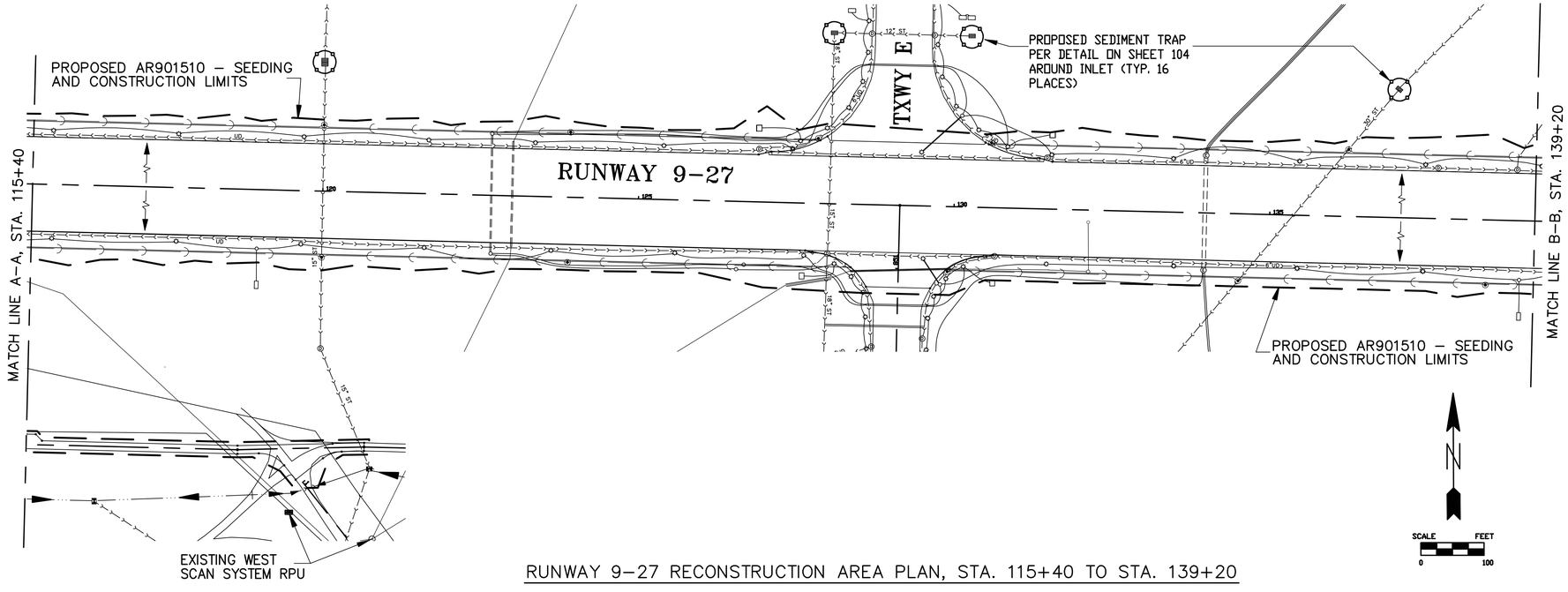
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 101 OF 206



NOTE:

SEE SHEET 104 FOR STORM WATER MANAGERS SIGNATURE CHART, EROSION / SEDIMENT CONTROL MEASURES LIST, STORM WATER GENERAL NOTES AND CONSTRUCTION ACTIVITIES SCHEDULE.

RUNWAY 9-27 RECONSTRUCTION AREA PLAN, STA. 86+00 TO STA. 115+40



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

RUNWAY 9-27 RECONSTRUCTION AREA PLAN, STA. 115+40 TO STA. 139+20

PROPOSED STORM WATER POLLUTION PREVENTION PLAN

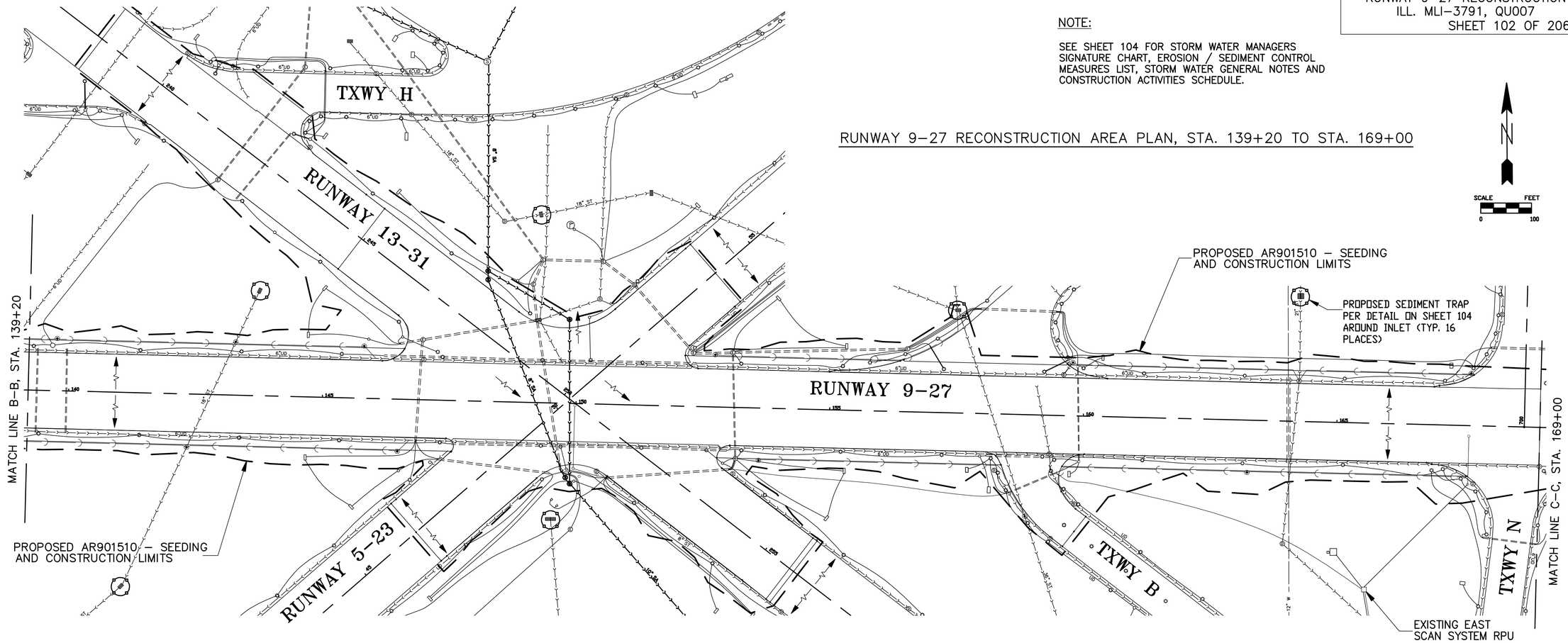
G:\Airport\A09T026-RW 9-27 Reconst.Design\SWPP.dwg, 4/22/2010 9:33:32 AM, jeffm

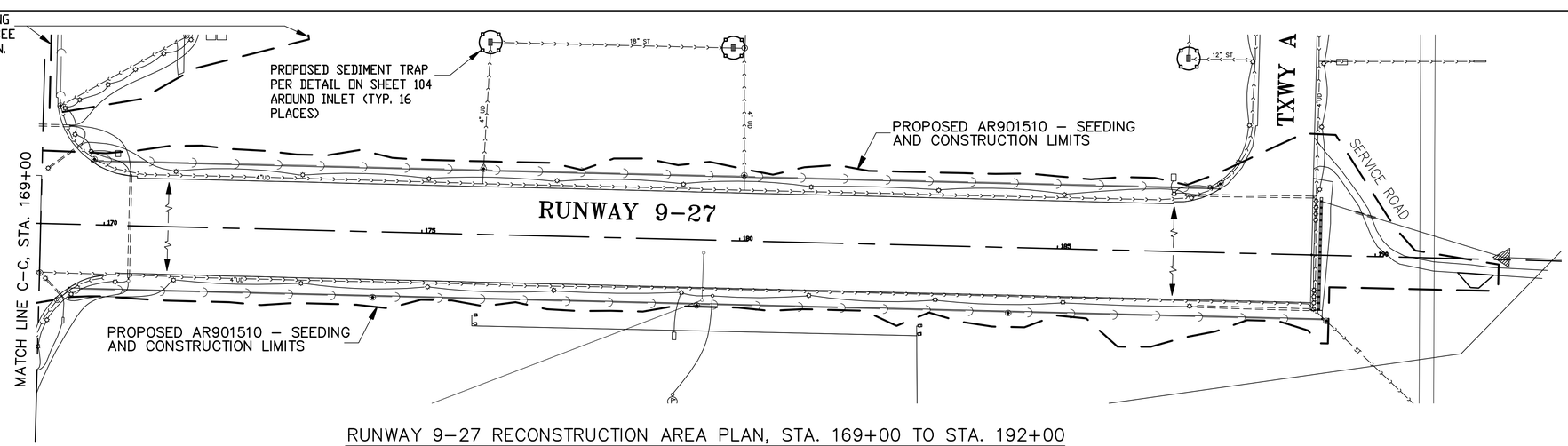
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 102 OF 206

NOTE:

SEE SHEET 104 FOR STORM WATER MANAGERS SIGNATURE CHART, EROSION / SEDIMENT CONTROL MEASURES LIST, STORM WATER GENERAL NOTES AND CONSTRUCTION ACTIVITIES SCHEDULE.

RUNWAY 9-27 RECONSTRUCTION AREA PLAN, STA. 139+20 TO STA. 169+00





LEGEND:

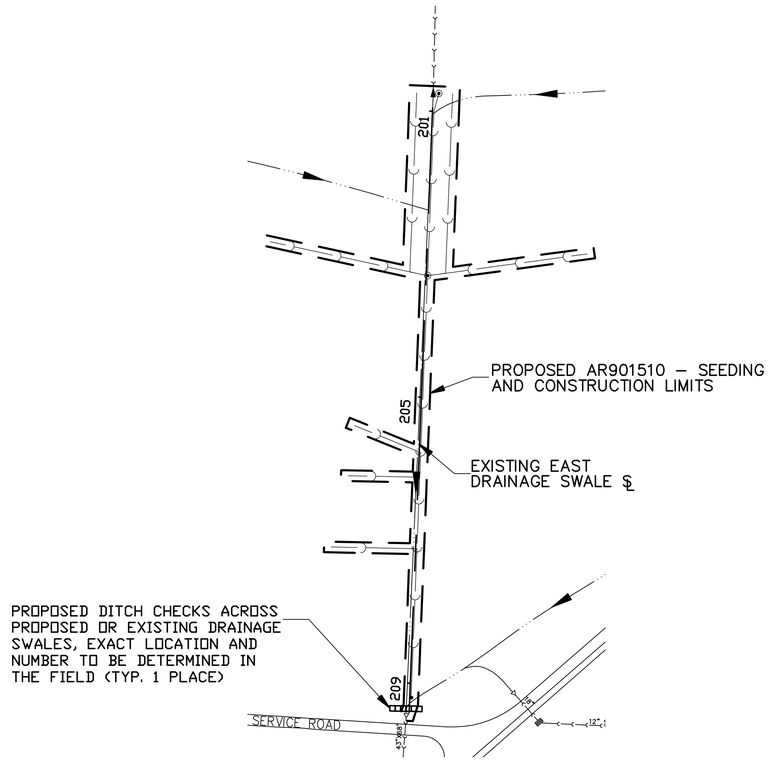
- EXTG. EDGE LIGHT
- EXTG. GUIDANCE SIGN
- EXTG. ELECTRICAL CABLE
- EXTG. STORM SEWER OR UNDERDRAIN
- EXTG. INLET
- EXTG. OUTLET
- EXTG. MANHOLE
- EXTG. DRAINAGE DITCH
- PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
- EXISTING FENCE
- EXISTING OR PROPOSED DRAINAGE SWALE
- PROPOSED SILT FENCE
- PROPOSED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

RUNWAY 9-27 RECONSTRUCTION AREA PLAN, STA. 169+00 TO STA. 192+00

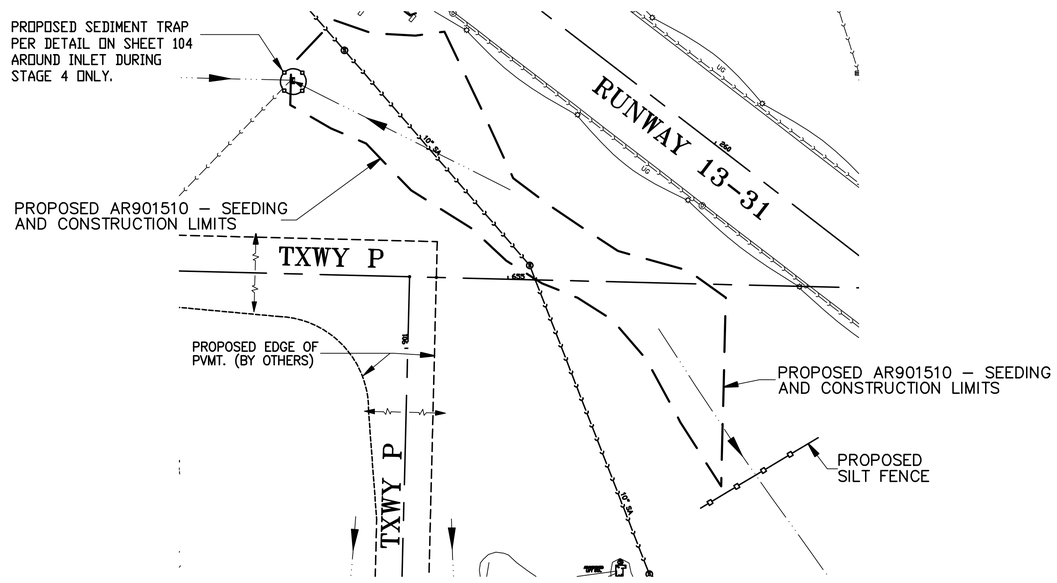
PROPOSED STORM WATER POLLUTION PREVENTION PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SWPP.dwg, 4/22/2010 9:34:40 AM, jeffm

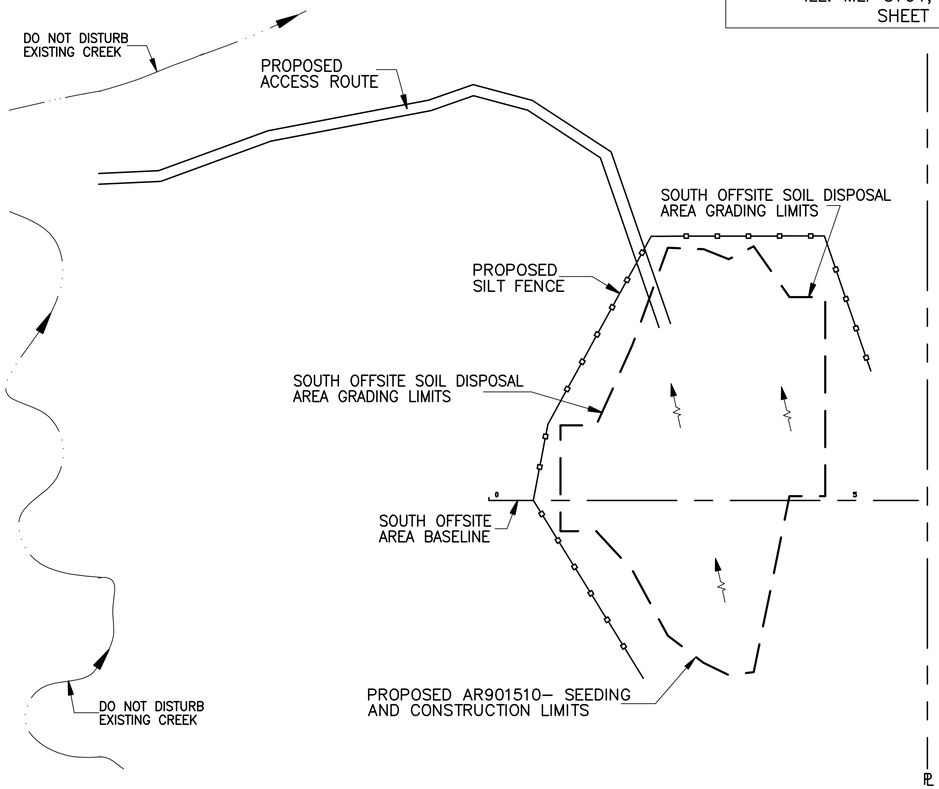
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 103 OF 206



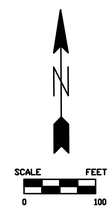
EAST DRAINAGE SWALE AREA PLAN, STA. 120+00, RIGHT 1,000' TO RIGHT 1,950'



STAGE 4 WORK: TAXIWAY P AREA GRADING PLAN, STA. 651+00 TO STA. 659+00



SOUTH OFFSITE SOIL DISPOSAL 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 104 FOR STORM WATER MANAGERS SIGNATURE CHART, EROSION / SEDIMENT CONTROL MEASURES LIST, STORM WATER GENERAL NOTES AND CONSTRUCTION ACTIVITIES SCHEDULE.

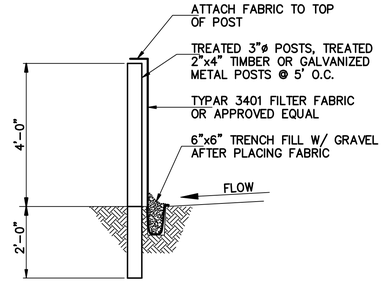
PROPOSED STORM WATER POLLUTION PREVENTION PLAN

G:\Airport\A09T026-RW 9-27 Reconst.Design\SWPP.dwg, 4/22/2010 9:35:38 AM, jeffm

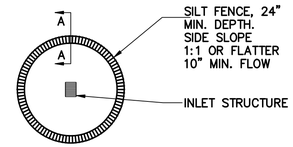
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 104 OF 206

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 RESIDENT 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 DESIGNATED, 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. THE CONTRACTOR SHALL MONITOR AND MAINTAIN ALL SITE EROSION INCLUDING ALL LOCATIONS WHERE VEHICLES / CONSTRUCTION EQUIPMENT TRAVEL AROUND THE SITE, STORAGE / PARKING AREAS, BATCH PLANT AREAS AND ALL OTHER AREAS SUBJECT TO EROSION. THESE AREAS SHALL BE CONTROLLED AND INSPECTED BY THE CONTRACTOR AT LEAST ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS AFTER THE END OF EACH 0.5 INCHES OR GREATER PRECIPITATION EVENT.
10. RESIDENT ENGINEER SHALL CHECK THAT ALL FILL AREAS ARE TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY.
11. 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.
12. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF AND CREATE / KEEP ALL RECORDS AND REPORTS REQUIRED BY THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THIS CONSTRUCTION PROJECT.
13. THE RESIDENT ENGINEER WILL:
    A. PREPARE AND SUBMIT THE NOTICE OF INTENT (NOI) DOCUMENT.
    B. CONDUCT SITE INSPECTIONS AND COMPLETE / FILE INSPECTION REPORTS.
    C. IF REQUIRED, SUBMIT INCIDENCE OF NON-COMPLIANCE (ION) FORMS.
    D. SUBMIT NOTICE OF TERMINATION (NOT) FORM.
14. ADDITIONAL EROSION CONTROL DEVICES SHALL BE USED AS REQUIRED. THE COSTS OF ALL MEASURES NECESSARY TO COMPLY WITH THIS STORM WATER POLLUTION PREVENTION PLAN AND THE NPDES PERMIT SHALL BE INCLUDED IN THE ITEM 156500 – TEMPORARY EROSION CONTROL LUMP SUM PRICES.



SECTION A-A
SILT FENCE DETAIL
NOT TO SCALE



TEMPORARY SEDIMENT TRAP
AT ALL INLET STRUCTURES

ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE

NO.	ITEM DESCRIPTION	WEEK 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	TAXIWAY P, STA. 620+00, RT. 1,141'.	AR156500
TEMPORARY SILT FENCE	AT ALL SEDIMENT TRAP & DITCH CHECK LOCATIONS AND TAXIWAY P, LEFT, STA. 902+10 TO STA. 903+13 AND RUNWAY 13-31 STA. 317+25 RT. TO STA. 320+95 RT. (AROUND SOUTH OFFSITE SOIL DISPOSAL AREA).	AR156500
TEMPORARY SEDIMENT TRAPS	RUNWAY 9-27: STA. 91+48, LT. 261'; STA. 113+00, LT. 204'; STA. 120+00, LT. 203'; STA. 128+04, LT. 271'; STA. 130+22, LT. 271'; STA. 137+00, LT. 203'; STA. 141+12, RT. 382'; STA. 143+71, LT 207'; STA. 149+22, LT. 372'; STA. 149+55, LT. 229'; STA. 157+48, LT 203'; STA. 176+00, LT. 303'; STA. 164+23, LT. 247'; STA. 176+00, LT. 303'; STA 179+82, LT. 303'; AND TAXIWAY P, STA. 651+92, LT. 270'.	AR156500

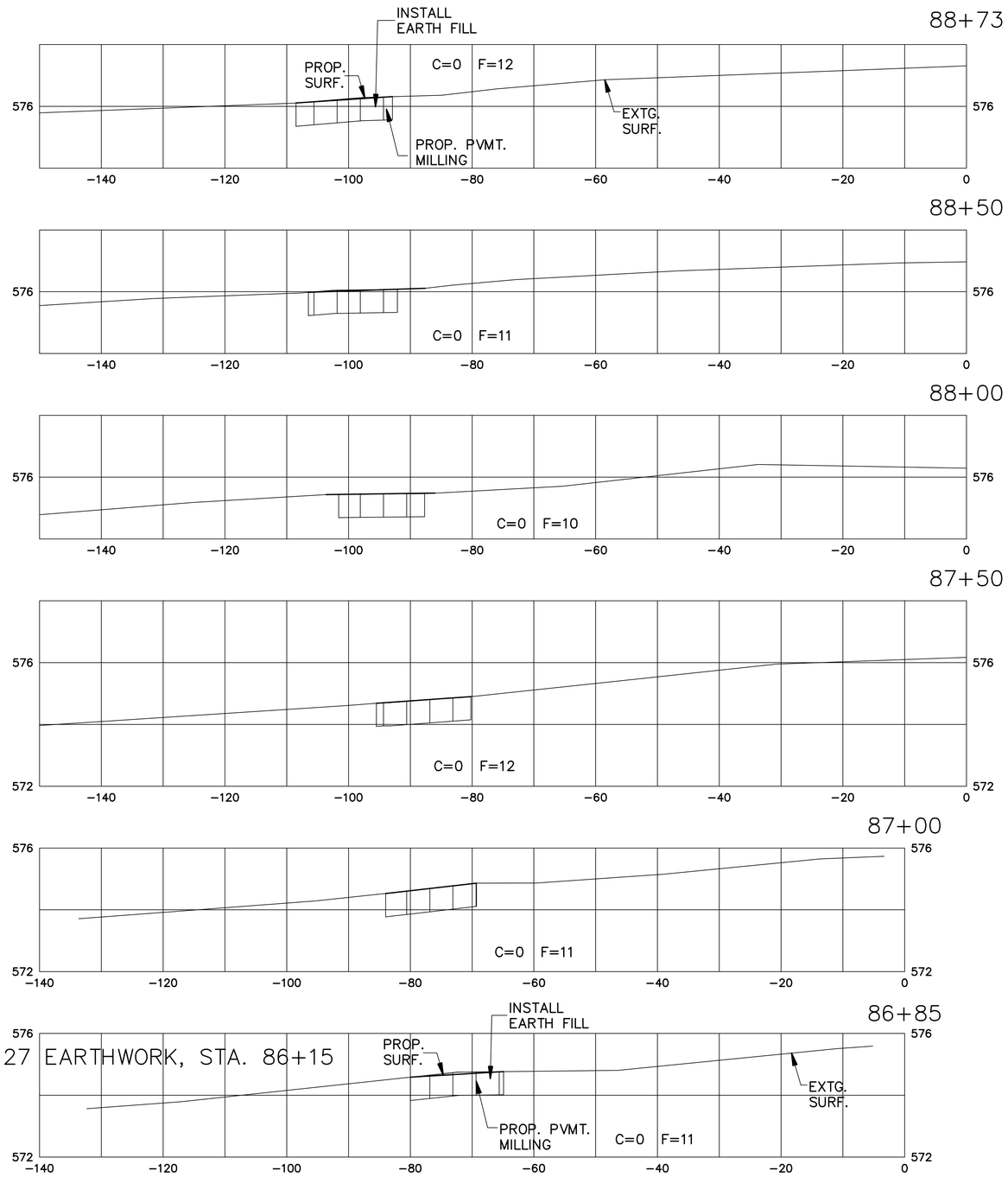
CONTRACTOR AND SUBCONTRACTOR'S CERTIFICATION STATEMENT:

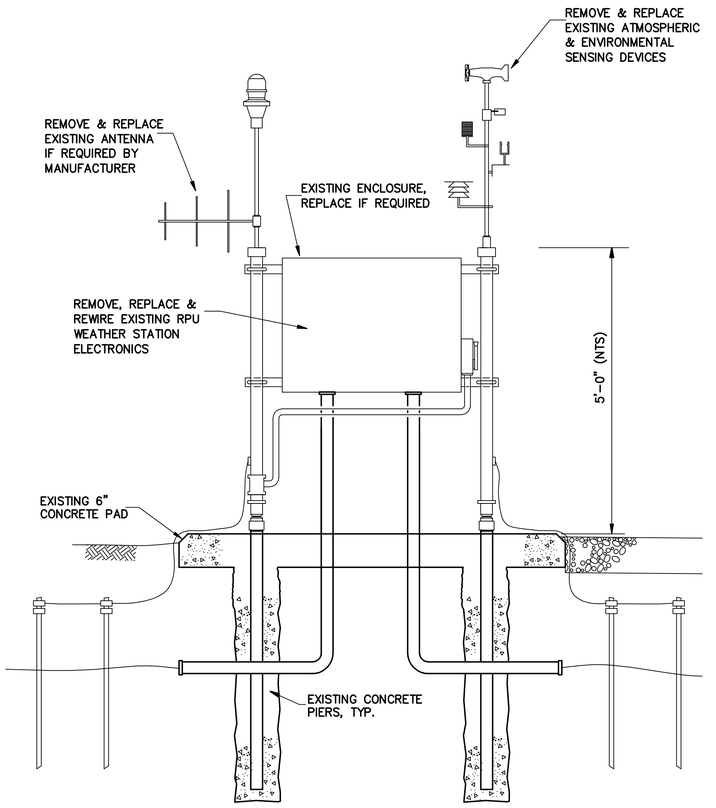
BY THE ACTION OF SIGNING AND AGREEING TO THE TERMS AND CONDITIONS OF THE CONSTRUCTION CONTRACT FOR THIS PROJECT, I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION AND DETAILED IN THESE PLANS.

STORM WATER MANAGERS

	NAME	ADDRESS	TELEPHONE NUMBER WORK	TELEPHONE NUMBER HOME	SIGNATURE
CONTRACTOR					
SUBCONTRACTOR					
SUBCONTRACTOR					

G:\Airport\A09T026-RW 9-27 Reconst.Design\SWPP.dwg, 4/22/2010 9:36:40 AM, jeffm





DETAIL: EXISTING SCAN SYSTEM RPU

R9-27, STA. 119+60, RIGHT 510'
R9-27, STA. 165+61, RIGHT 329'

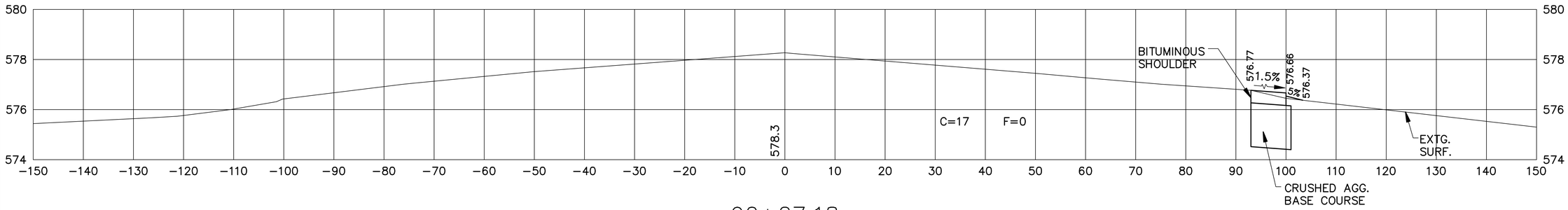
NOTES:

1. CONTRACTOR TO FIELD VERIFY THE DIMENSIONS AND SIZES OF THE EXISTING RPU CONDUITS, DUCTS, ENCLOSURES, POWER SUPPLY, WIRING AND EQUIPMENT TO INSURE THE PROPOSED NEW EQUIPMENT WILL OPERATE CORRECTLY. CONTRACTOR SHALL REPLACE EXISTING ITEMS AS REQUIRED. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

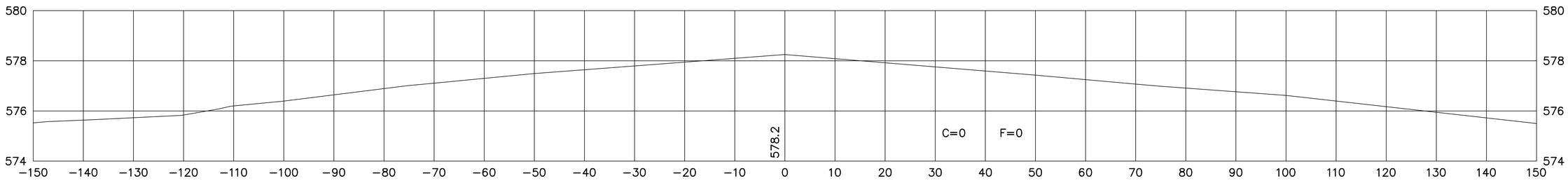
2. THE COST OF ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN CONTRACT ITEM AR801606, 'SCAN SYSTEM UPGRADE'.

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:30:18 PM, jeffm

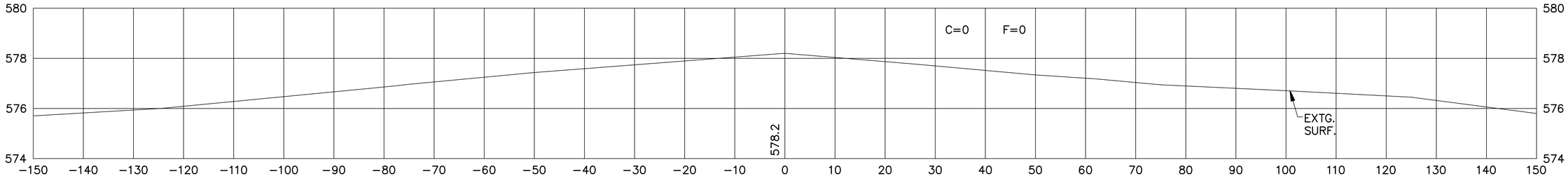
90+39.32



90+27.18



90+00

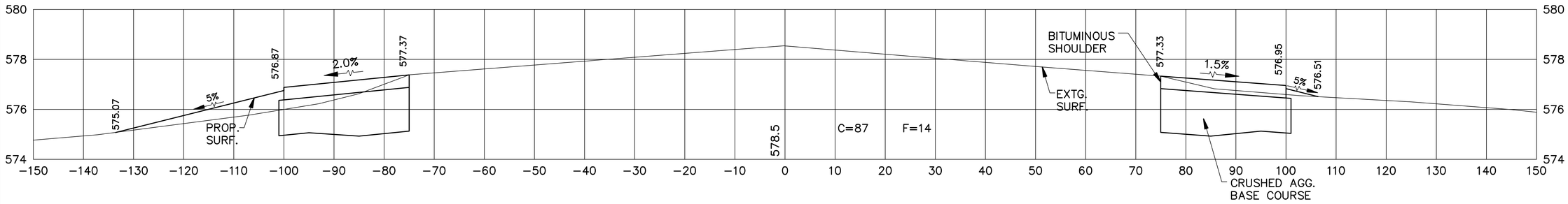


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 90+00 TO STA 90+39.32

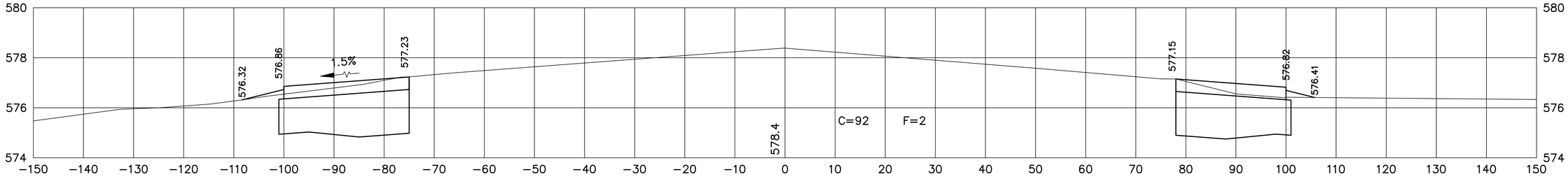
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:31:07 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 107 OF 206

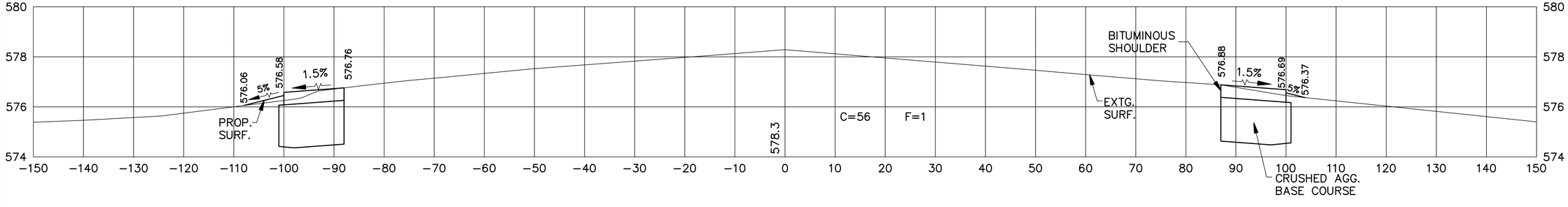
91+50



91+00



90+50

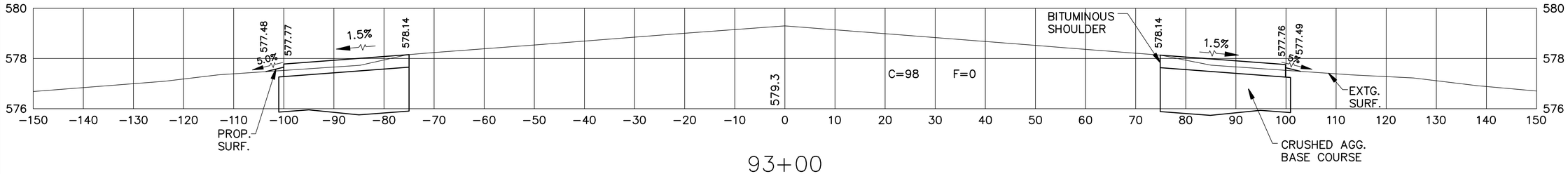


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 90+50 TO STA 91+50

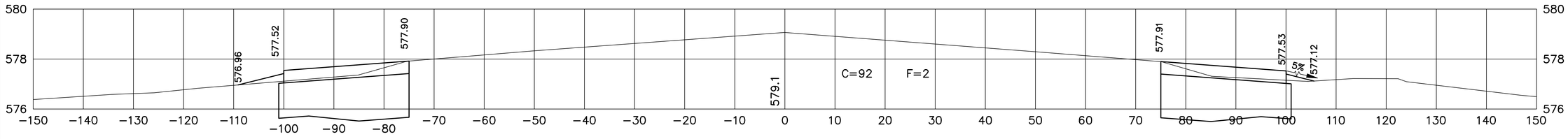
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:32:01 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 108 OF 206

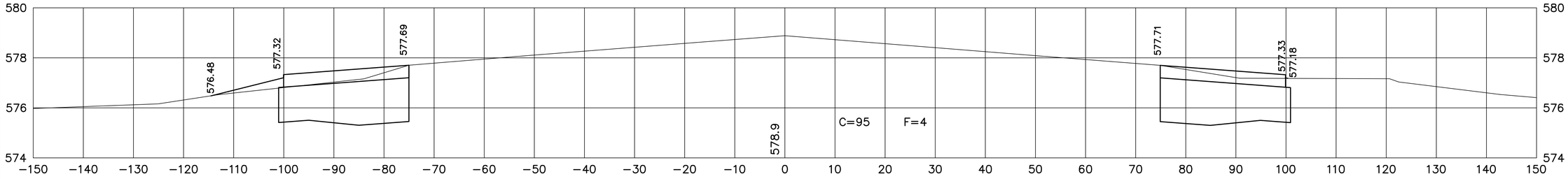
93+50



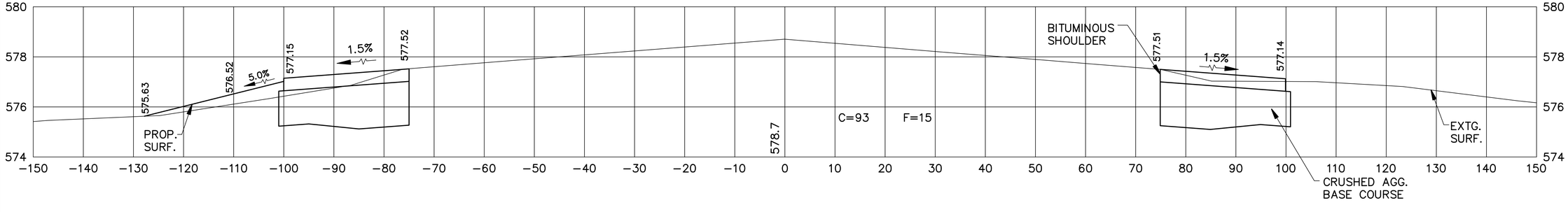
93+00



92+50



92+00



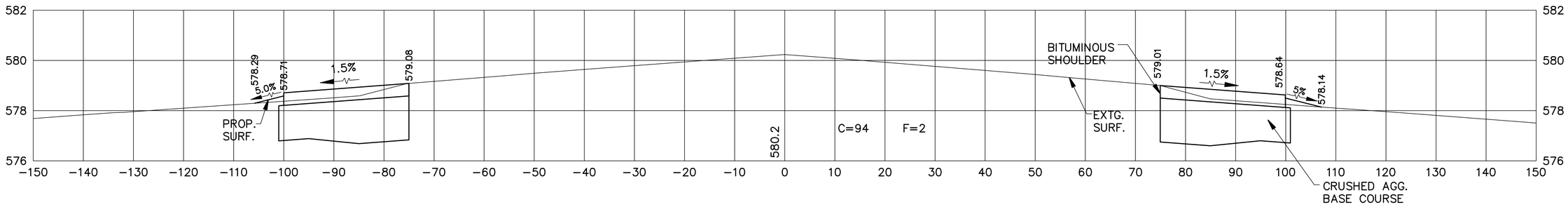
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 92+00 TO STA 93+50

108/206

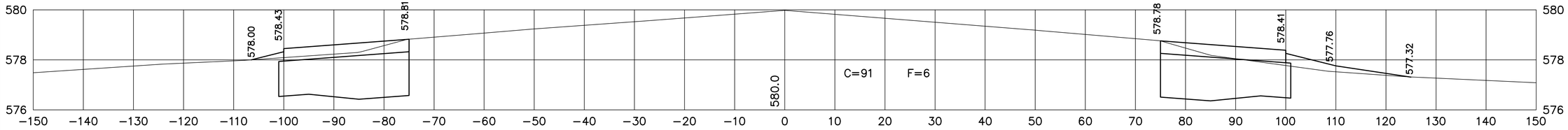
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:32:28 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 109 OF 206

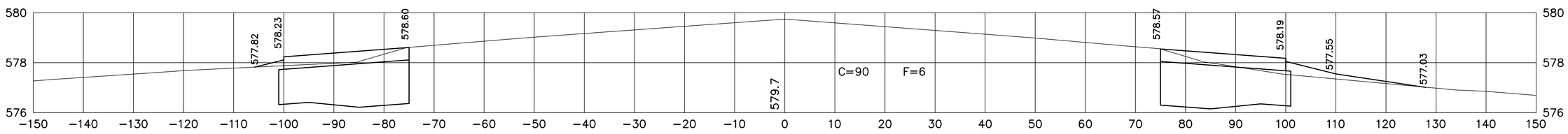
95+50



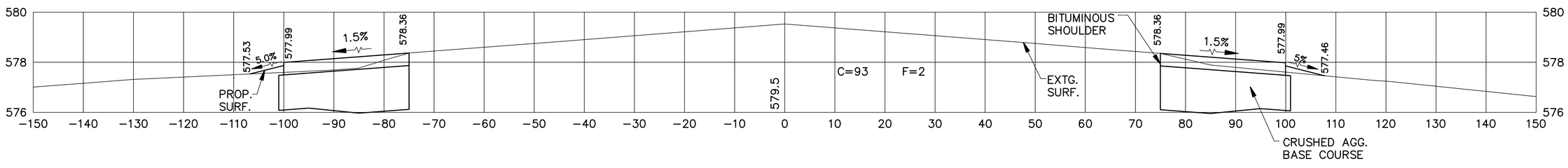
95+00



94+50



94+00

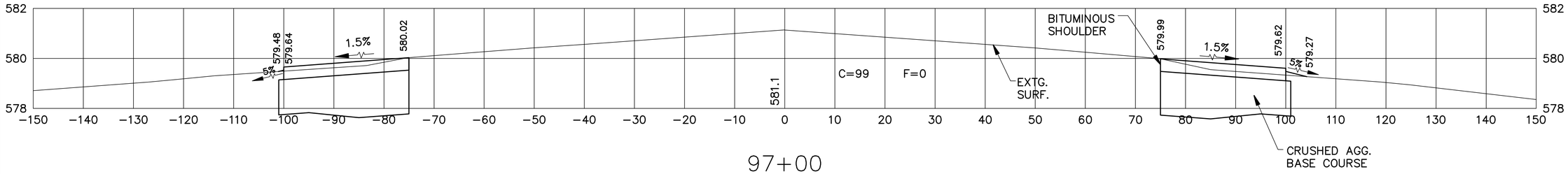


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 94+00 TO STA 95+50

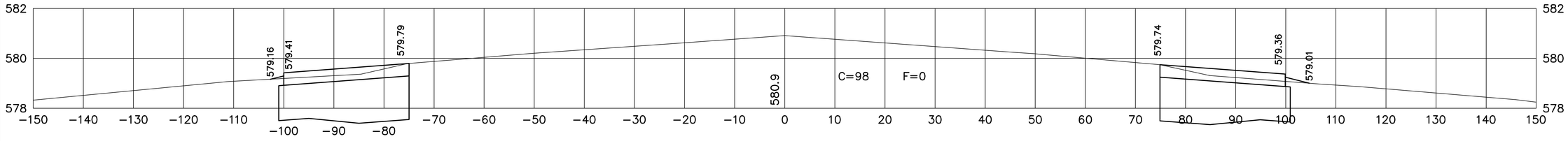
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:32:55 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 110 OF 206

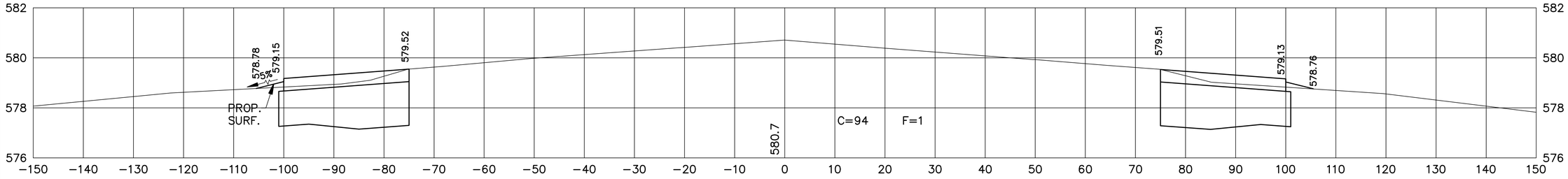
97+50



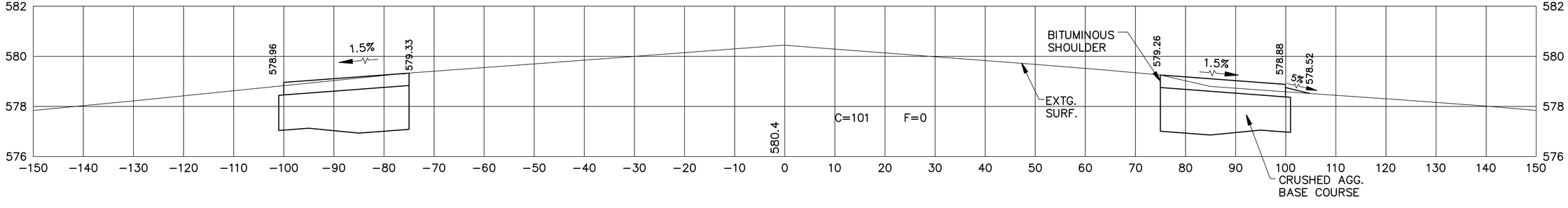
97+00



96+50



96+00

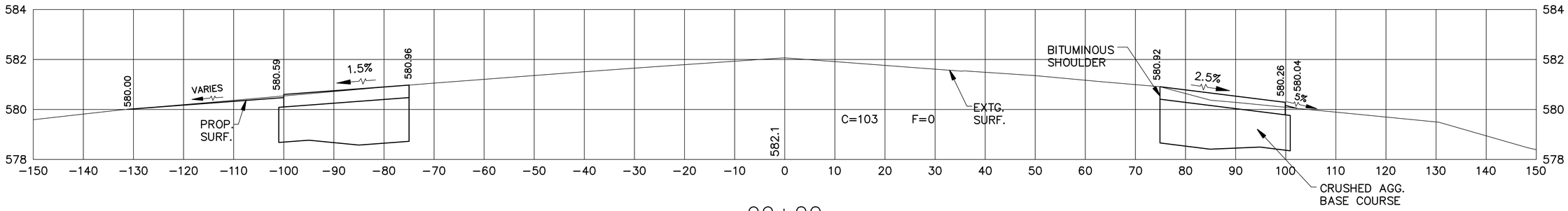


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 96+00 TO STA 97+50

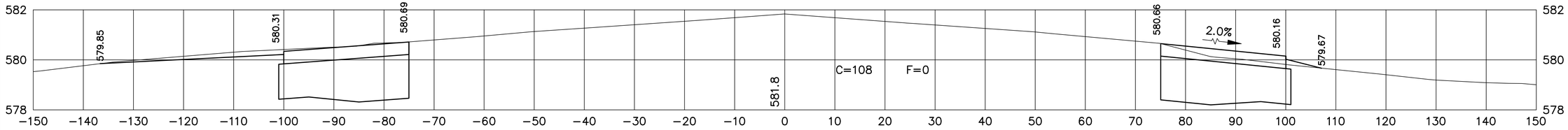
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:33:17 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 111 OF 206

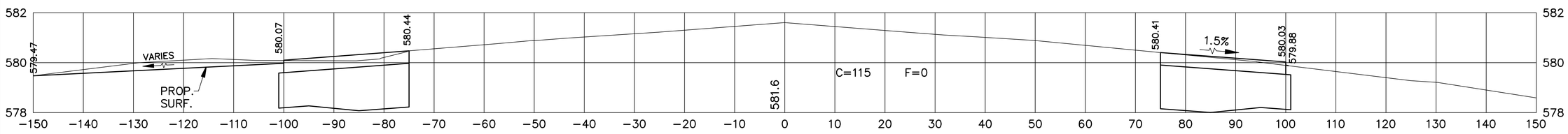
99+50



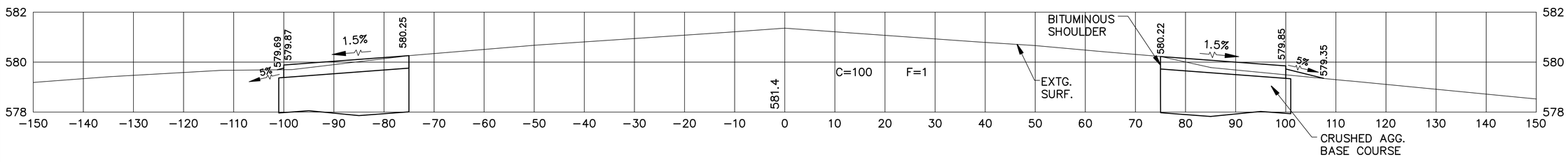
99+00



98+50



98+00



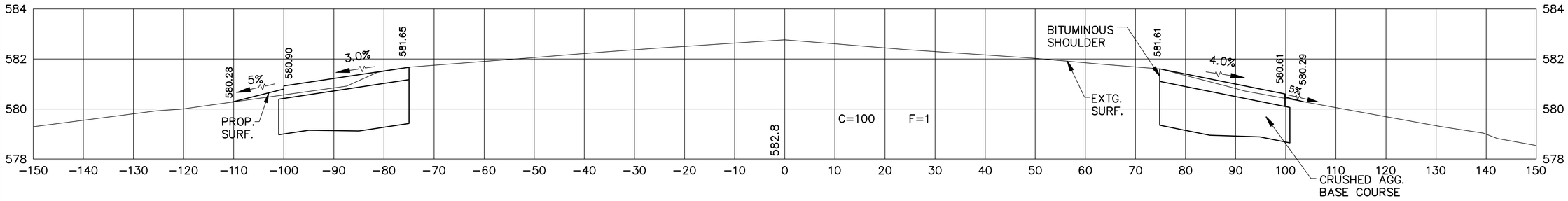
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 98+00 TO STA 99+50

111/206

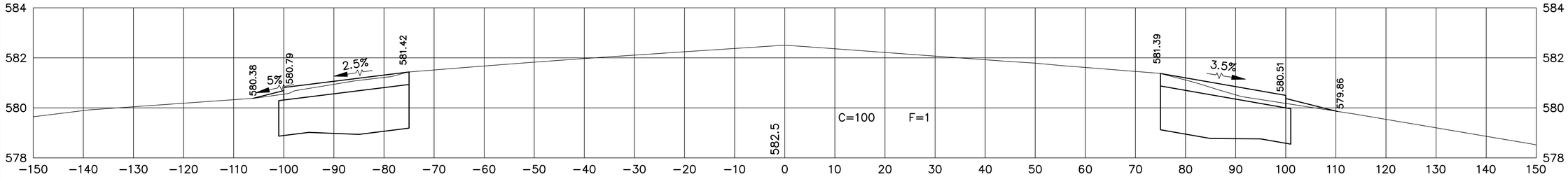
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:33:39 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 112 OF 206

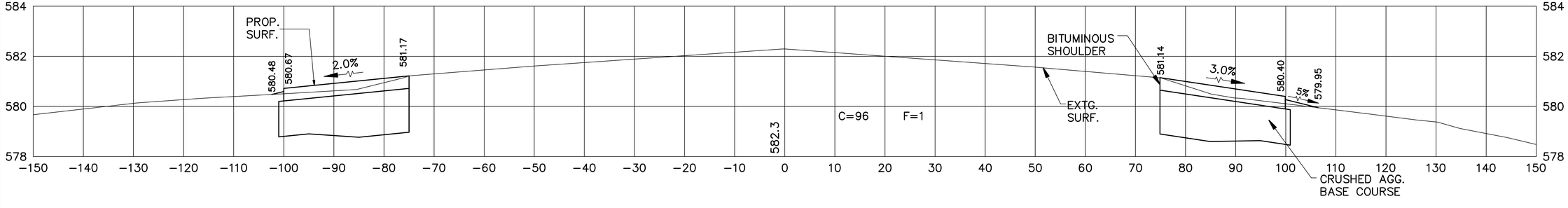
101+00



100+50



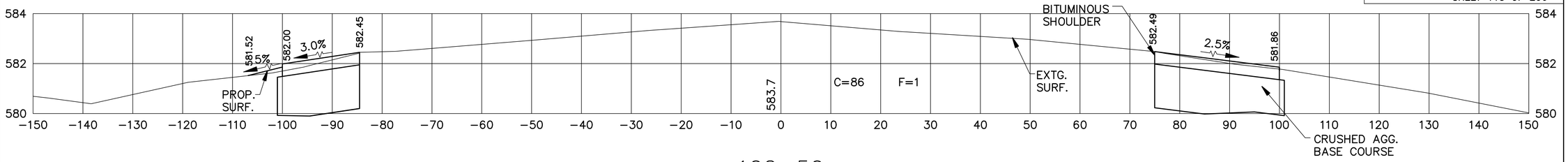
100+00



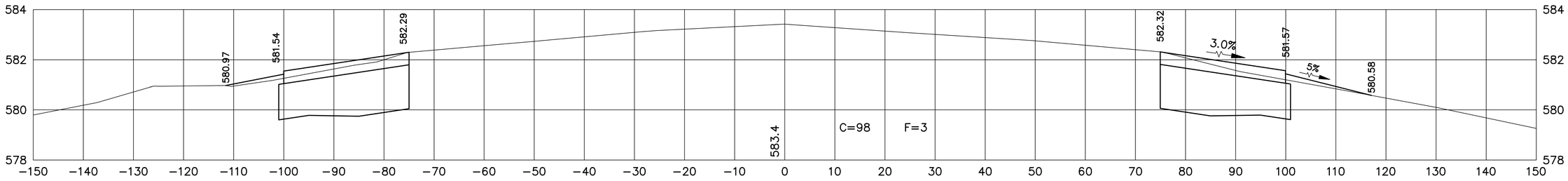
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 100+00 TO STA 101+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:34:02 PM, jeffm

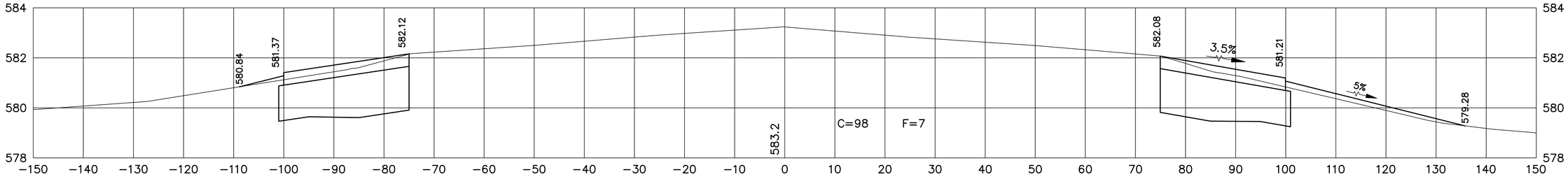
103+00



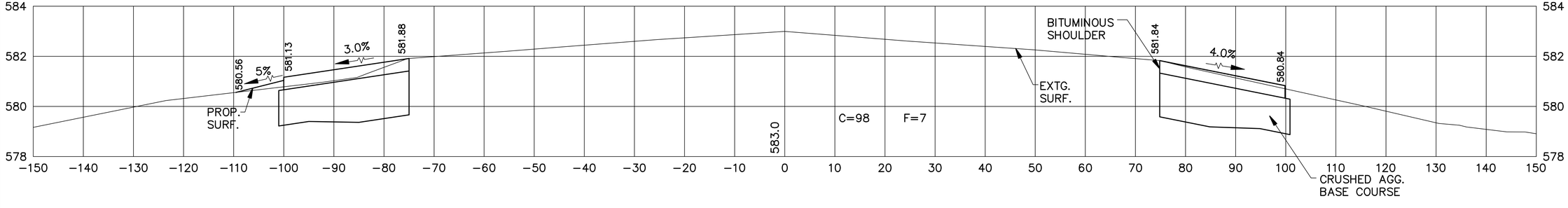
102+50



102+00



101+50



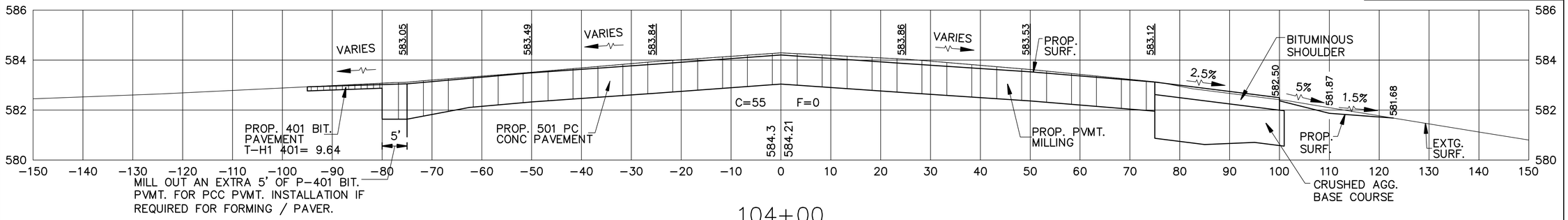
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 101+50 TO STA 103+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:34:34 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 114 OF 206

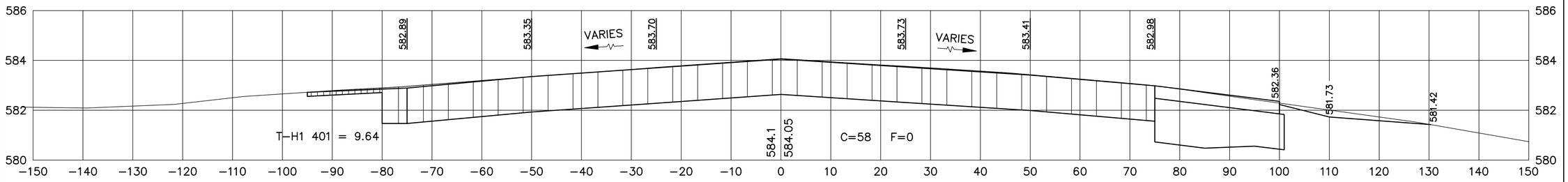
104+31.09

CL T- H1, LT

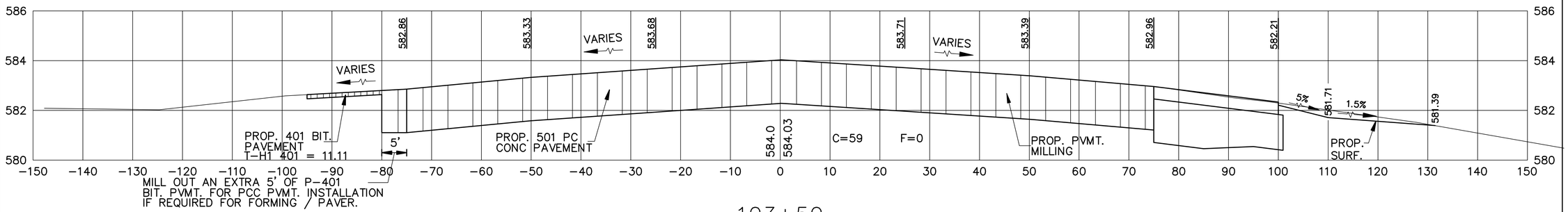


MILL OUT AN EXTRA 5' OF P-401 BIT. PVMT. FOR PCC PVMT. INSTALLATION IF REQUIRED FOR FORMING / PAVER.

104+00

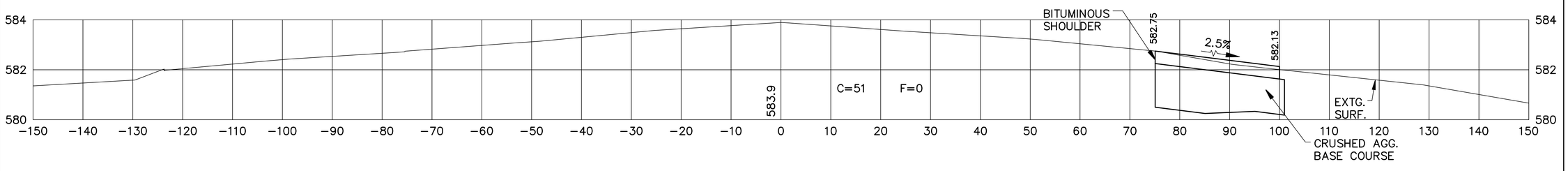


103+95.21



MILL OUT AN EXTRA 5' OF P-401 BIT. PVMT. FOR PCC PVMT. INSTALLATION IF REQUIRED FOR FORMING / PAVER.

103+50



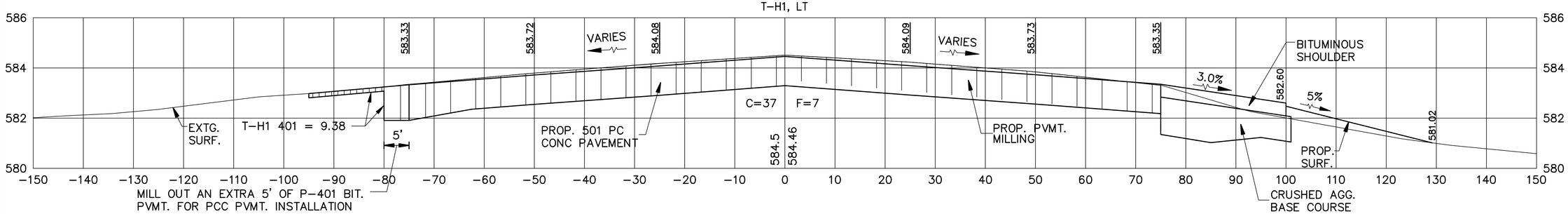
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 103+50 TO STA 104+31.09

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:34:57 PM, jeffm

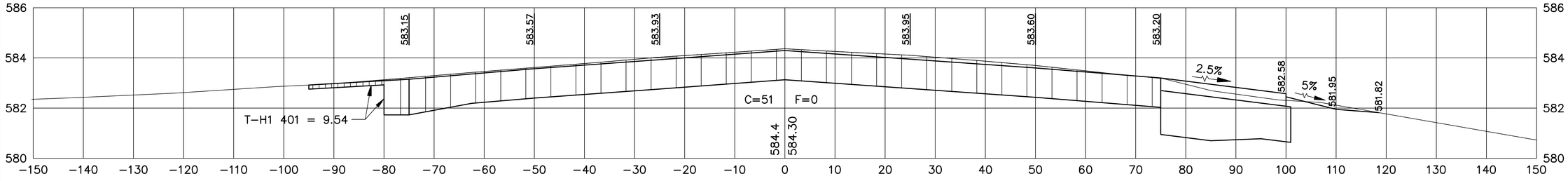
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 115 OF 206

104+83.59

E EDGE,
T-H1, LT

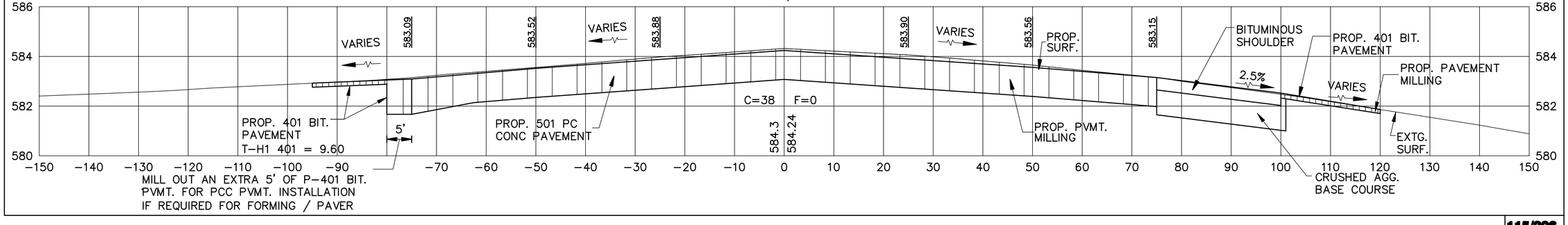


104+50



104+38.88

CL SERVICE
ROAD, RT

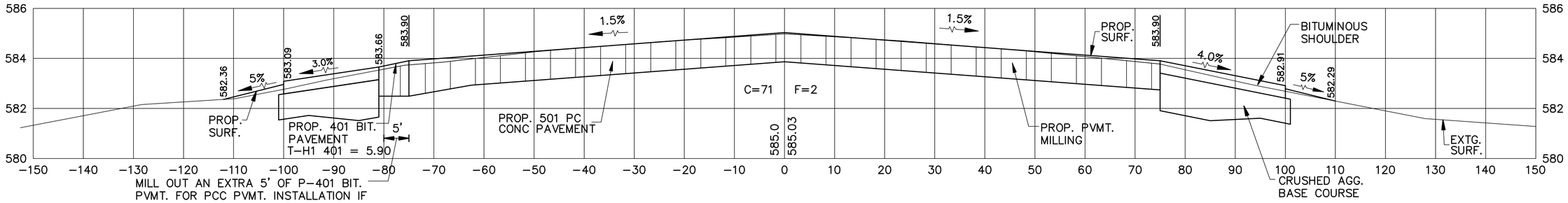


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA104+38.88 TO STA 104+83.59

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:35:22 PM, jeffm

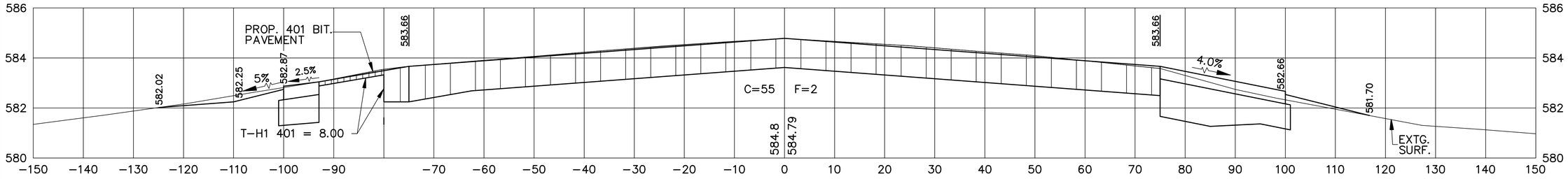
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 116 OF 206

106+00

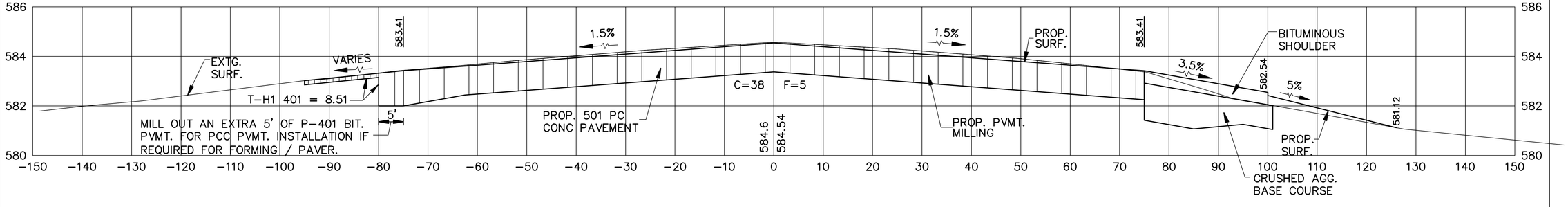


MILL OUT AN EXTRA 5' OF P-401 BIT. PVMT. FOR PCC PVMT. INSTALLATION IF REQUIRED FOR FORMING / PAVER.

105+50



105+00

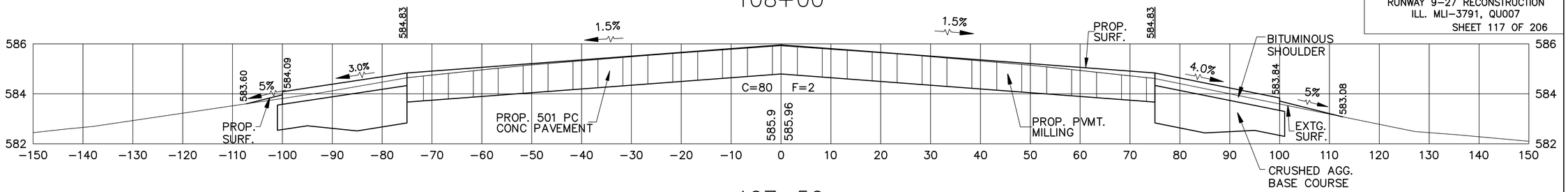


MILL OUT AN EXTRA 5' OF P-401 BIT. PVMT. FOR PCC PVMT. INSTALLATION IF REQUIRED FOR FORMING / PAVER.

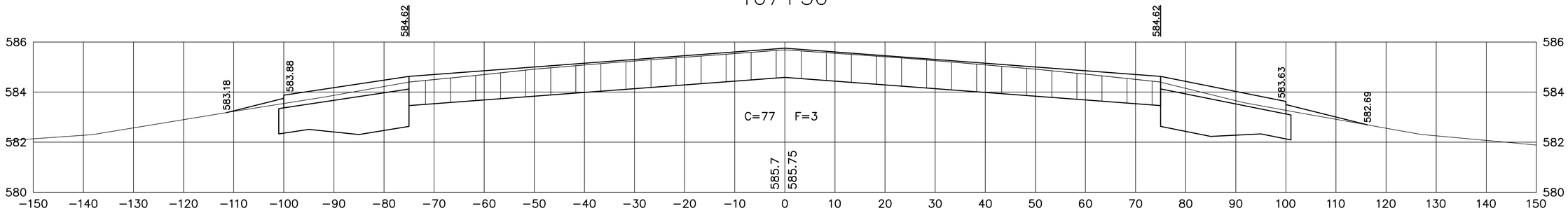
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 105+00 TO STA 106+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:35:47 PM, jeffm

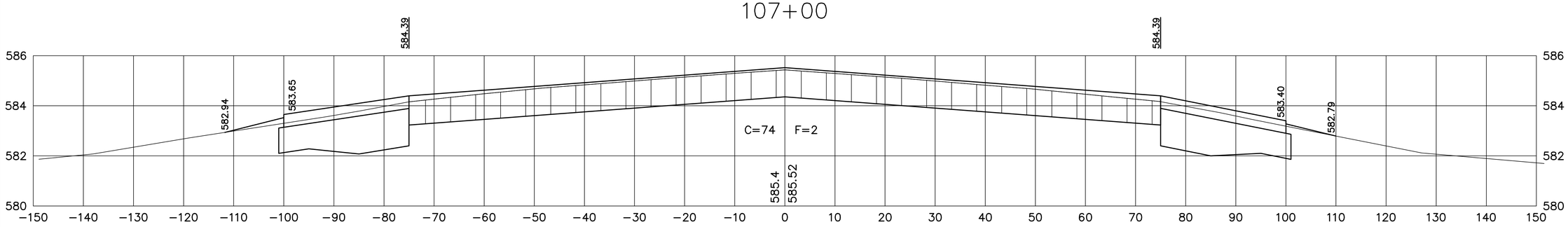
108+00



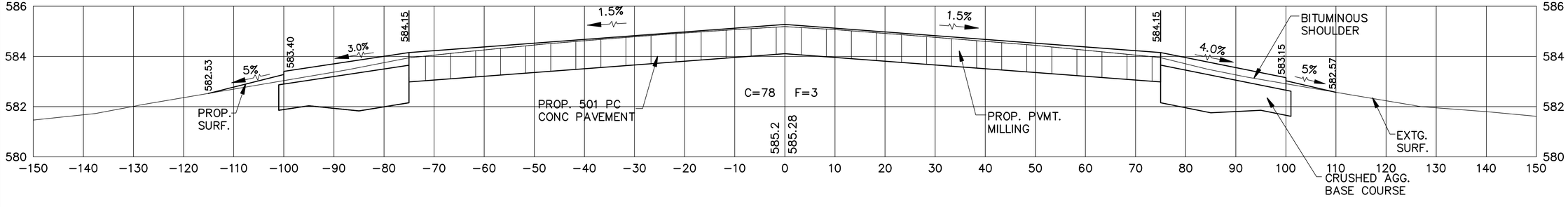
107+50



107+00



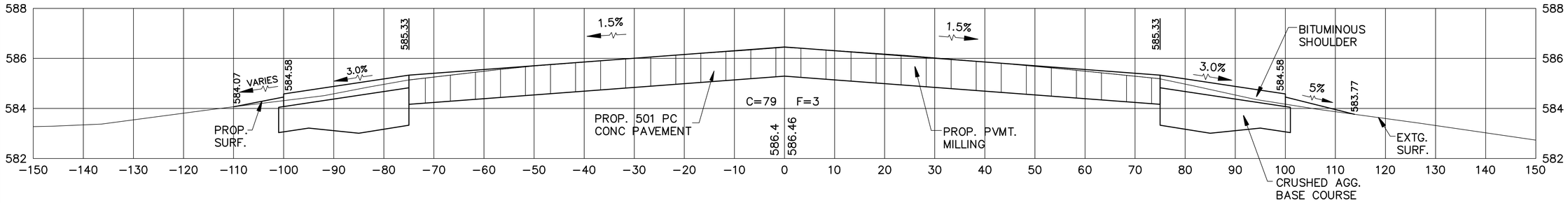
106+50



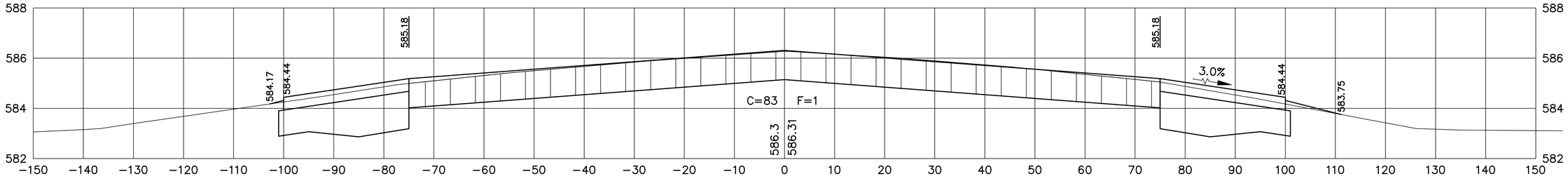
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 106+50 TO STA 108+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:36:13 PM, jeffm

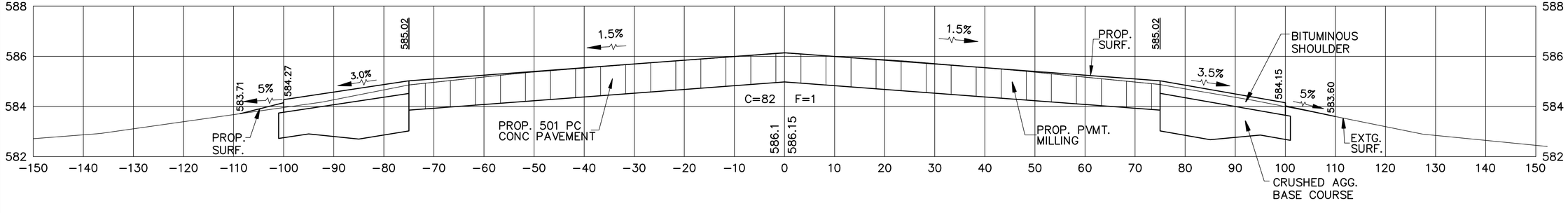
109+50



109+00



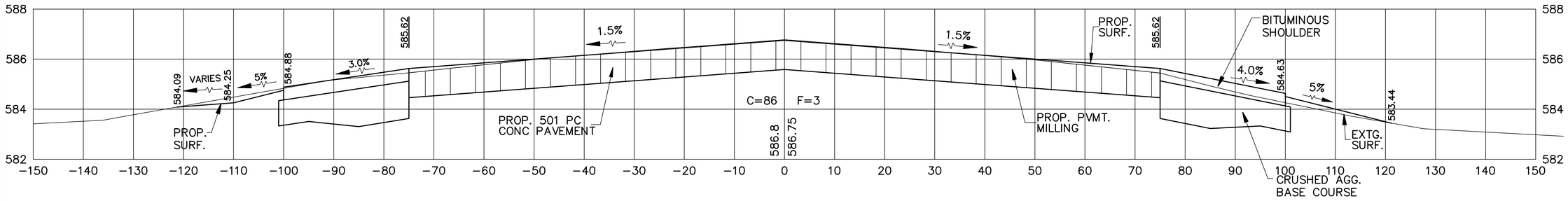
108+50



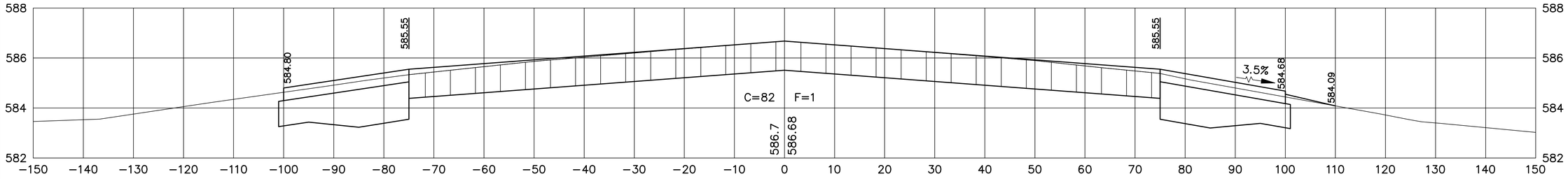
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 108+50 TO STA 109+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:36:34 PM, jeffm

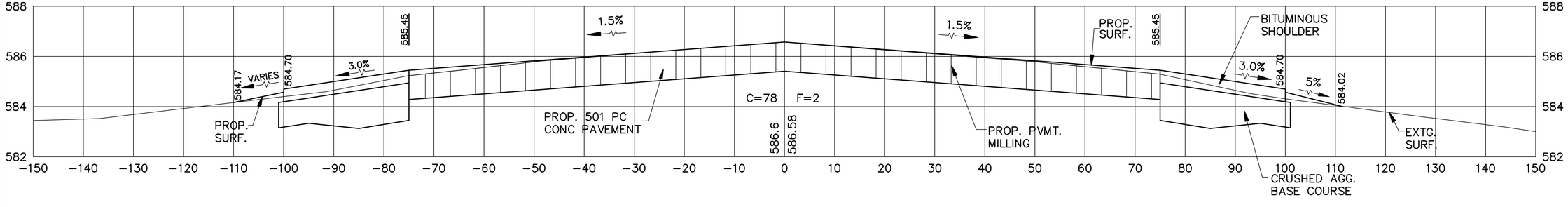
111+00



110+50



110+00

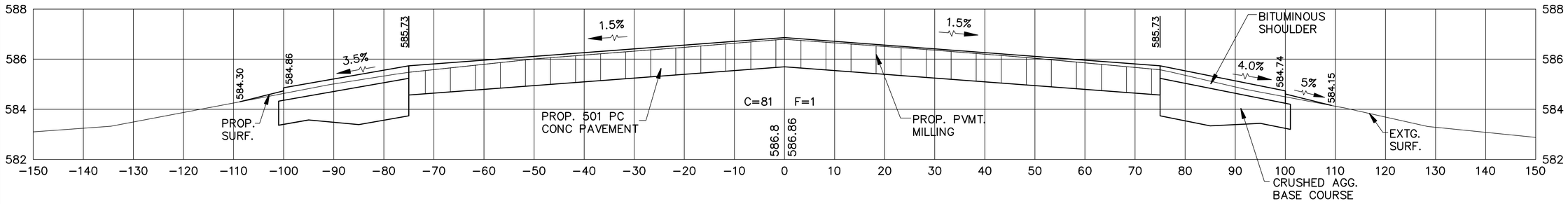


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 110+00 TO STA 111+00

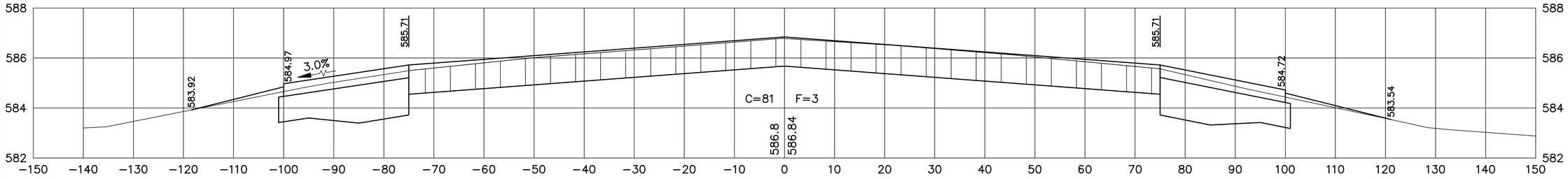
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:36:56 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 120 OF 206

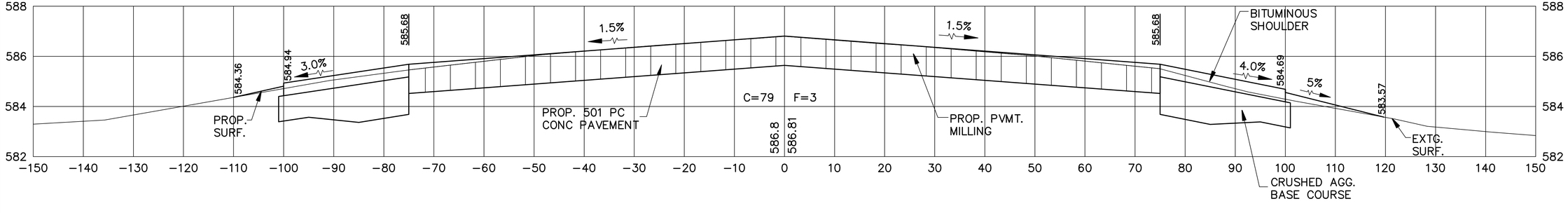
112+50



112+00



111+50

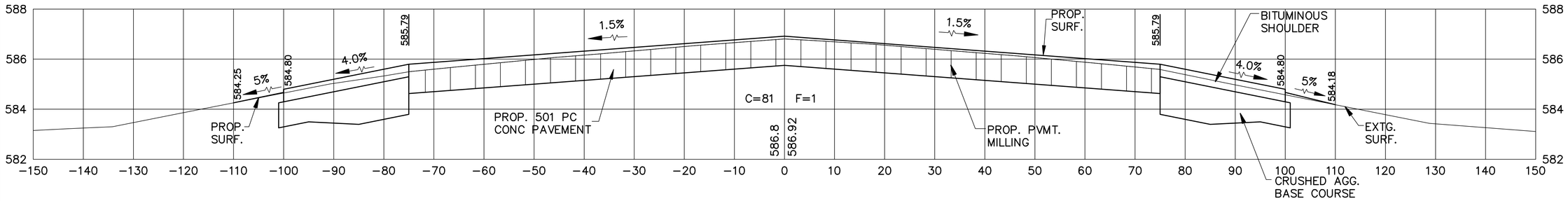


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 111+50 TO STA 112+50

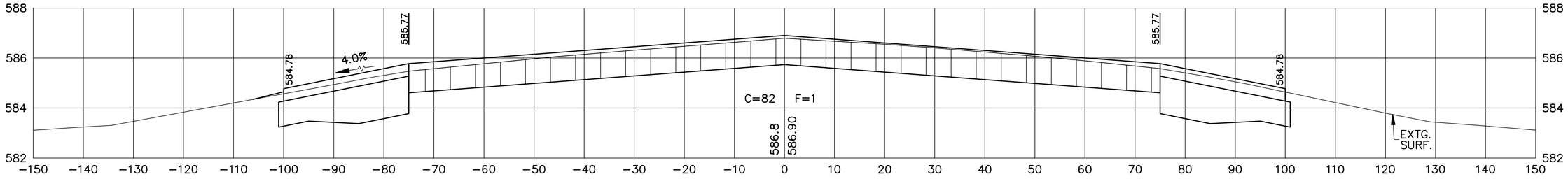
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:37:16 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 121 OF 206

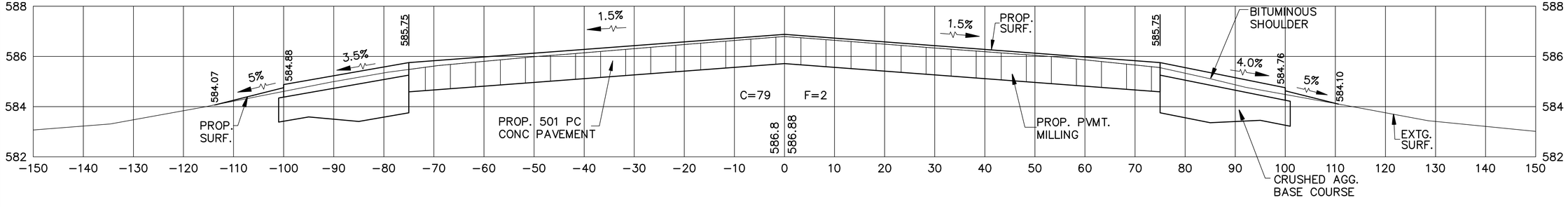
114+00



113+50



113+00

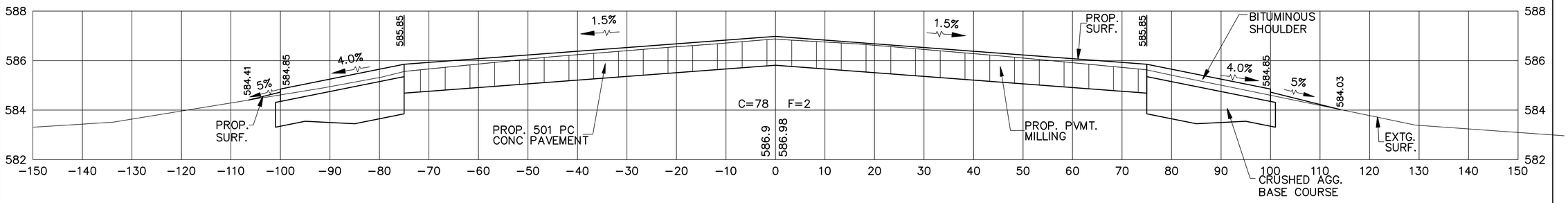


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 113+00 TO STA 114+00

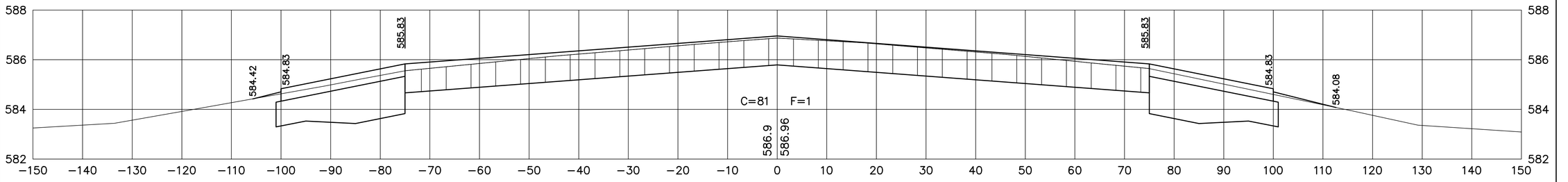
121/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:37:40 PM, jeffm

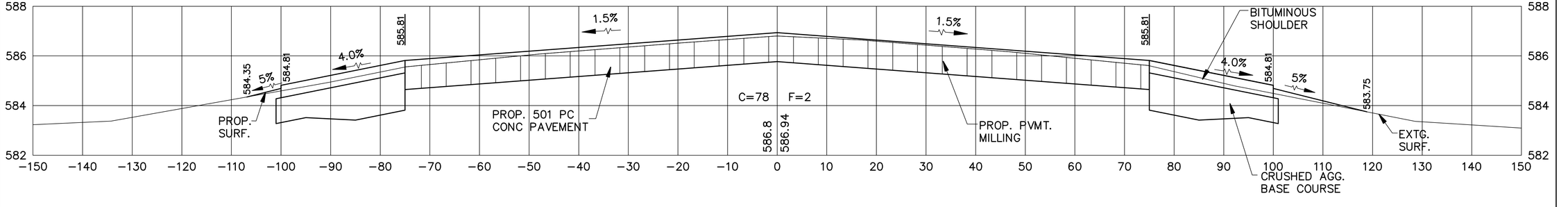
115+50



115+00



114+50

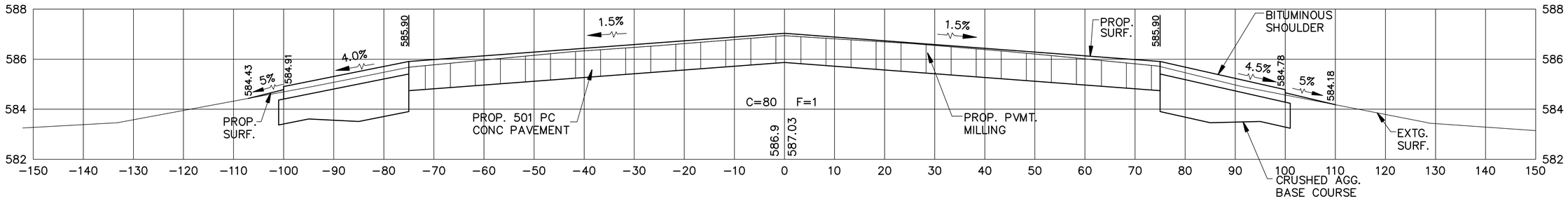


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 114+50 TO STA 115+50

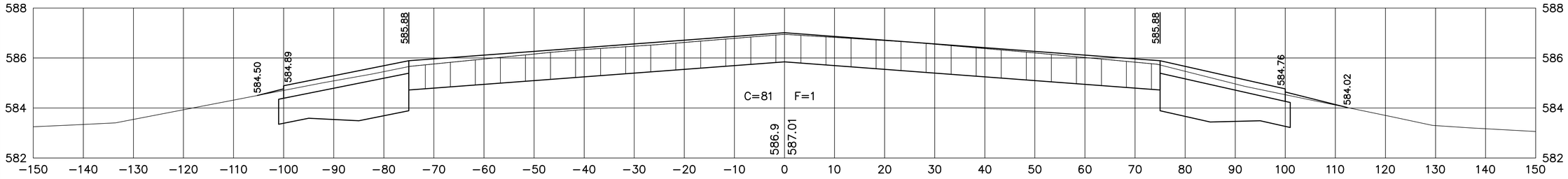
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:38:03 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 123 OF 206

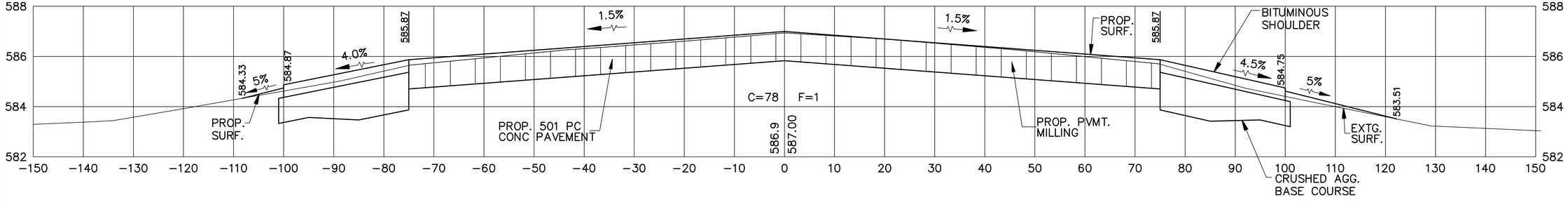
117+00



116+50



116+00



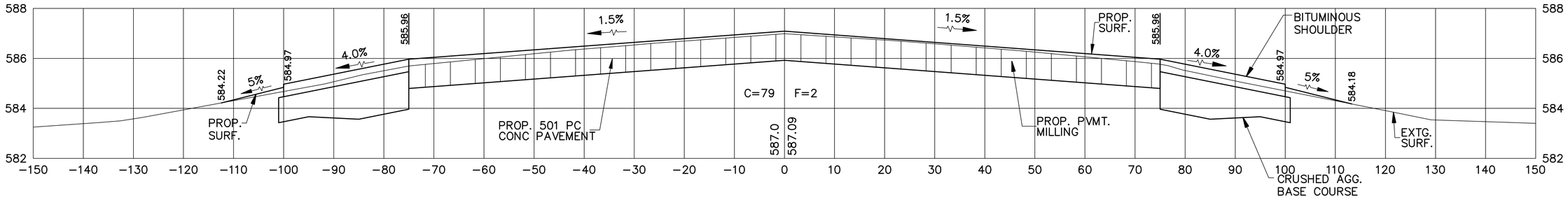
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 116+00 TO STA 117+00

123/206

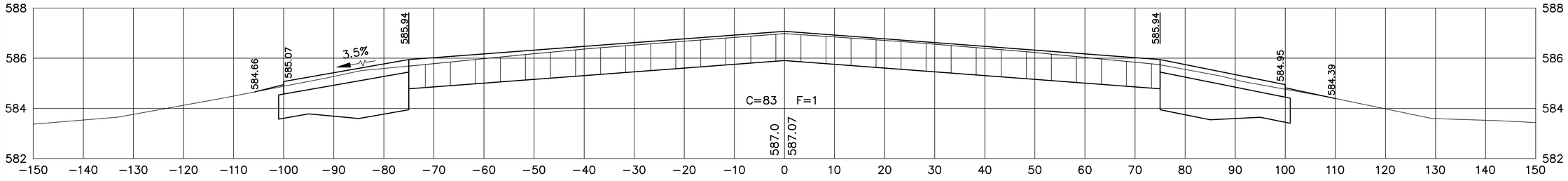
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:38:29 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 124 OF 206

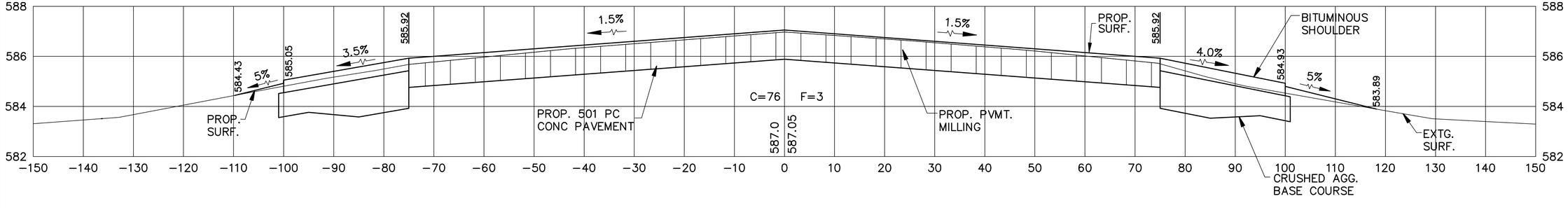
118+50



118+00



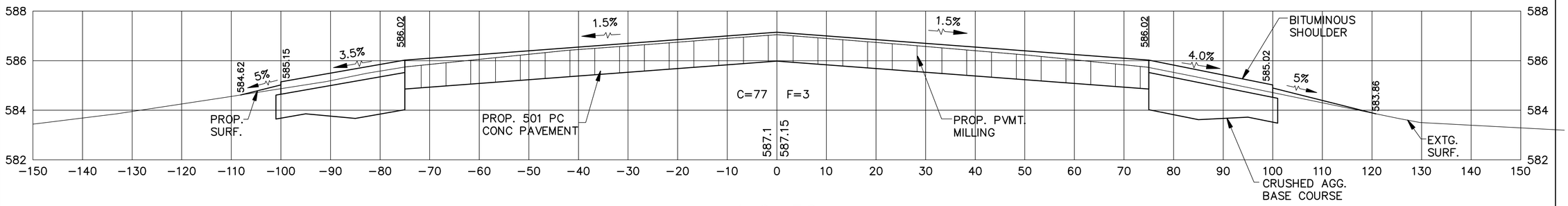
117+50



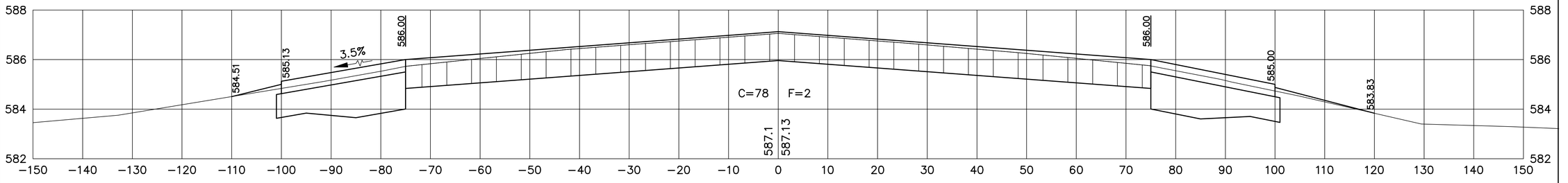
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 117+50 TO STA 118+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:38:53 PM, jeffm

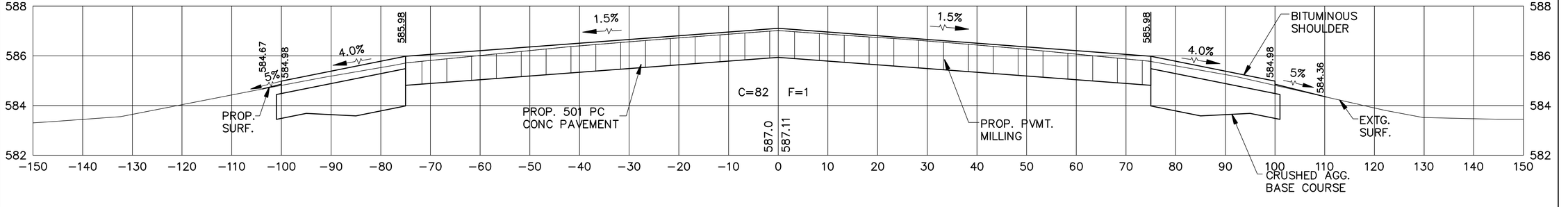
120+00



119+50



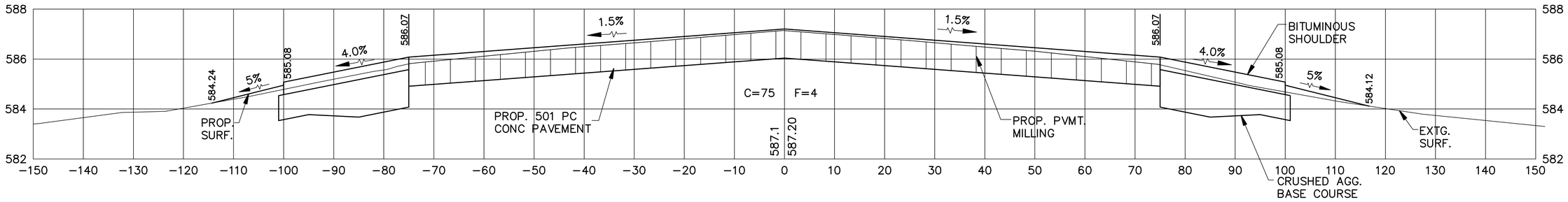
119+00



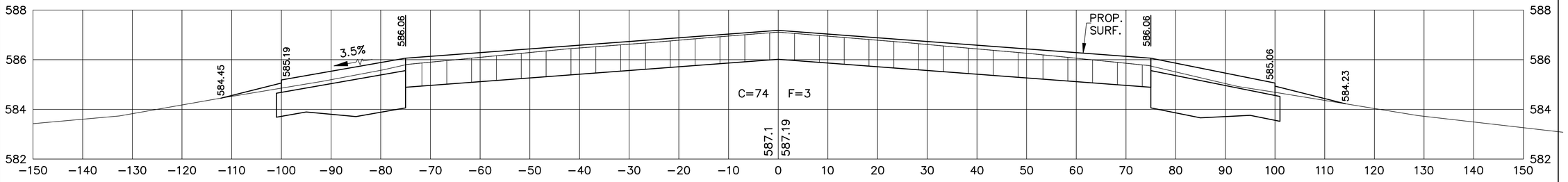
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 119+00 TO STA 120+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:39:15 PM, jeffm

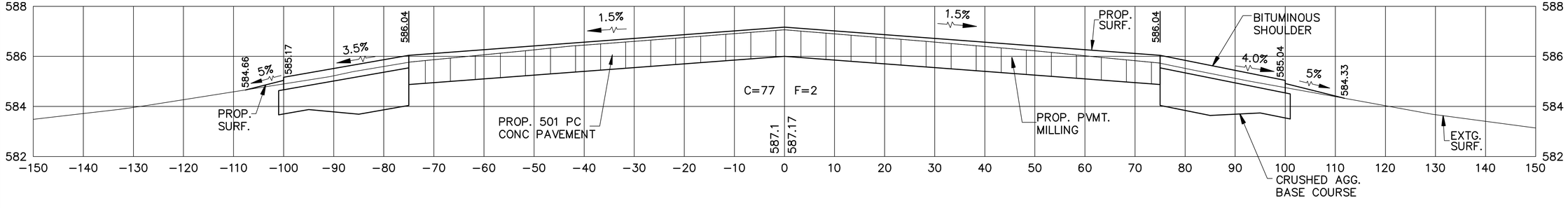
121+50



121+00



120+50

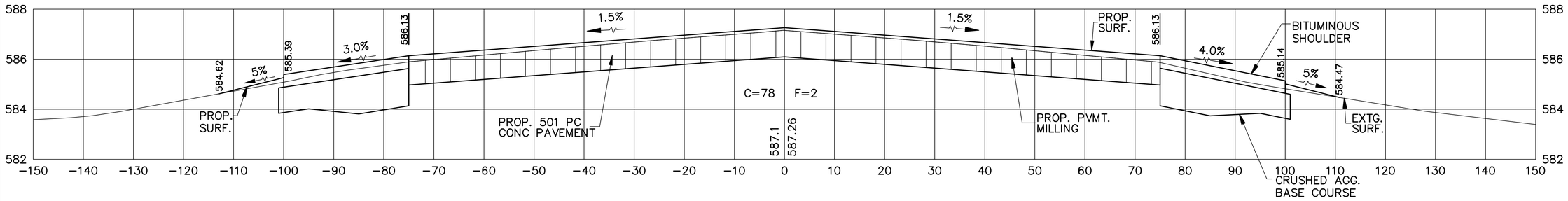


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 120+50 TO STA 121+50

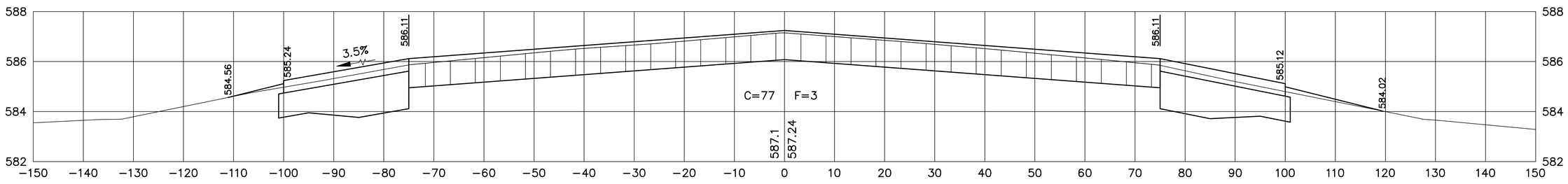
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:40:00 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 127 OF 206

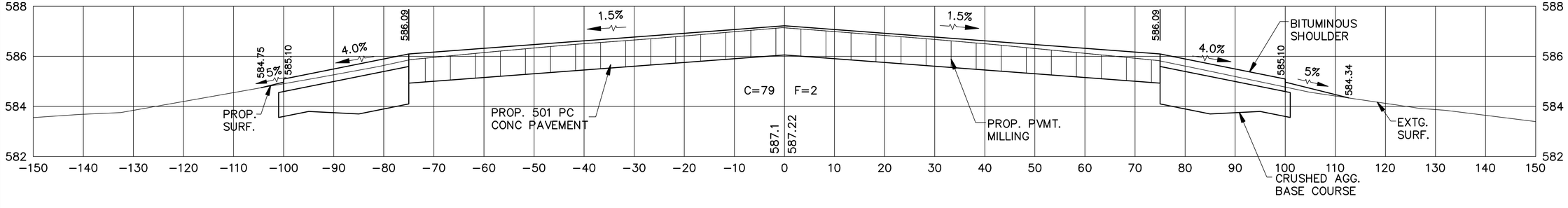
123+00



122+50



122+00

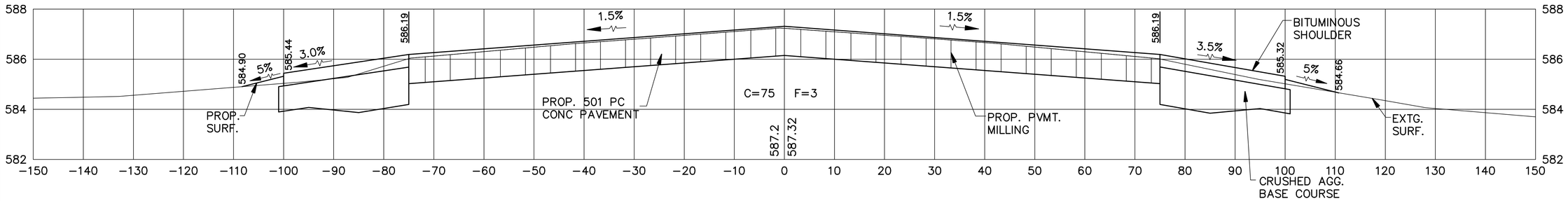


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 122+00 TO STA 123+00

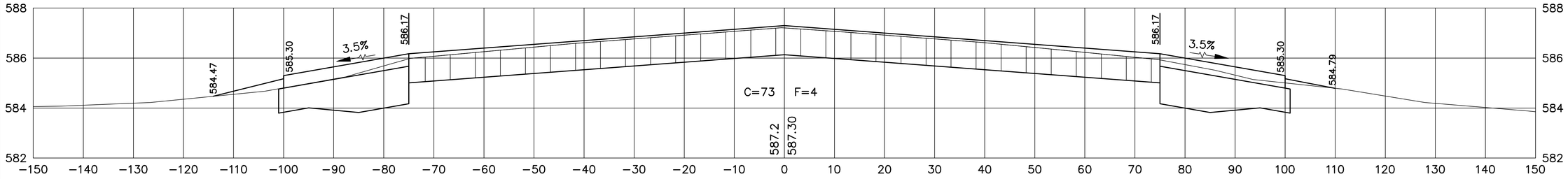
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:40:22 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 128 OF 206

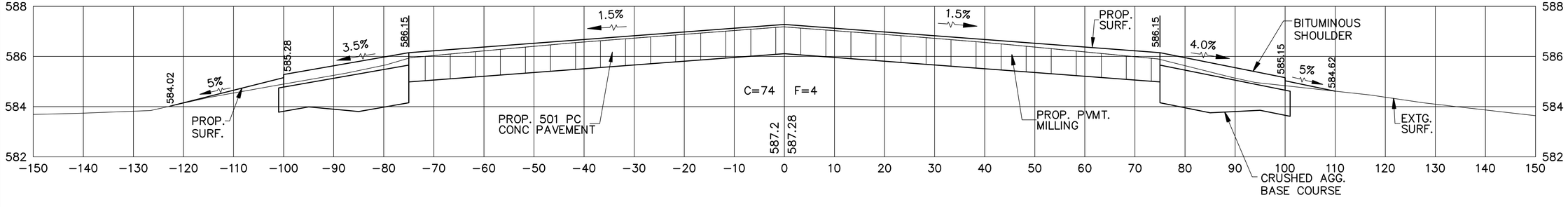
124+50



124+00



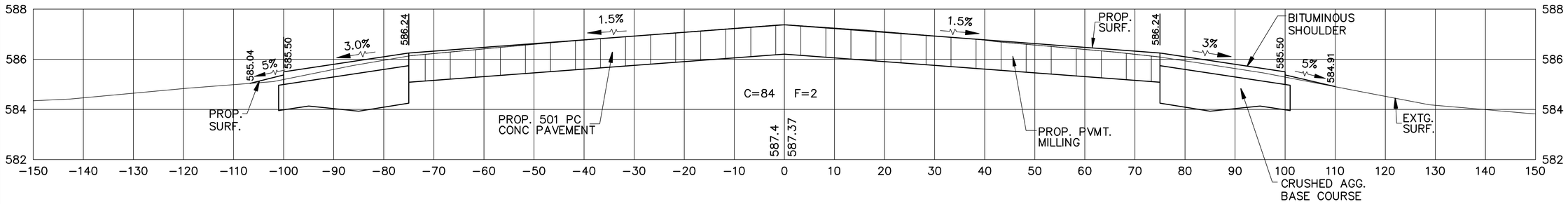
123+50



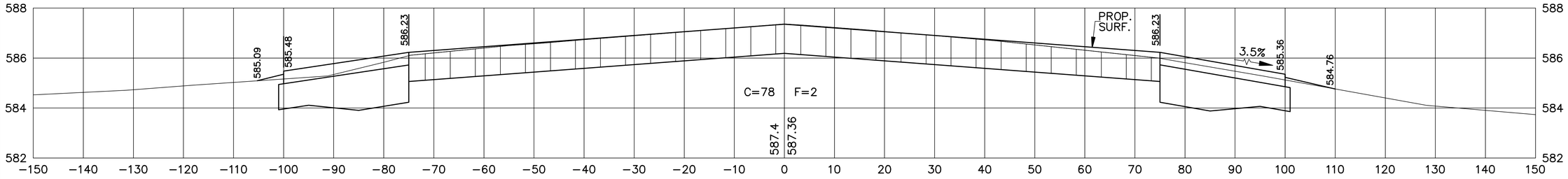
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 123+50 TO STA 124+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:41:00 PM, jeffm

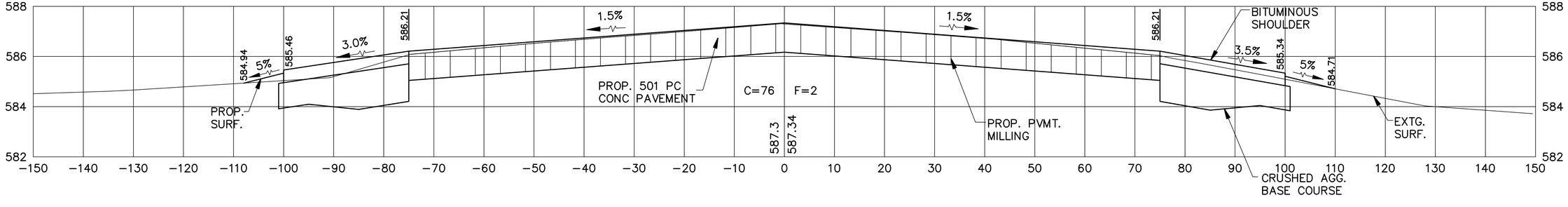
126+00



125+50



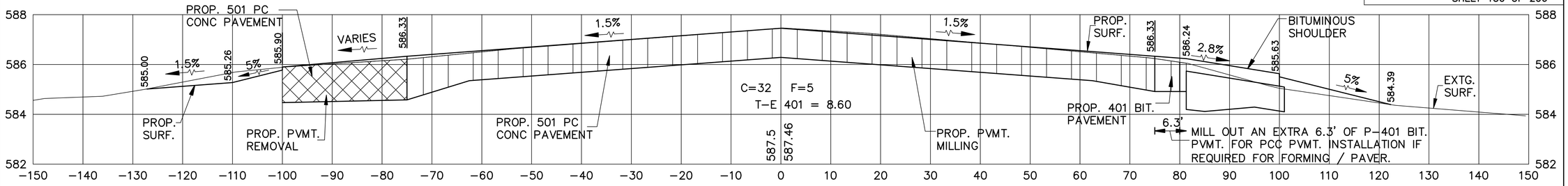
125+00



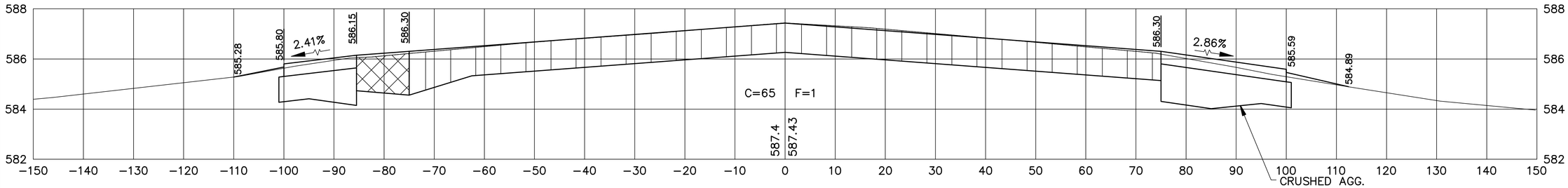
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 125+00 TO STA 126+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:41:20 PM, jeffm

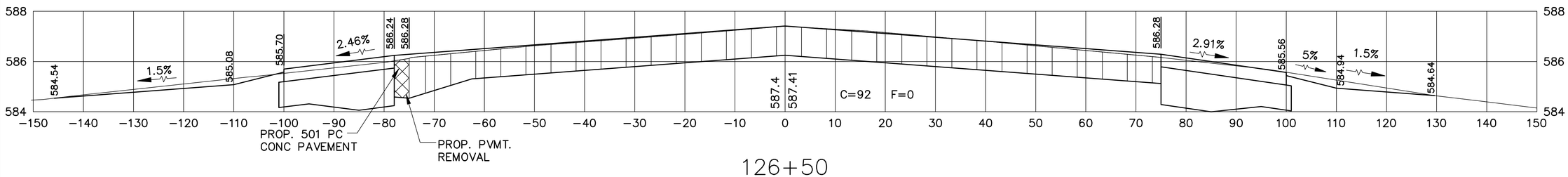
128+00



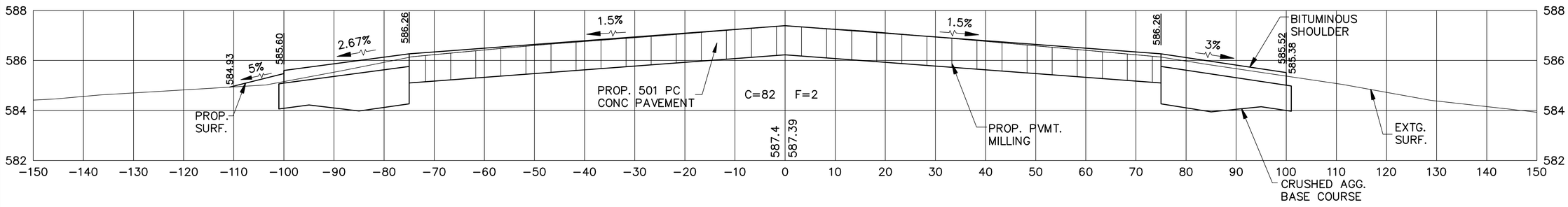
127+50



127+00



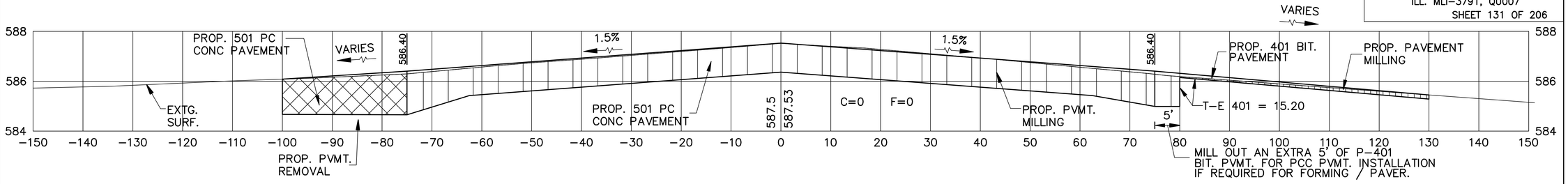
126+50



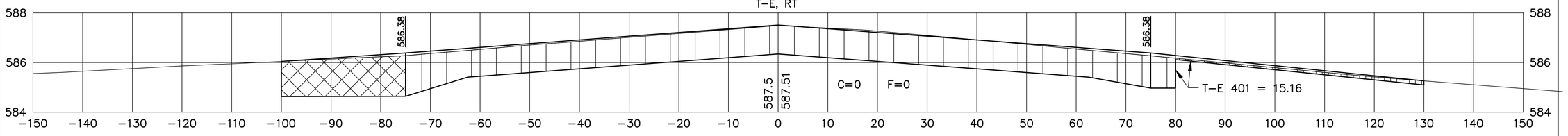
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 126+50 TO STA 128+00

G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:41:42 PM, jeffm

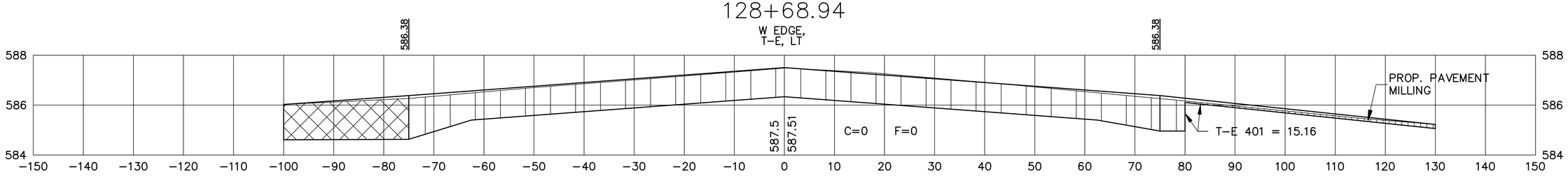
129+00



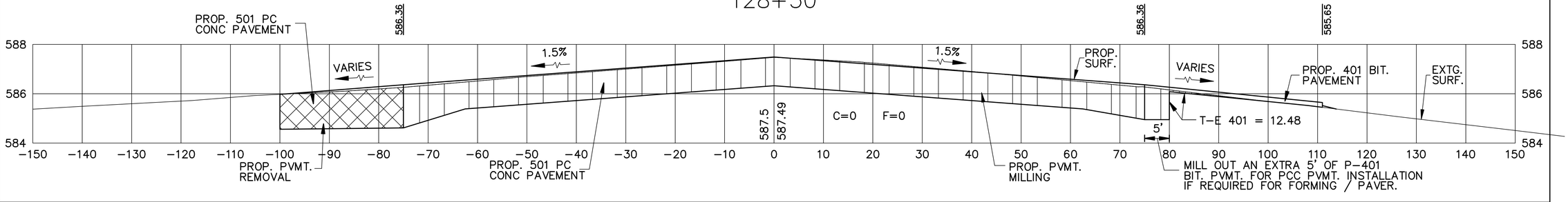
128+76.44



128+68.94



128+50

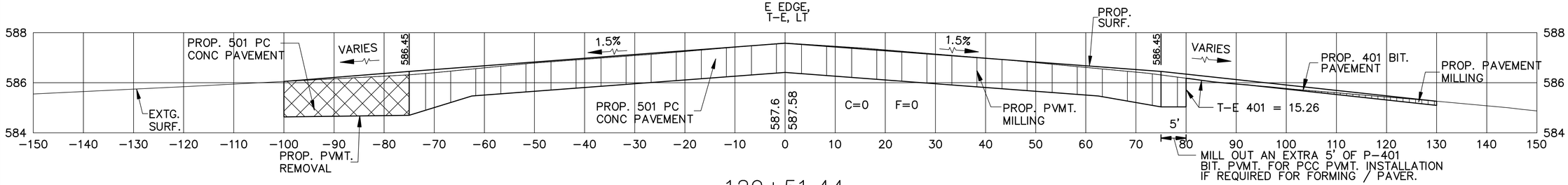


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 128+50 TO STA 129+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:42:04 PM, jeffm

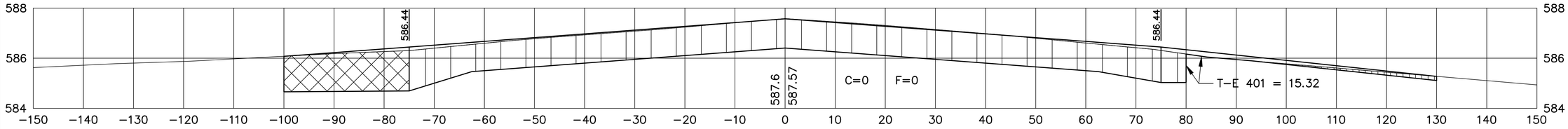
129+58.94

E EDGE,
T-E, LT

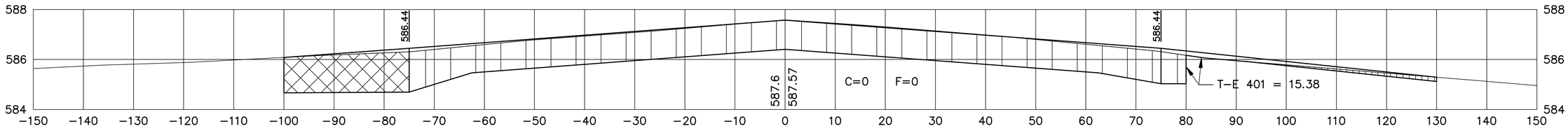


129+51.44

E EDGE,
T-E, RT

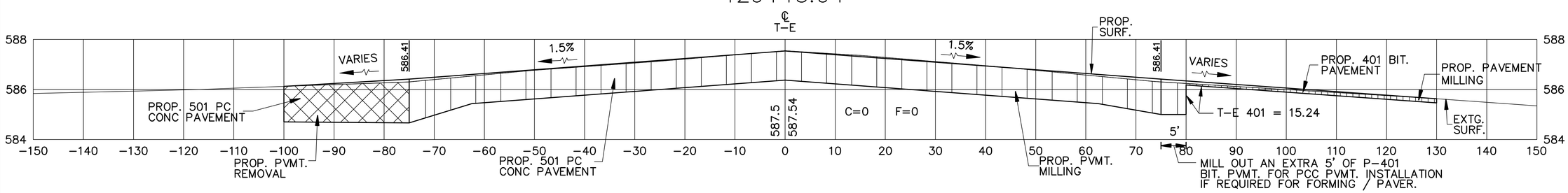


129+50



129+13.94

℄
T-E

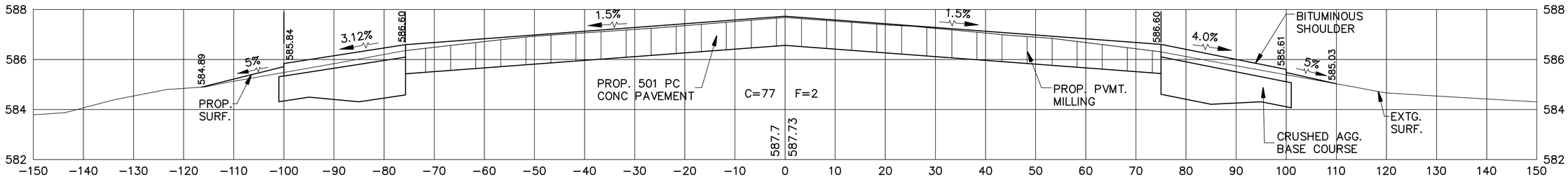


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 129+13.94 TO STA 129+58.94

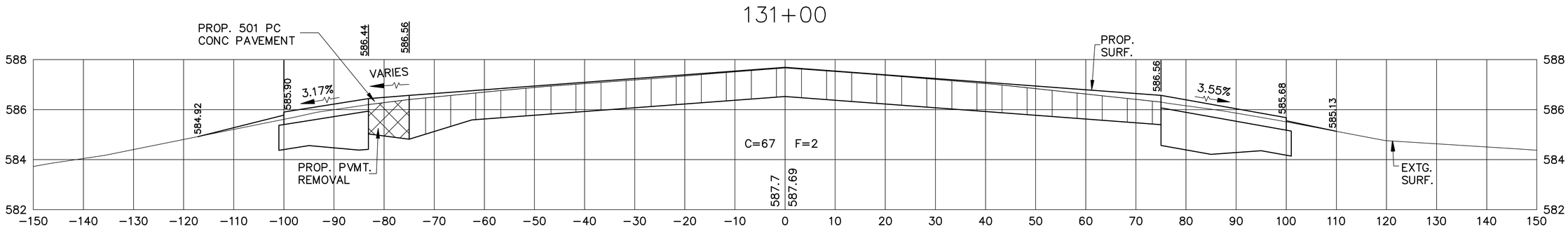
G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:42:23 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 133 OF 206

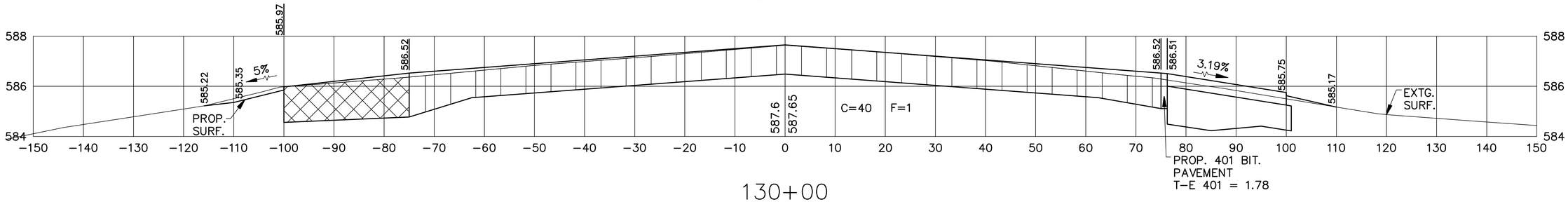
131+50



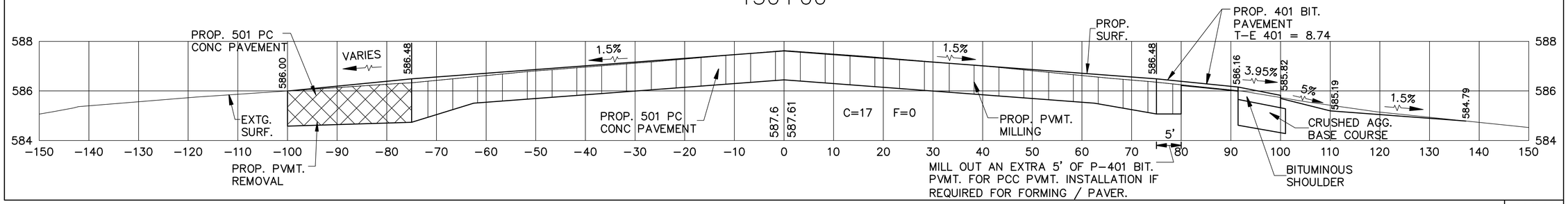
131+00



130+50



130+00

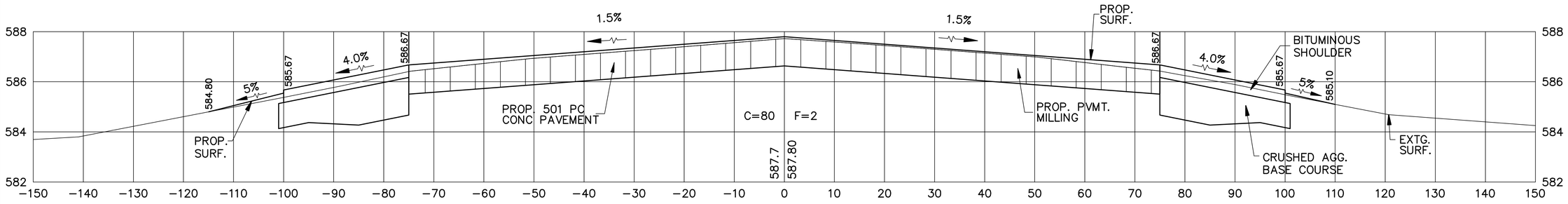


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 130+00 TO STA 131+50

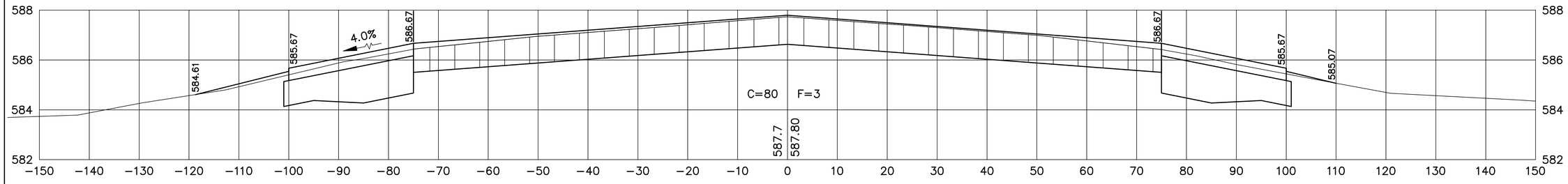
133/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:42:49 PM, jeffm

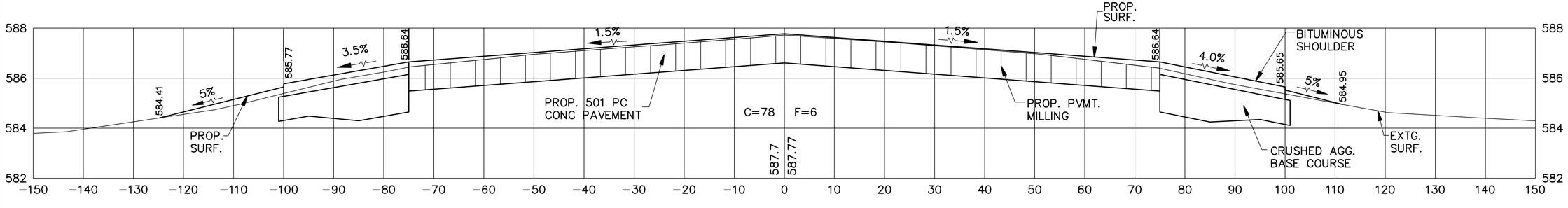
133+00



132+50



132+00

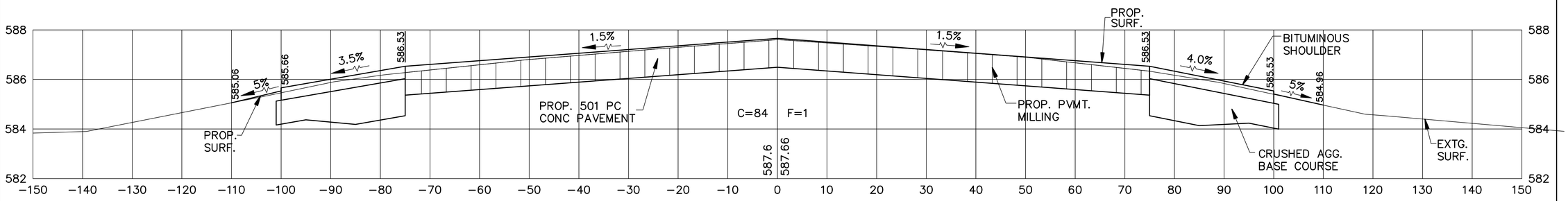


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 132+00 TO STA 133+00

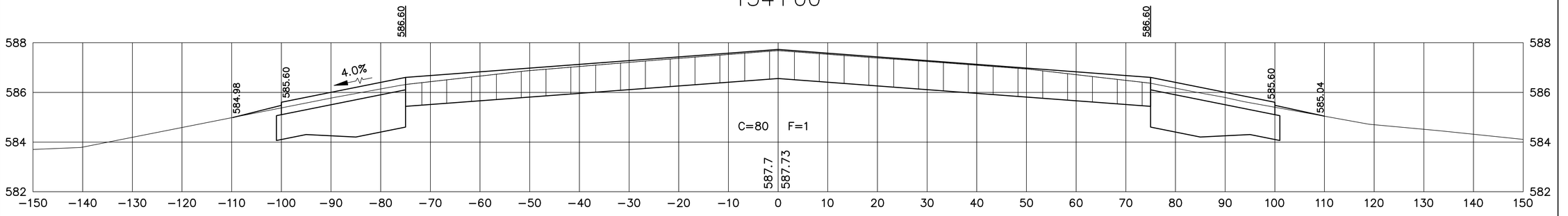
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:43:12 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 135 OF 206

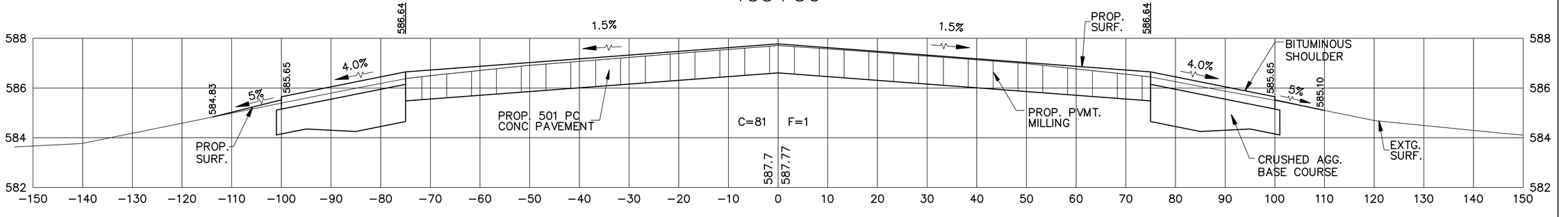
134+50



134+00



133+50

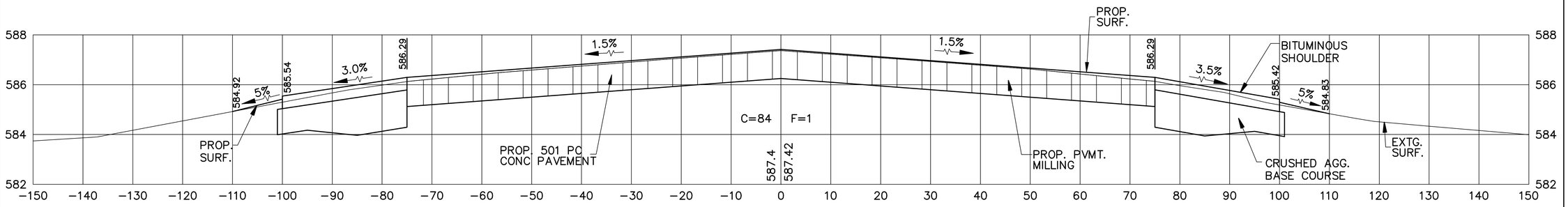


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 133+50 TO STA 134+50

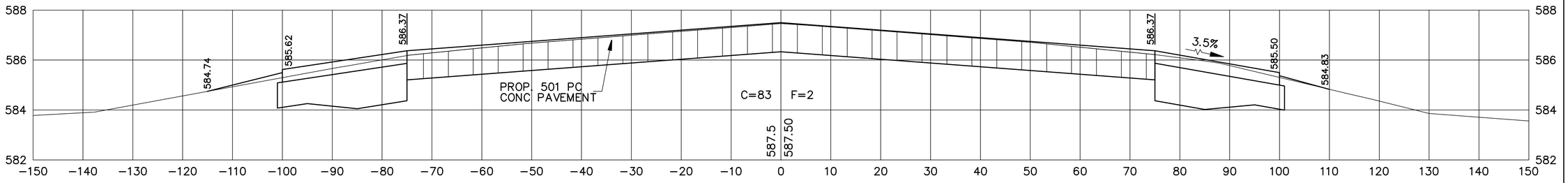
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:43:45 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 136 OF 206

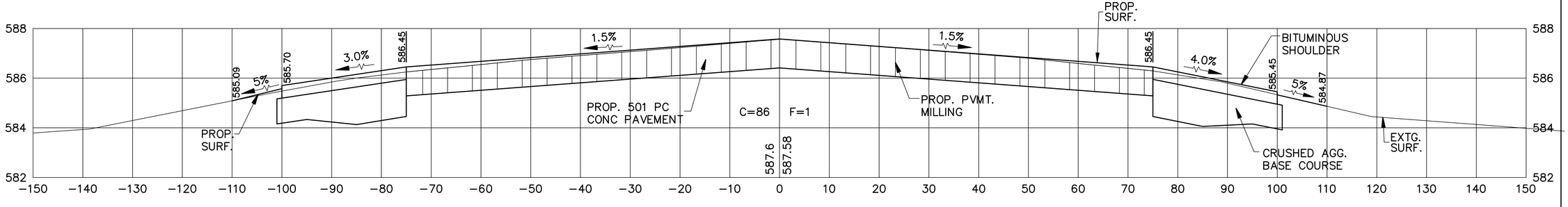
136+00



135+50



135+00



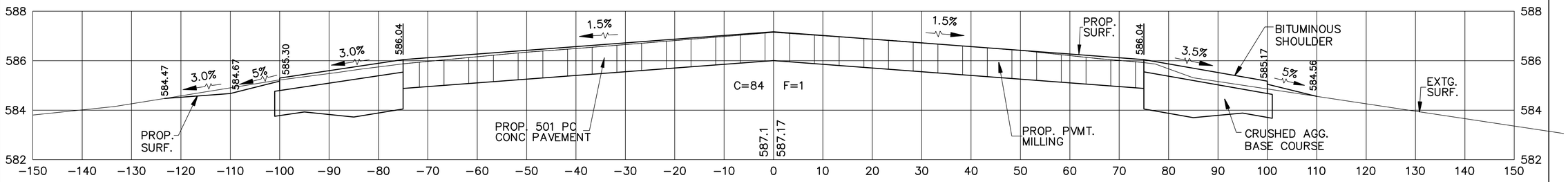
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 135+00 TO STA 136+00

136/206

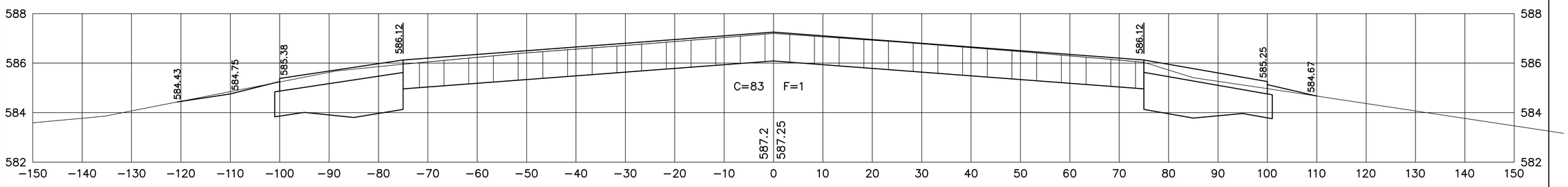
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:44:13 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 137 OF 206

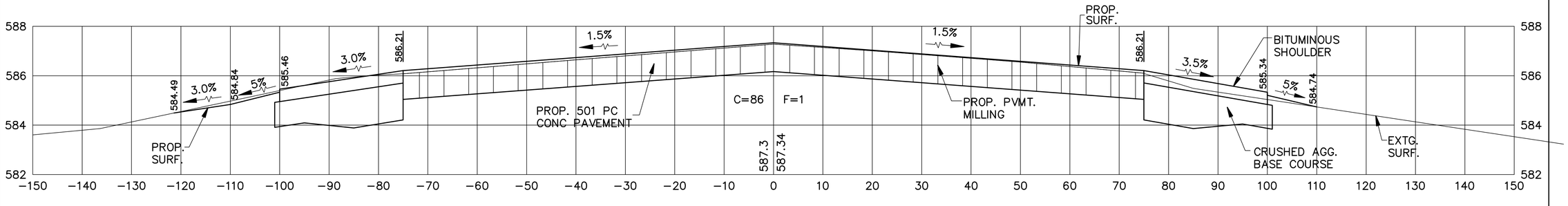
137+50



137+00



136+50

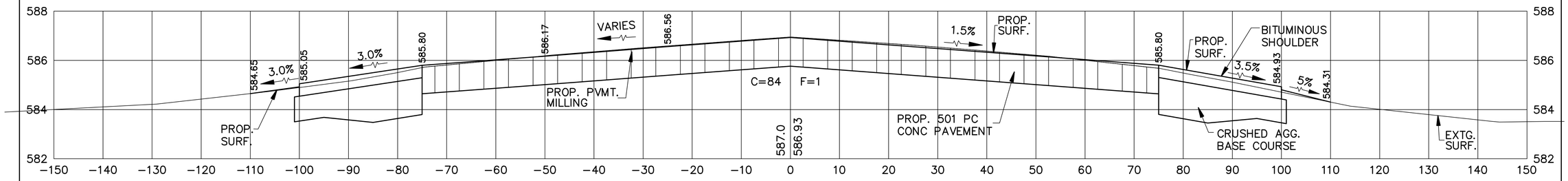


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 136+50 TO STA 137+50

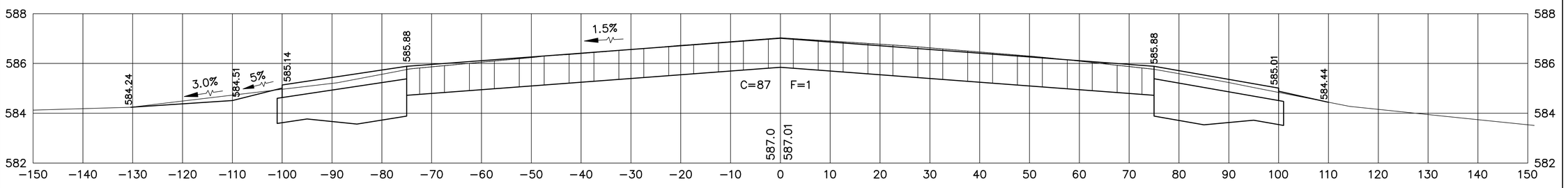
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:44:43 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 138 OF 206

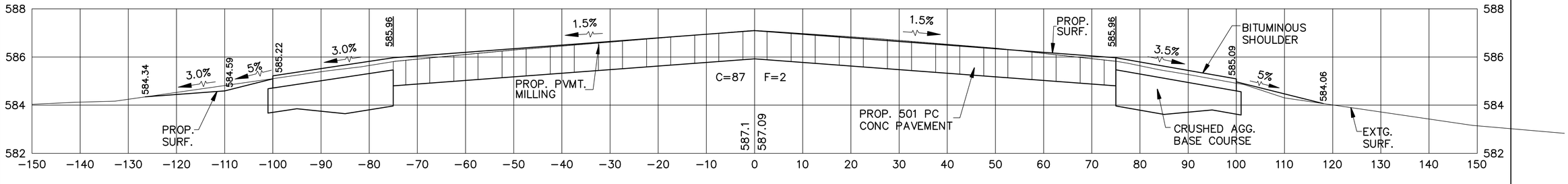
139+00



138+50



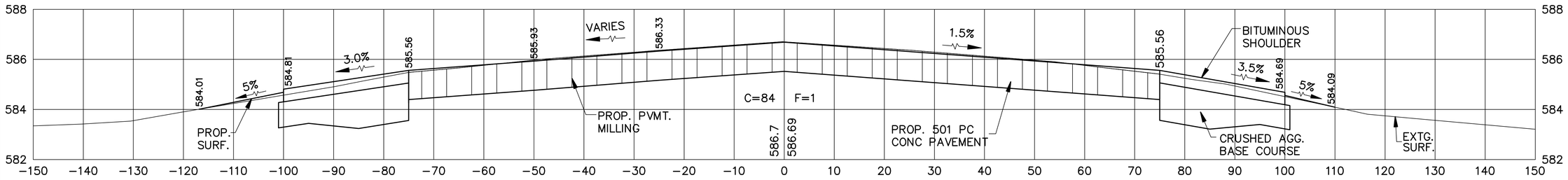
138+00



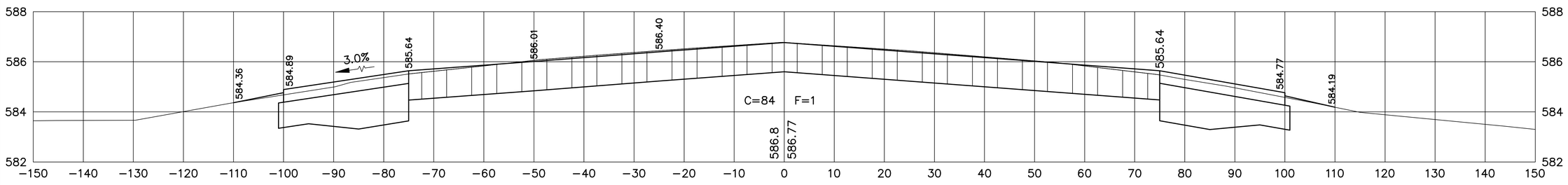
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 138+00 TO STA 139+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:45:09 PM, jeffm

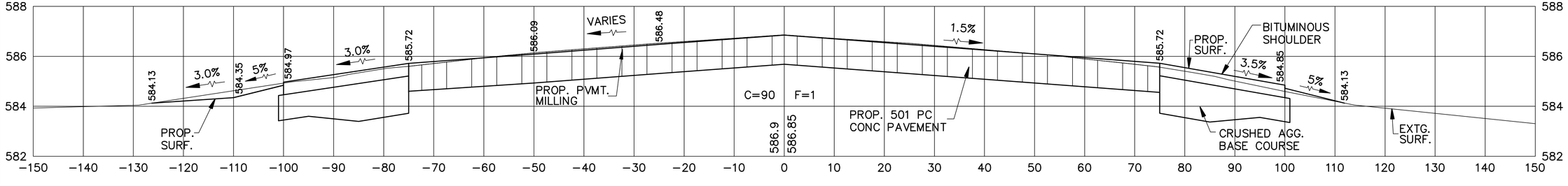
140+50



140+00



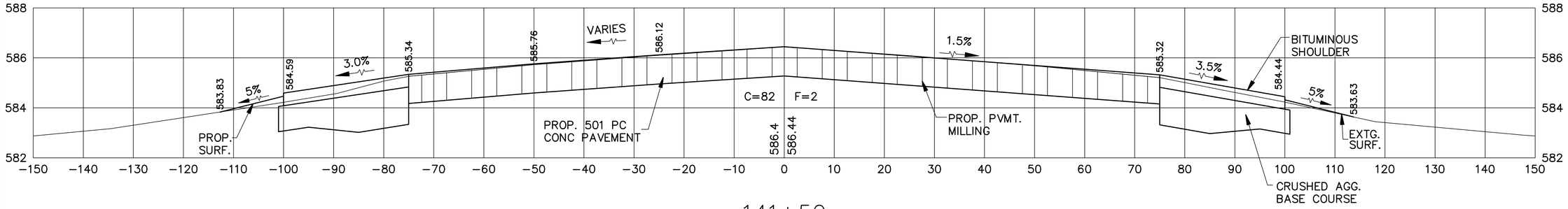
139+50



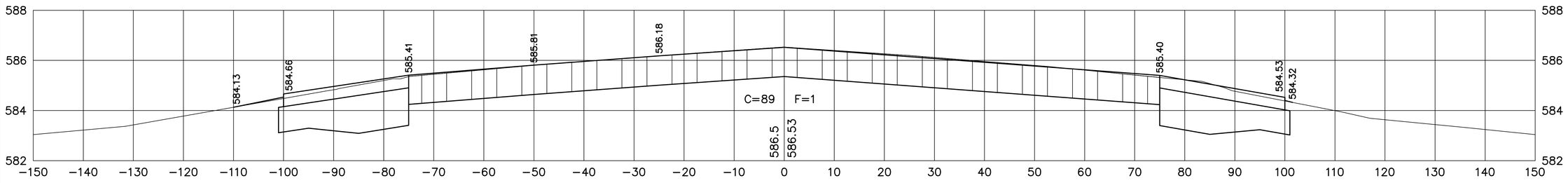
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 139+50 TO STA 140+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:45:35 PM, jeffm

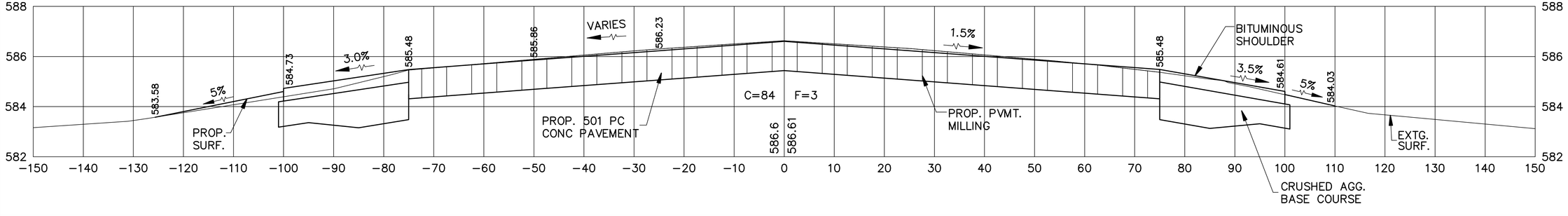
142+00



141+50



141+00

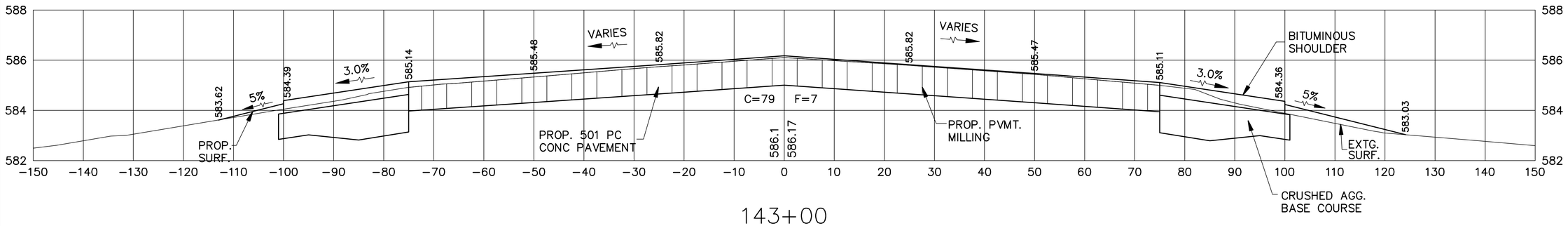


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 141+00 TO STA 142+00

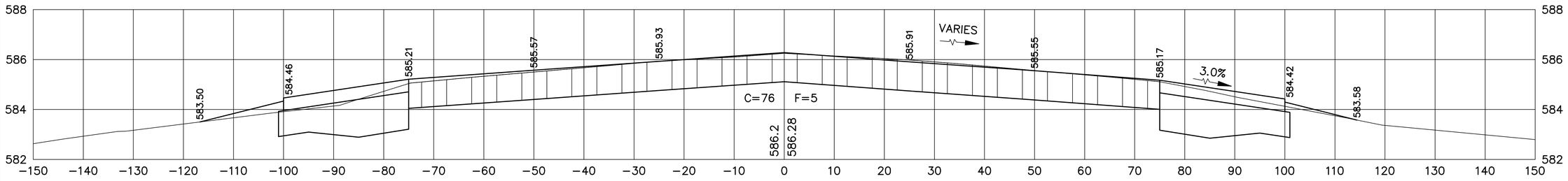
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:45:59 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 141 OF 206

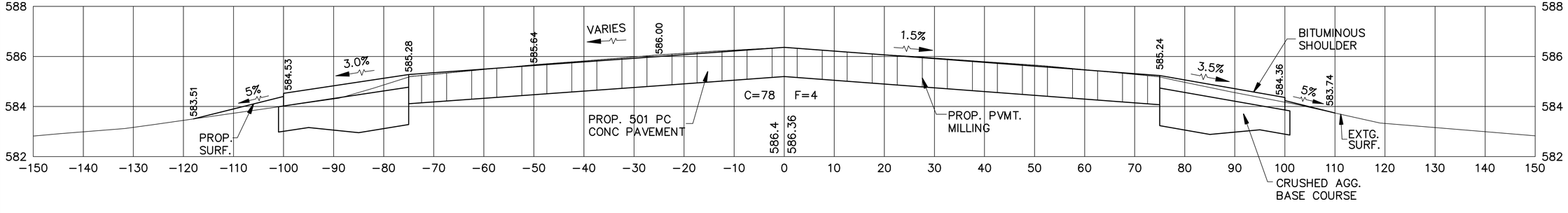
143+50



143+00



142+50

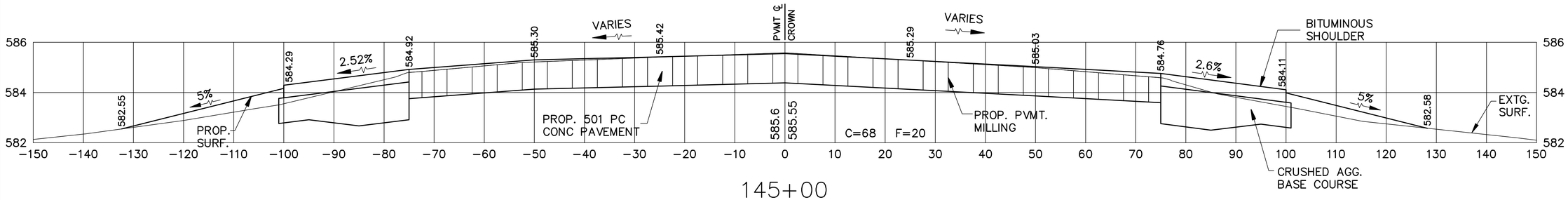


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 142+50 TO STA 143+50

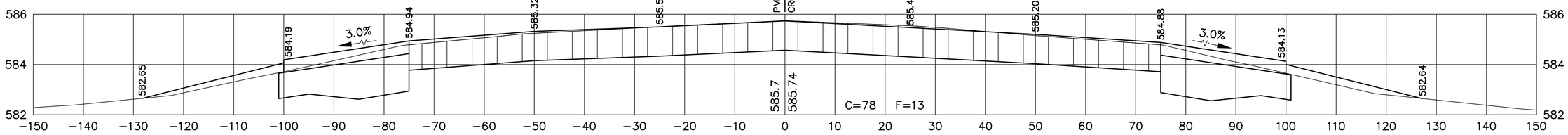
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:48:27 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 142 OF 206

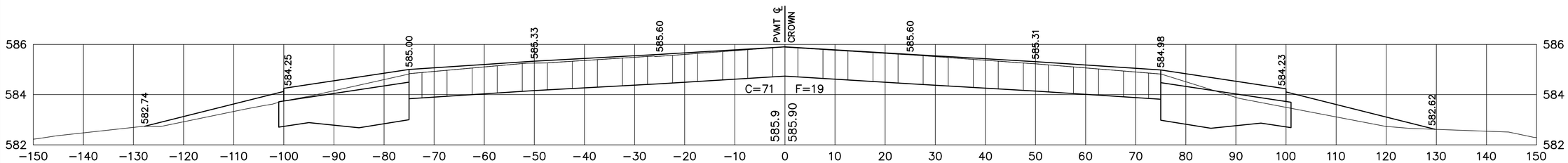
145+50



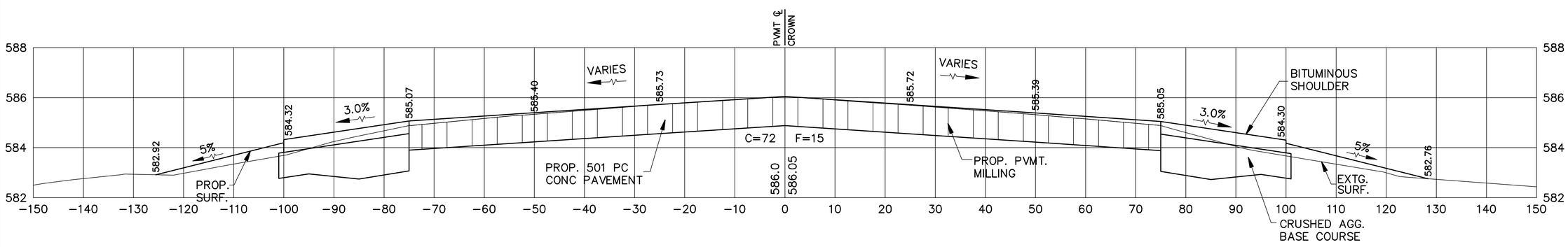
145+00



144+50



144+00

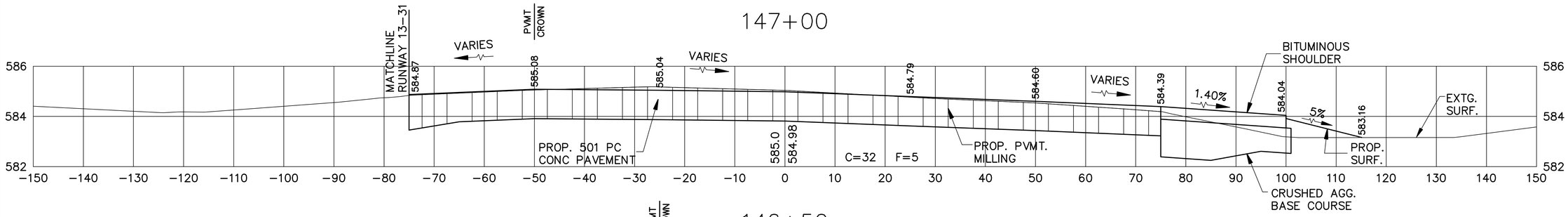


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 144+00 TO STA 145+50

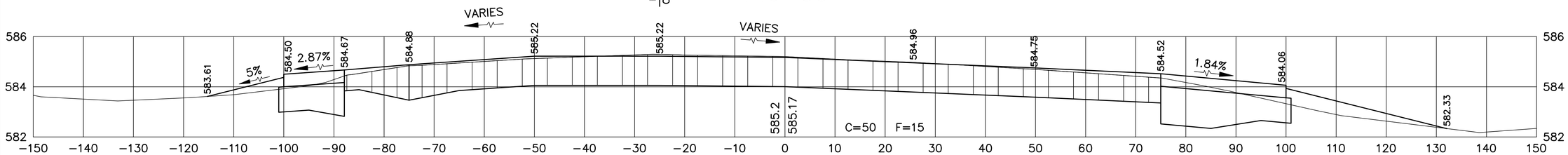
142/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:46:51 PM, jeffm

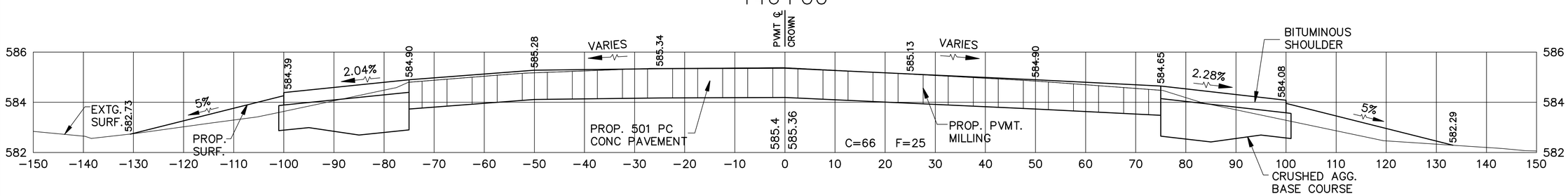
147+00



146+50



146+00

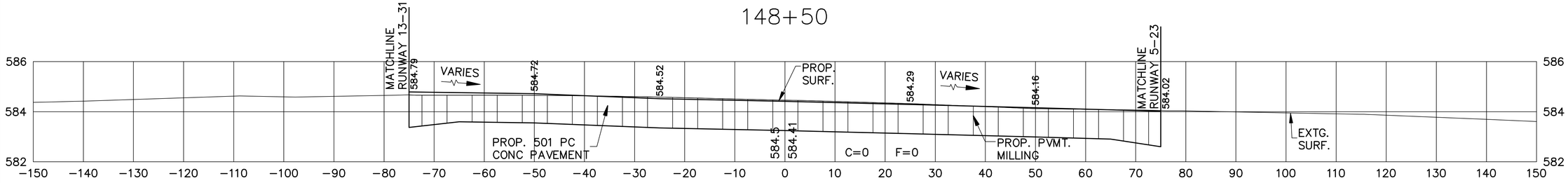


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 146+00 TO STA 147+00

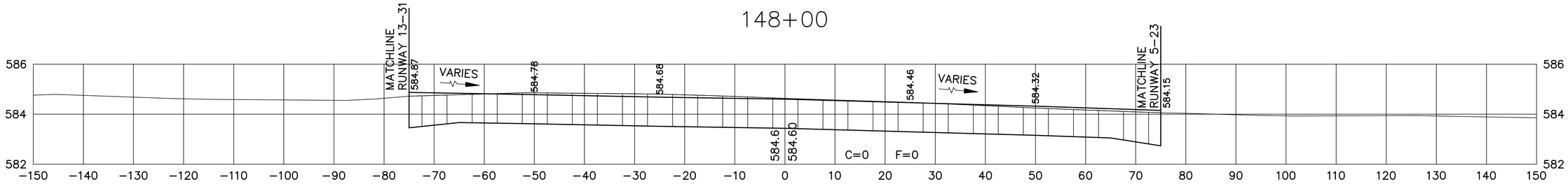
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:47:25 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 144 OF 206

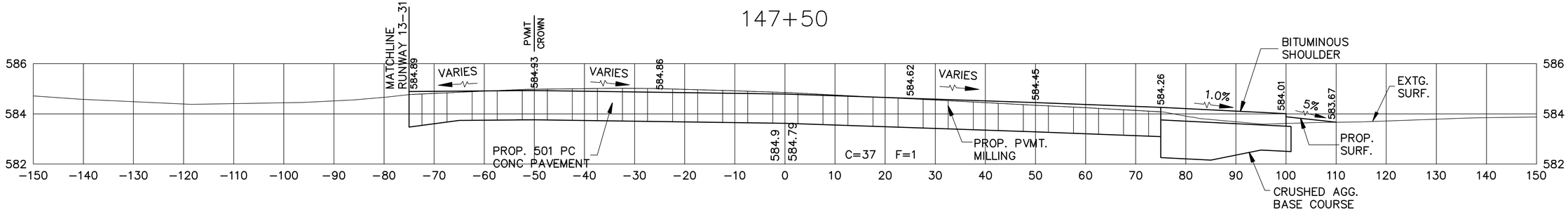
148+50



148+00

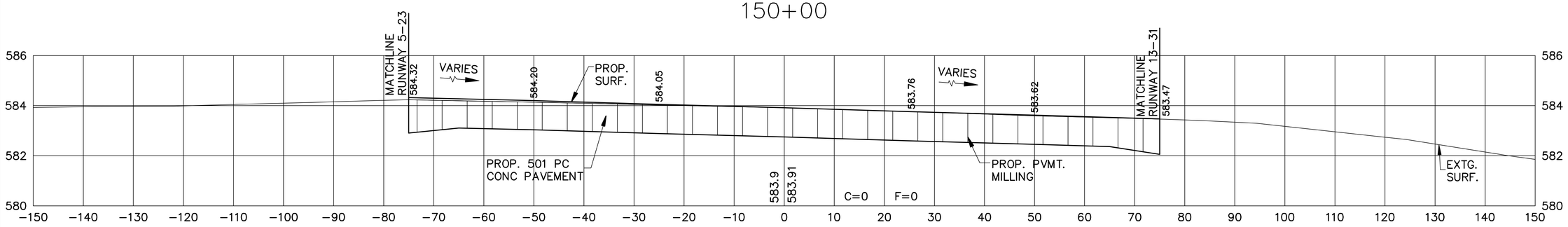


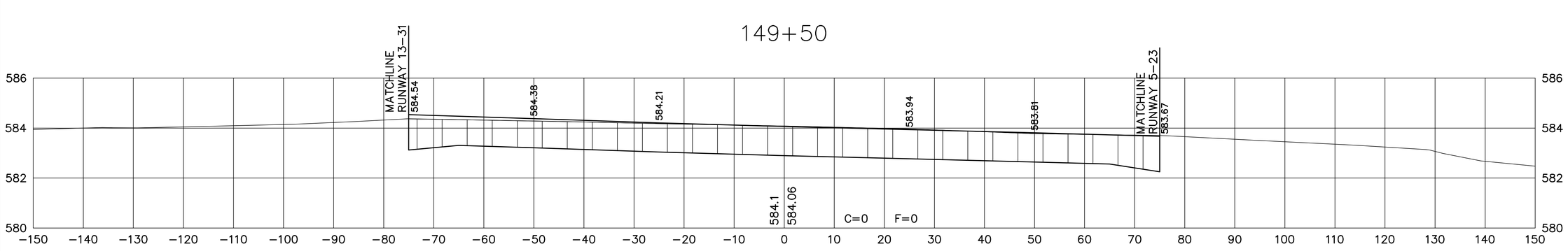
147+50

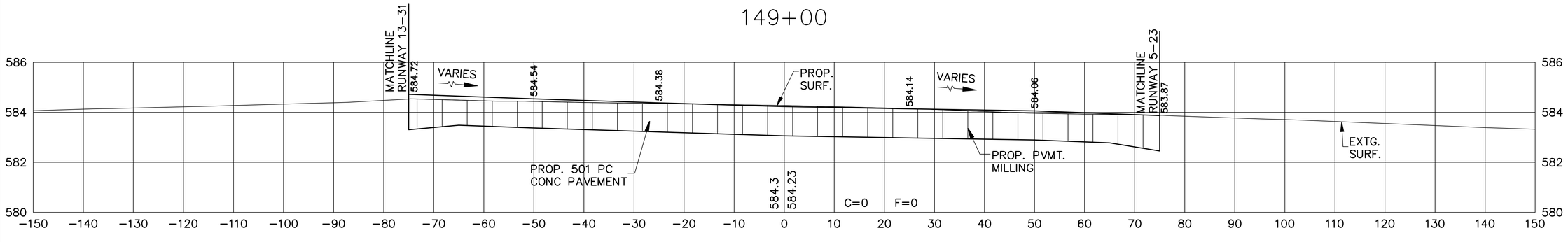


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 147+50 TO STA 148+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 5/3/2010 11:37:36 AM, jeffm





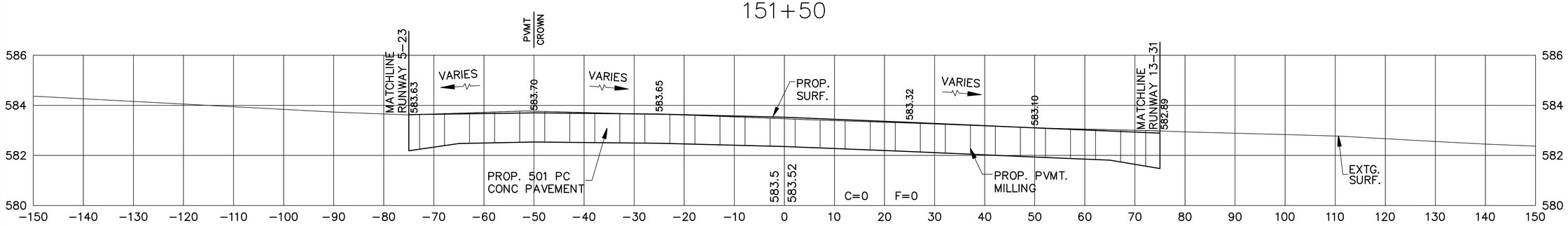


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 149+00 TO STA 150+00

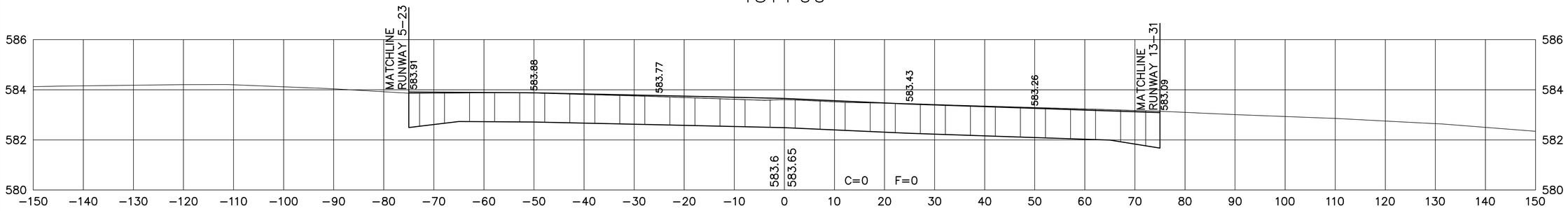
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:48:14 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 146 OF 206

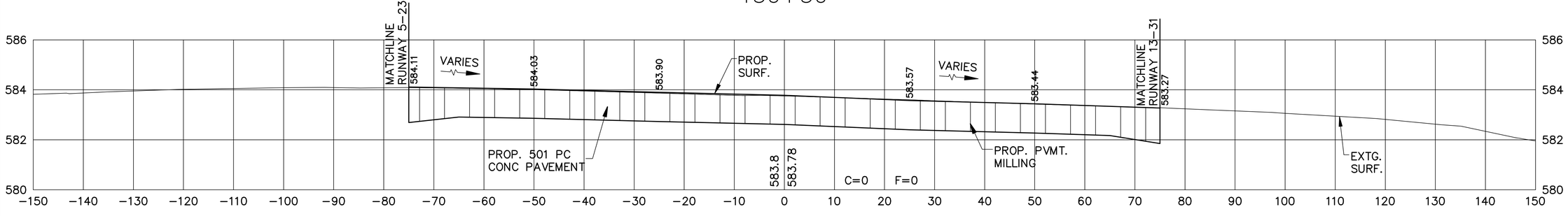
151+50



151+00



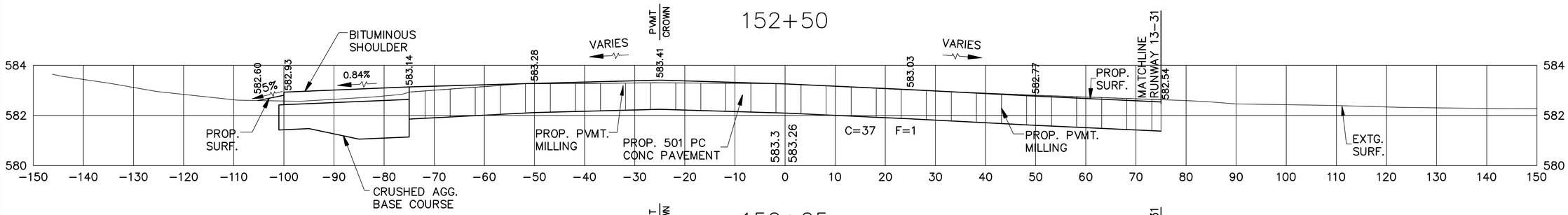
150+50



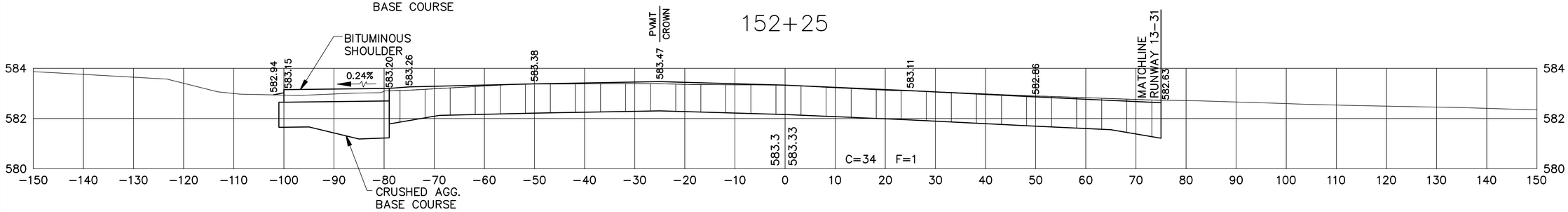
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 150+50 TO STA 151+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 5/3/2010 11:38:30 AM, jeffm

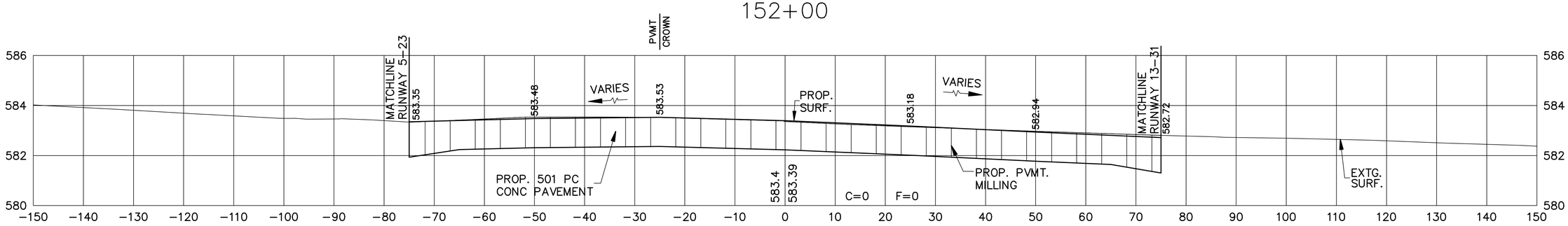
152+50



152+25



152+00

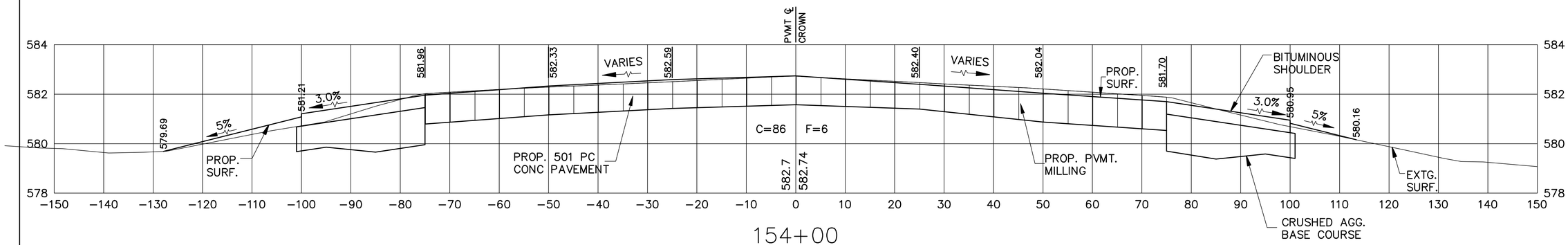


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 152+00 TO STA 152+50

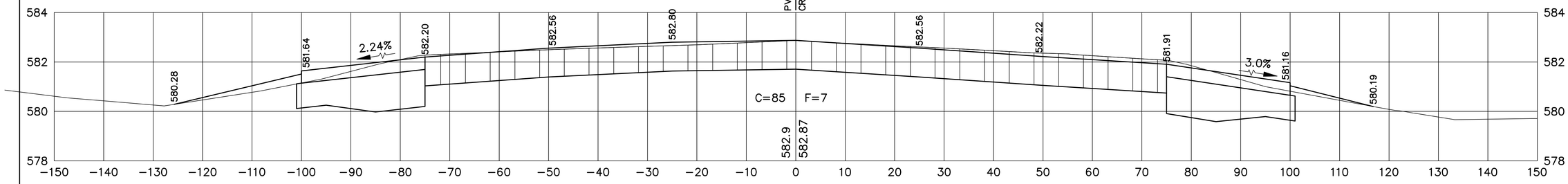
G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:49:00 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 148 OF 206

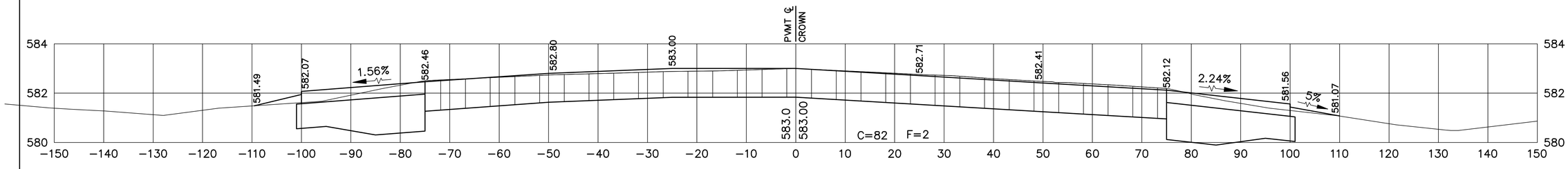
154+50



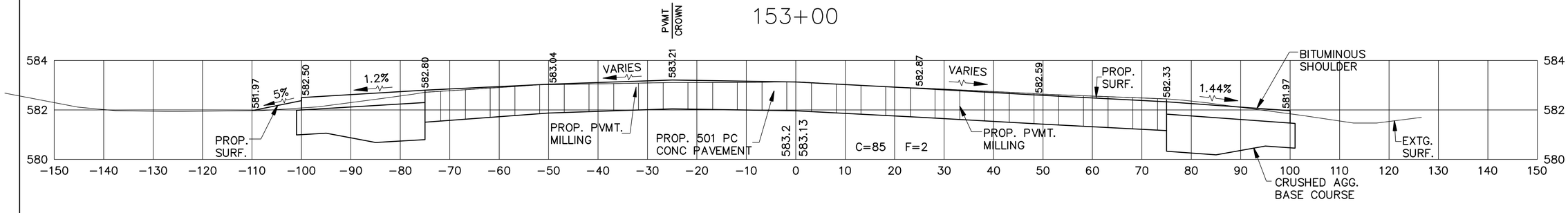
154+00



153+50



153+00

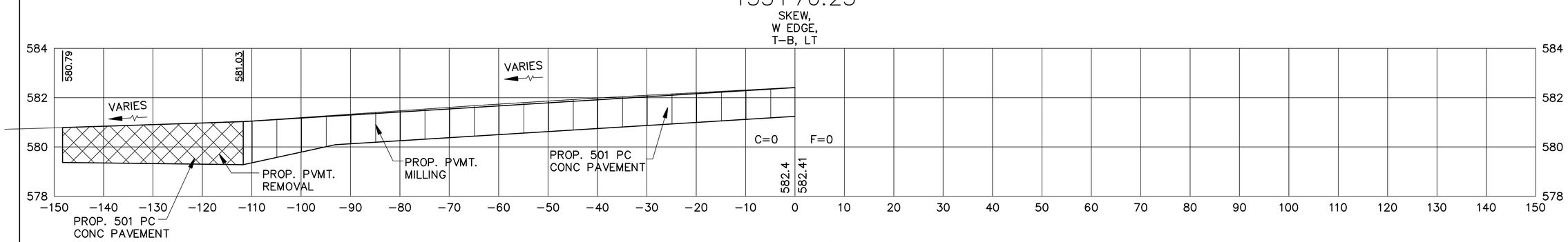


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 153+00 TO STA 154+50

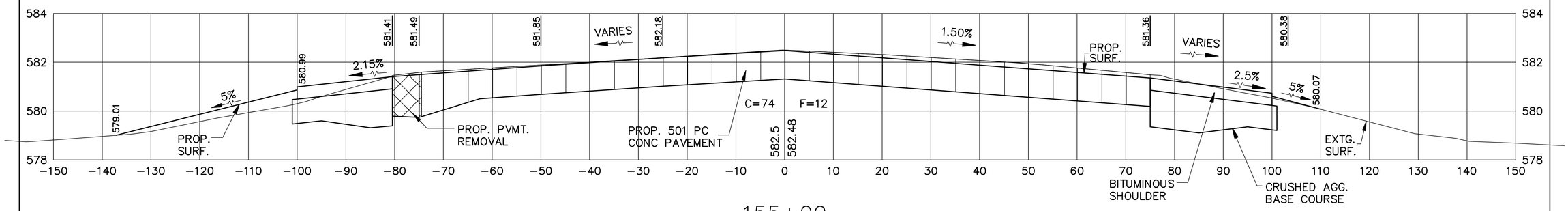
148/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:49:24 PM, jeffm

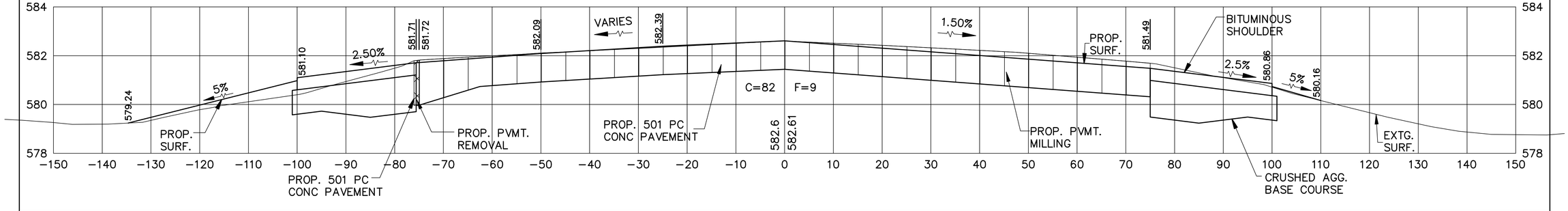
155+76.25



155+50



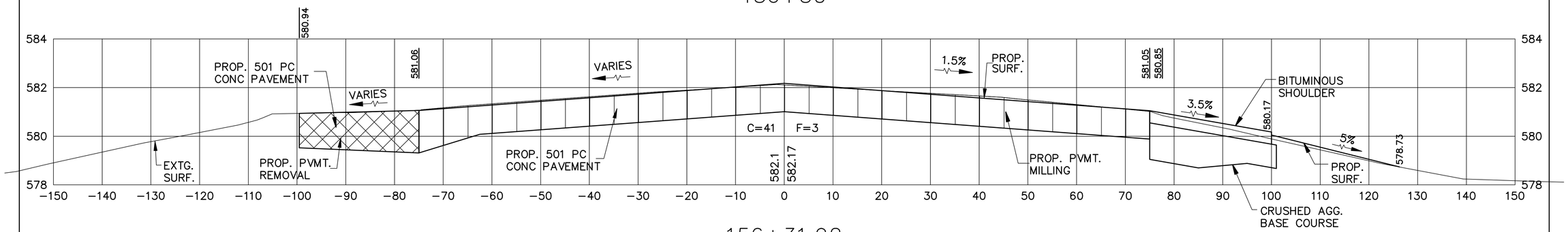
155+00



PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 155+00 TO STA 155+76.25

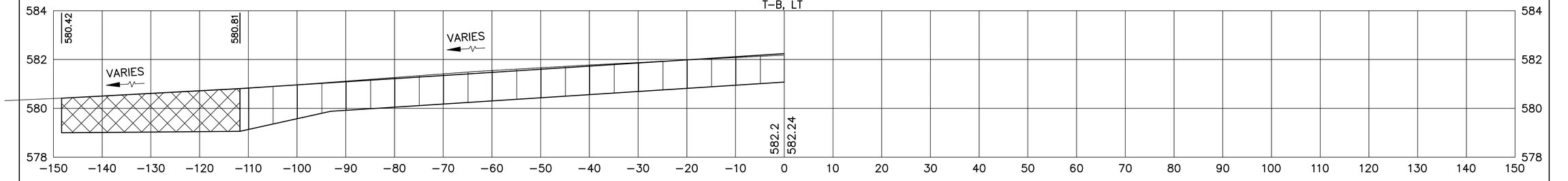
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:49:45 PM, jeffm

156+50

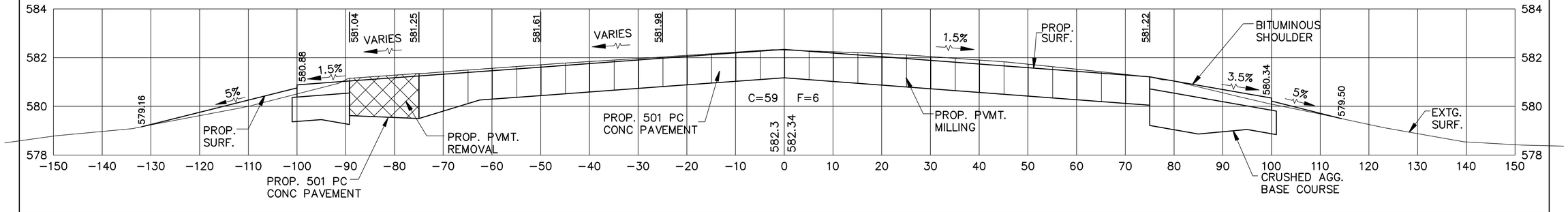


156+31.92

SKEW,
CNTRLINE,
T-B, LT



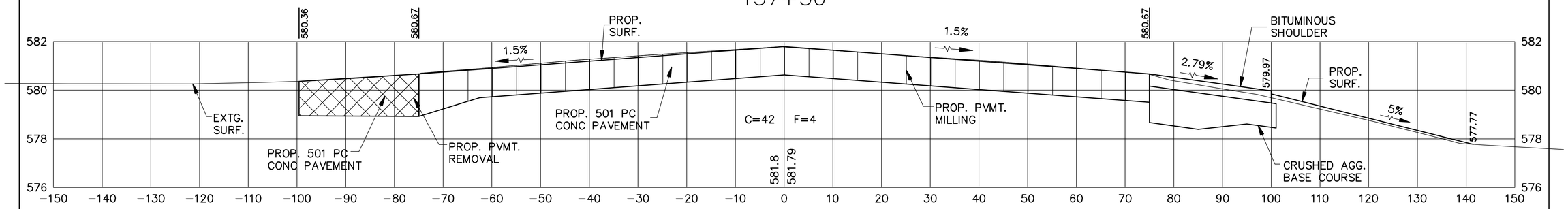
156+00



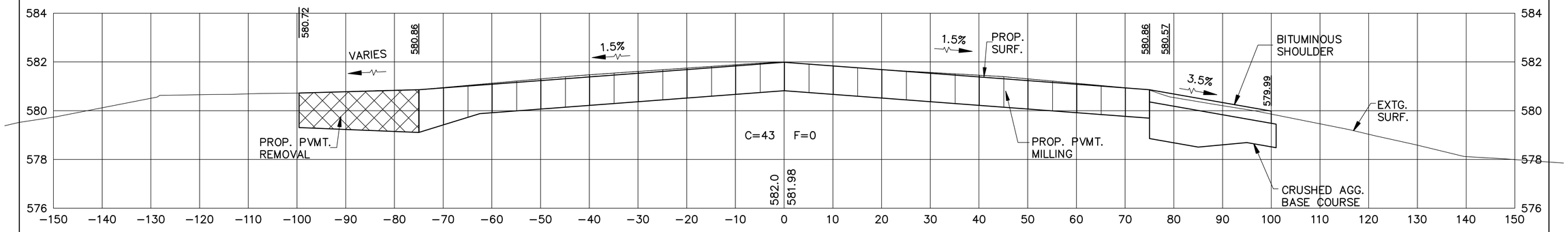
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 156+00 TO STA 156+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:50:10 PM, jeffm

157+50

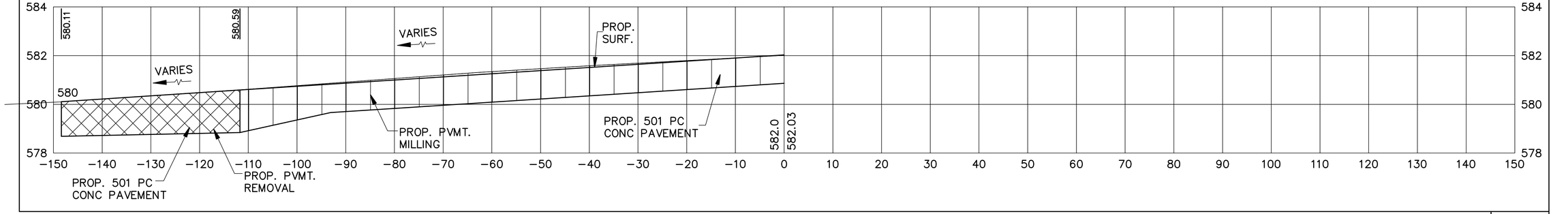


157+00



156+87.59

SKEW, E EDGE,
T-B, LT



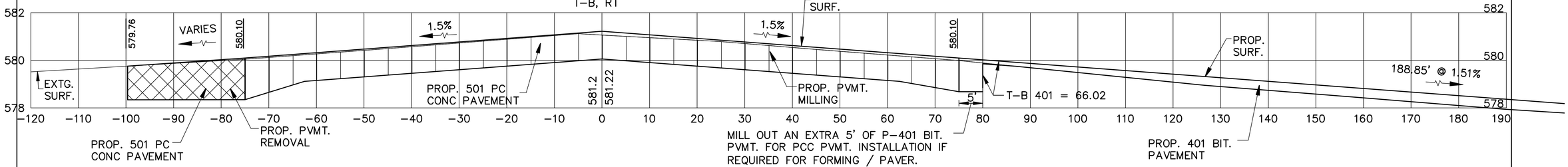
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 156+87.59 TO STA 157+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:50:33 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 152 OF 206

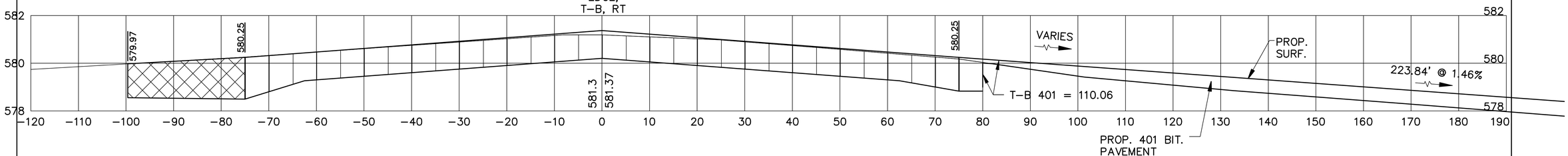
158+93.53

SKEW, CENTERLINE, T-B, RT

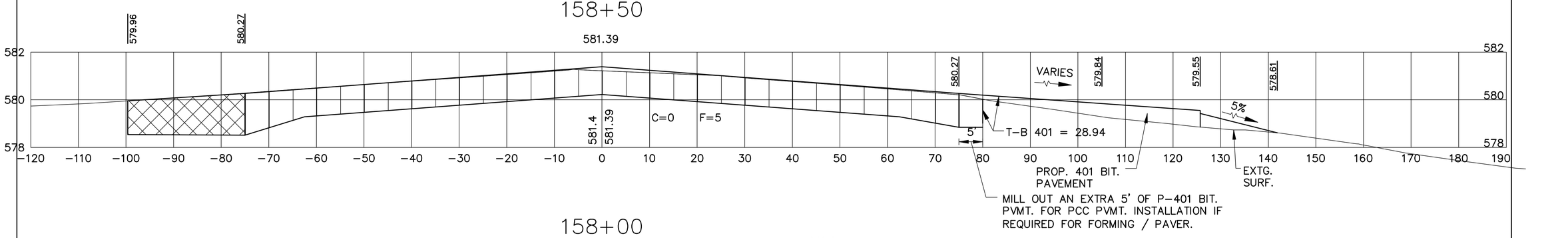


158+56.03

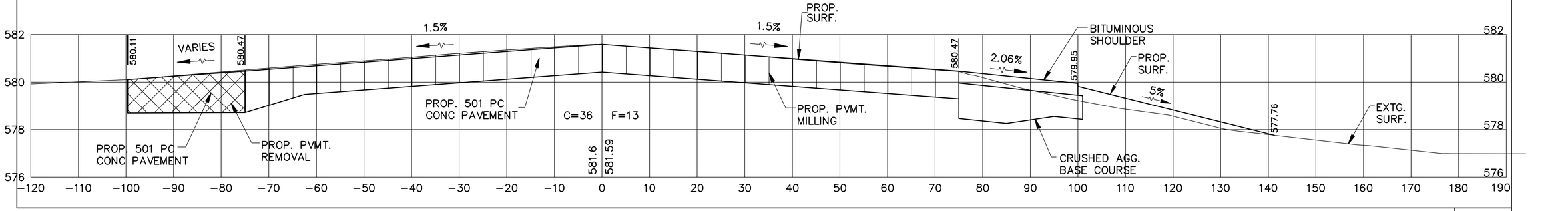
SKEW, W EDGE, T-B, RT



158+50



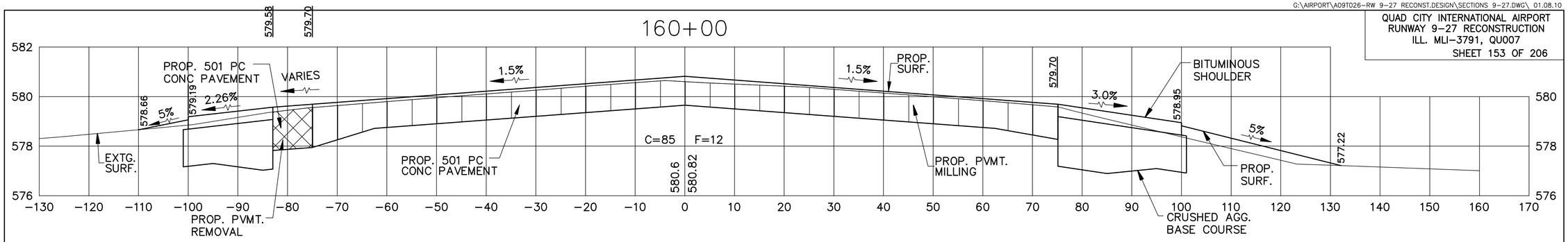
158+00



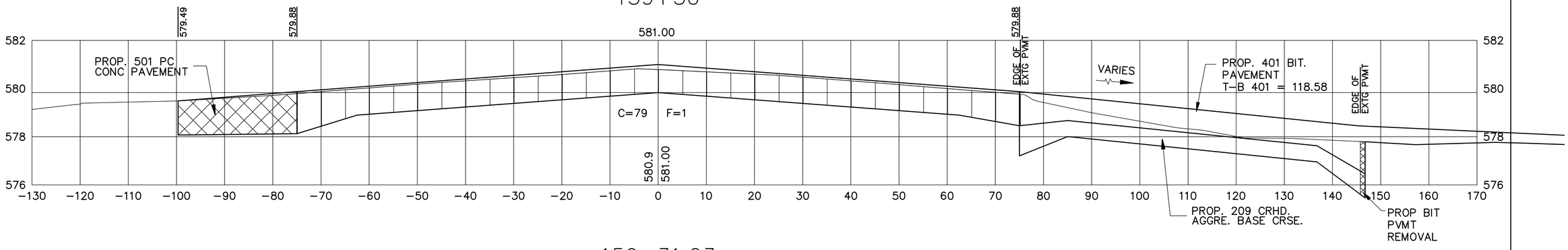
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 158+00 TO STA 158+93.53

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:50:55 PM, jeffm

160+00

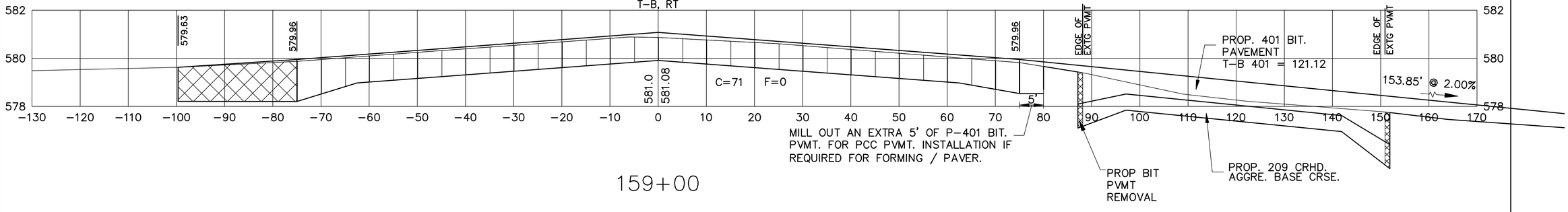


159+50

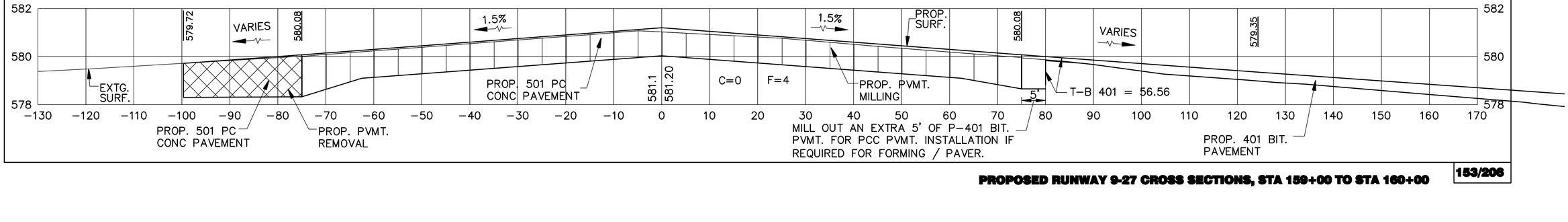


159+31.03

SKEW,
E EDGE,
T-B, RT



159+00

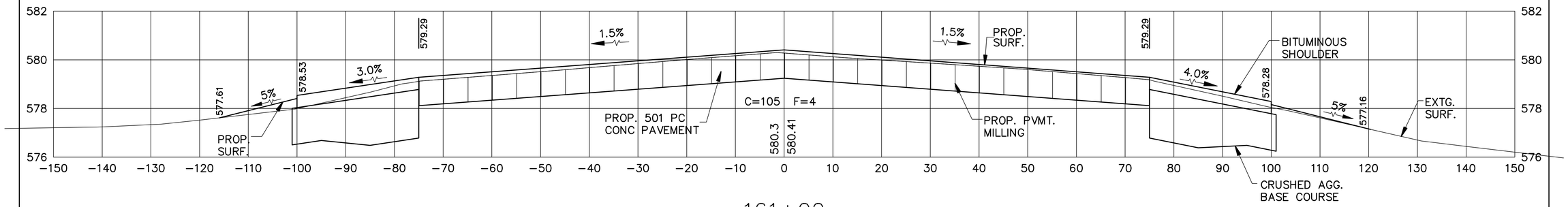


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 159+00 TO STA 160+00

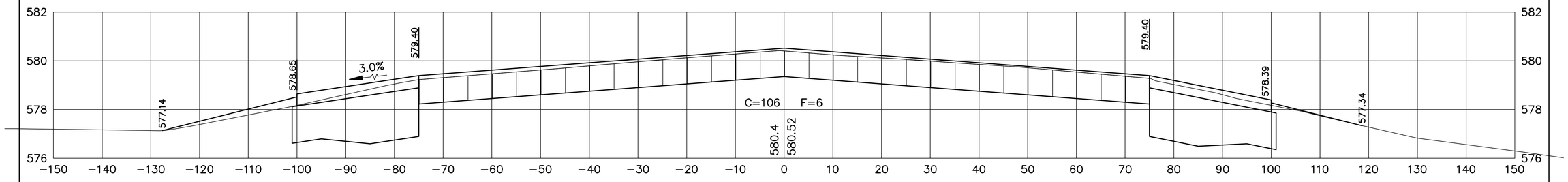
G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:51:26 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 154 OF 206

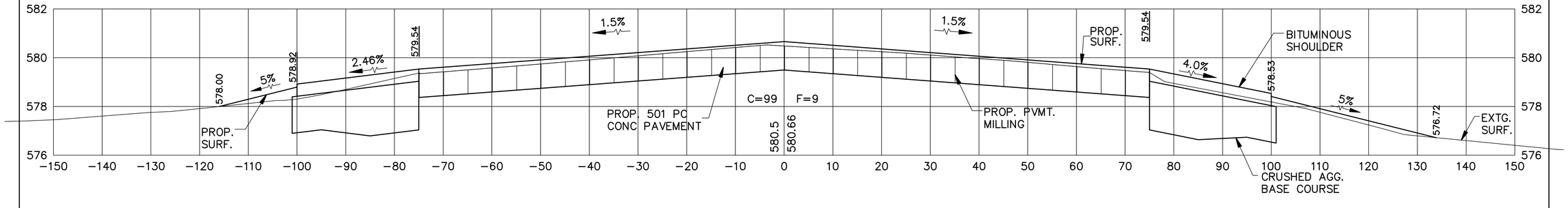
161+50



161+00



160+50

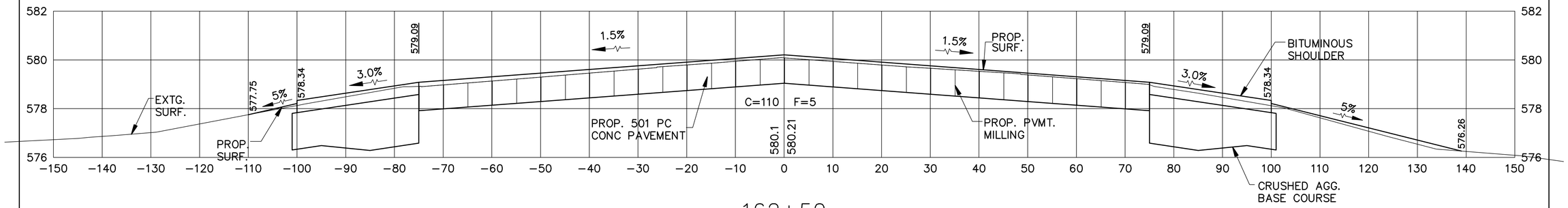


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 160+50 TO STA 161+50

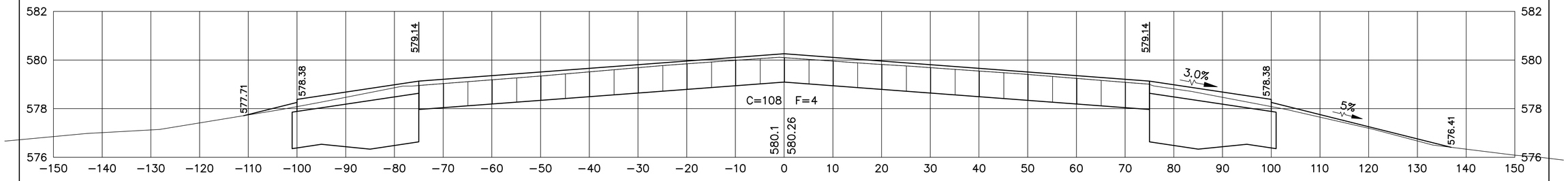
154/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:51:53 PM, jeffm

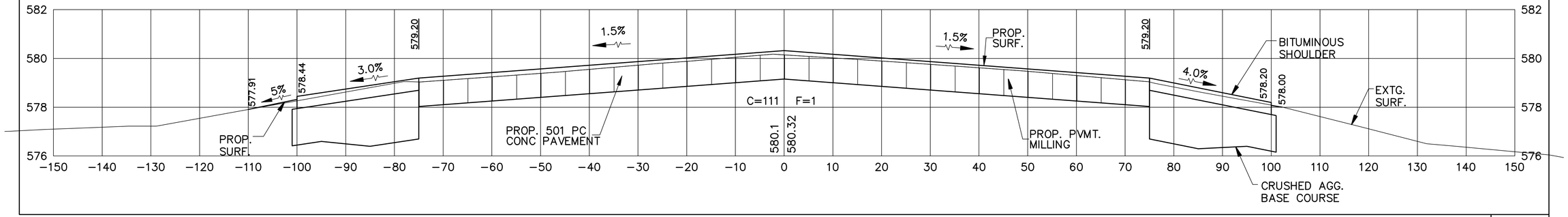
163+00



162+50



162+00

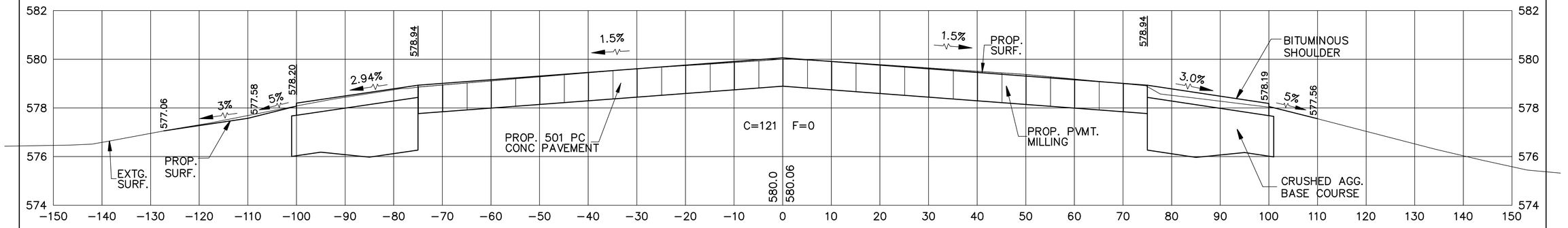


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 162+00 TO STA 163+00

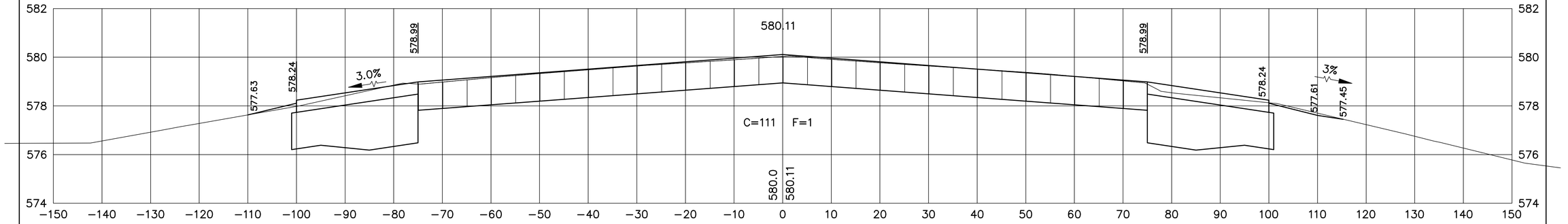
155/206

G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:52:12 PM, jeffm

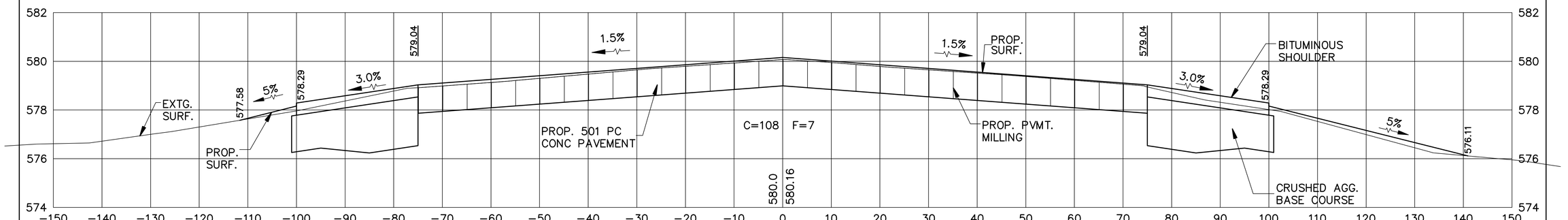
164+50



164+00



163+50

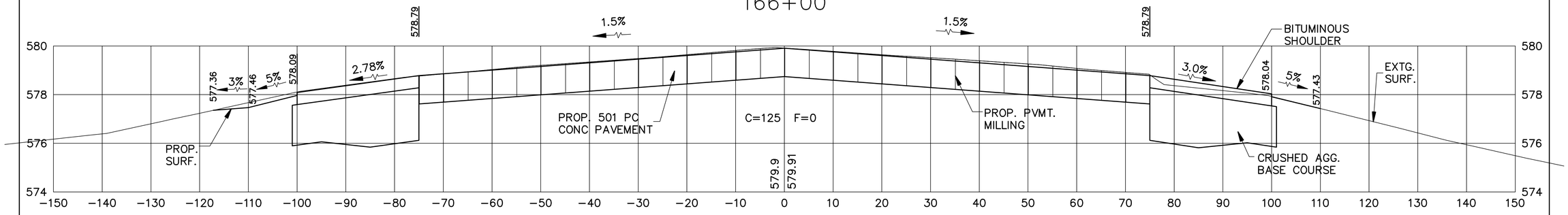


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 163+50 TO STA 164+50

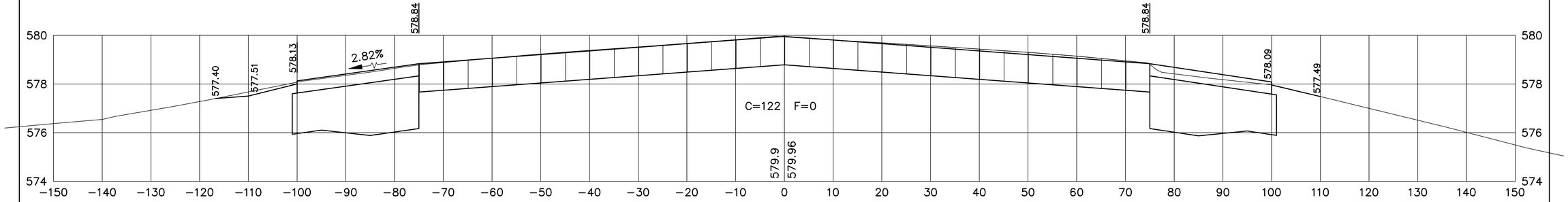
G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:52:32 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 157 OF 206

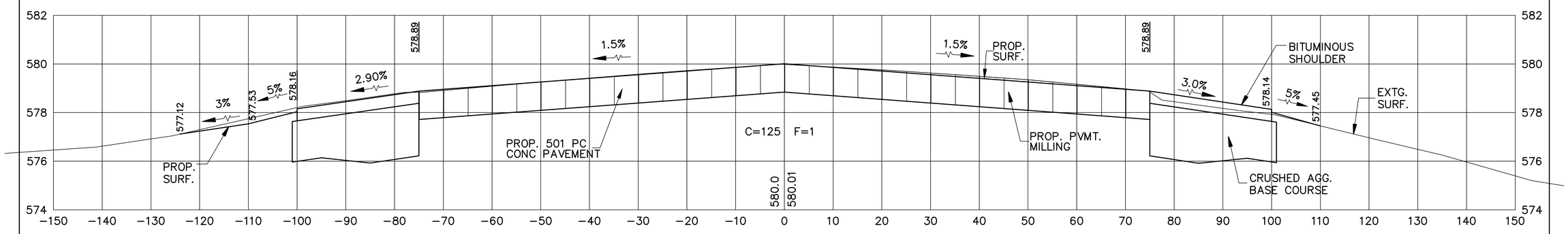
166+00



165+50



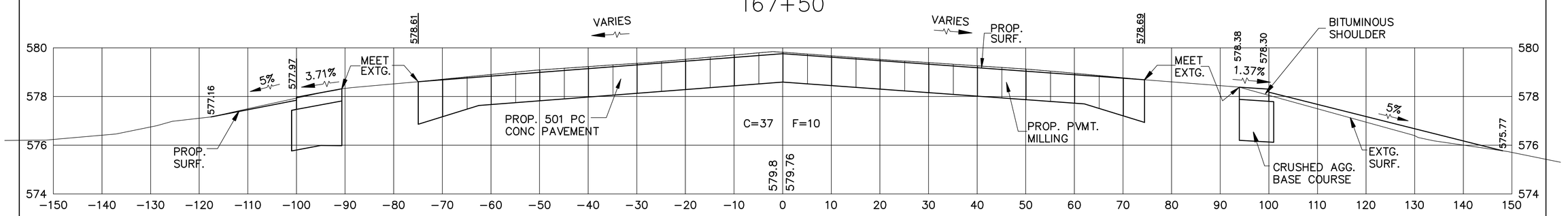
165+00



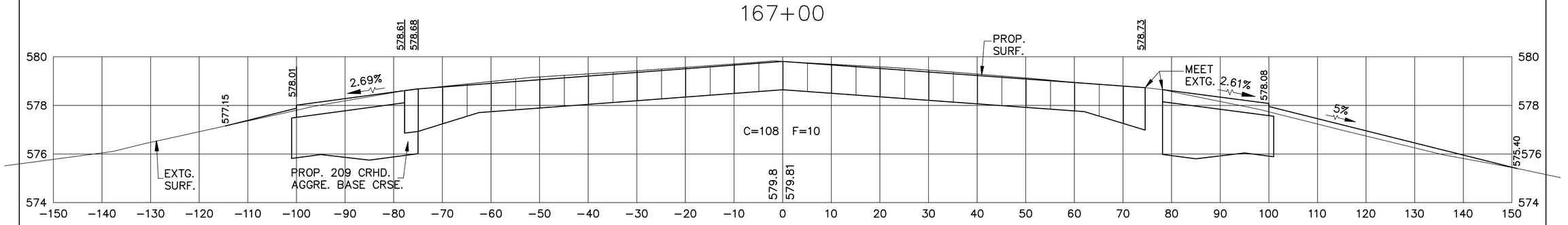
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 165+00 TO STA 166+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:52:57 PM, jeffm

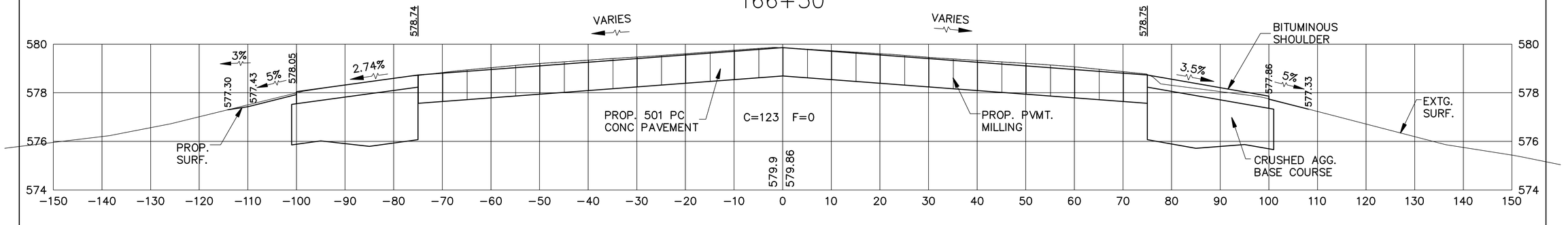
167+50



167+00



166+50

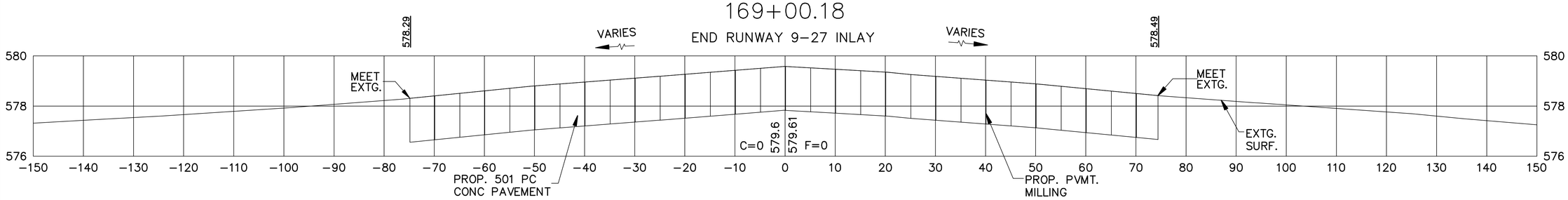


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 166+50 TO STA 167+50

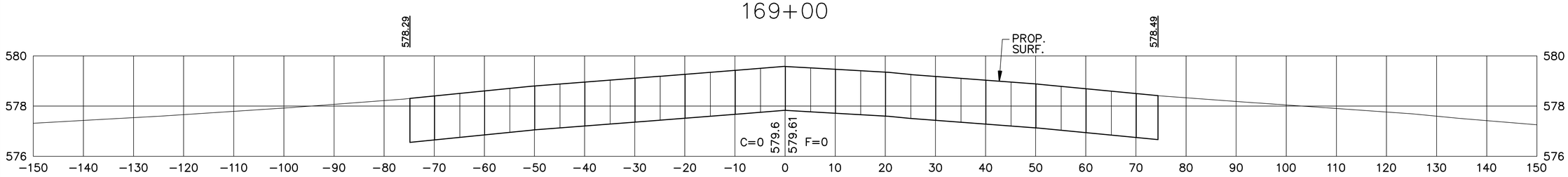
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:53:21 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 159 OF 206

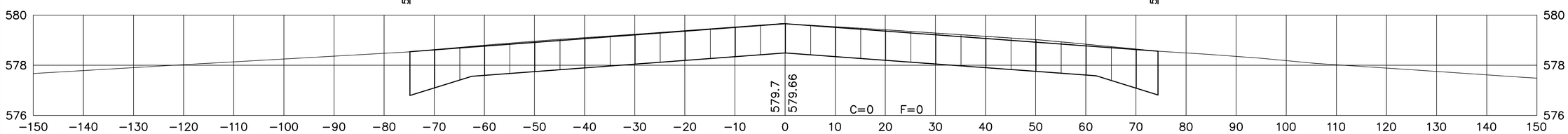
169+00.18
END RUNWAY 9-27 INLAY



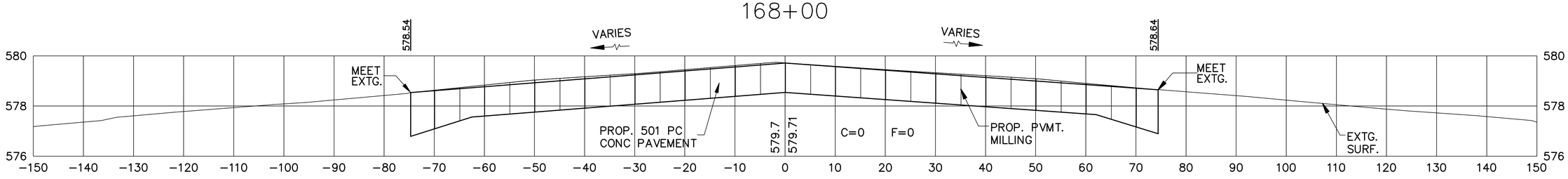
169+00



168+50



168+00

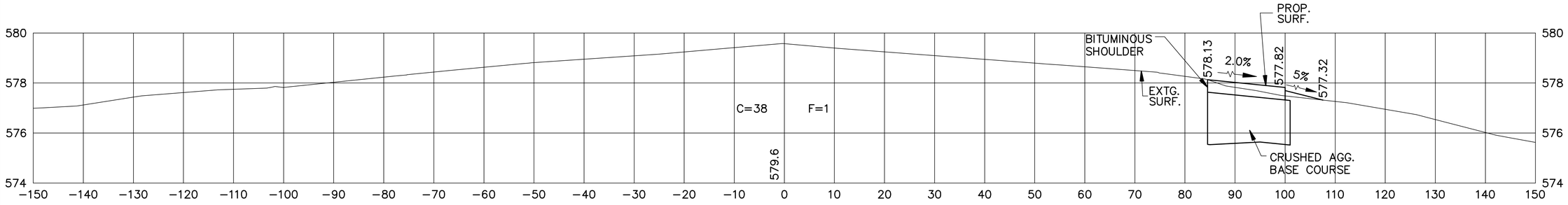


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 168+00 TO STA 169+00.18

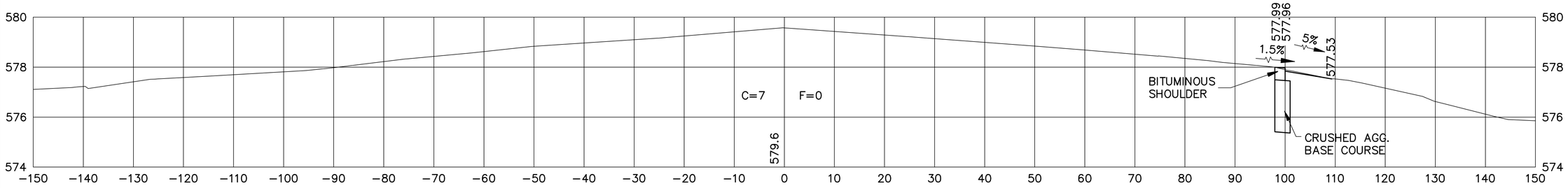
159/206

G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:53:47 PM, jeffm

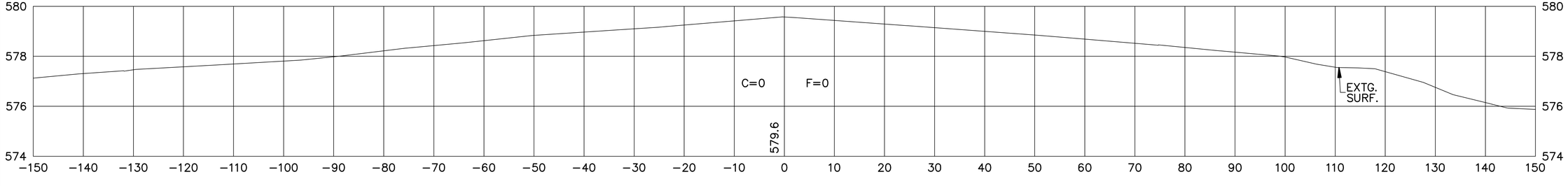
169+78.16



169+50



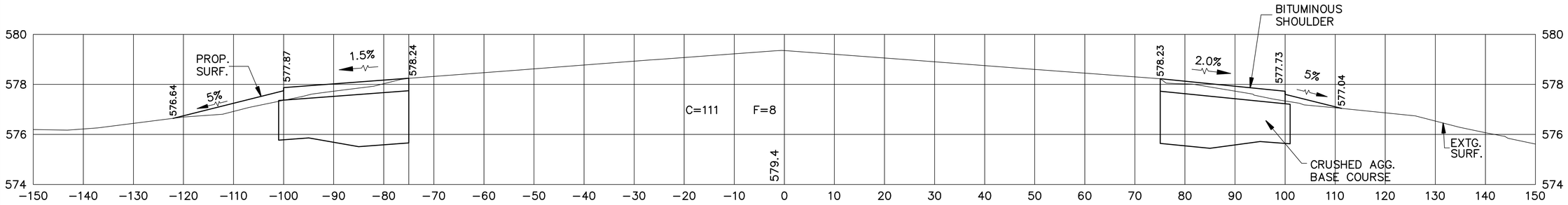
169+46.50



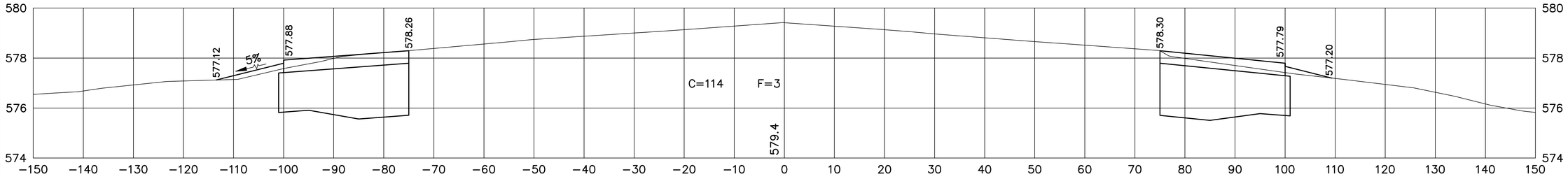
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 169+46.50 TO STA 169+78.16

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:54:07 PM, jeffm

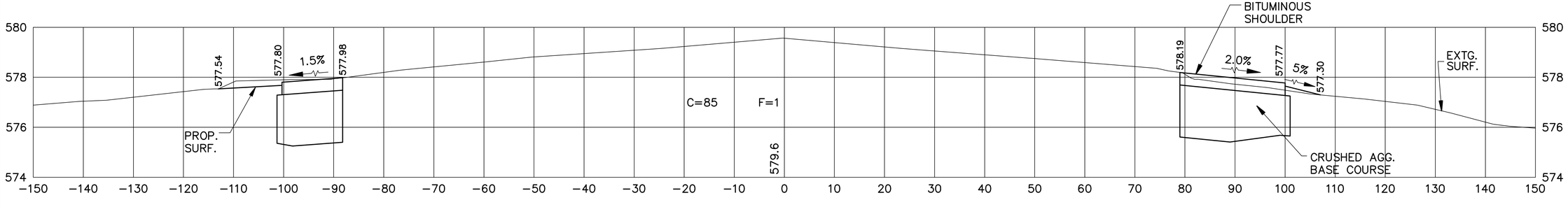
171+00



170+50



170+00

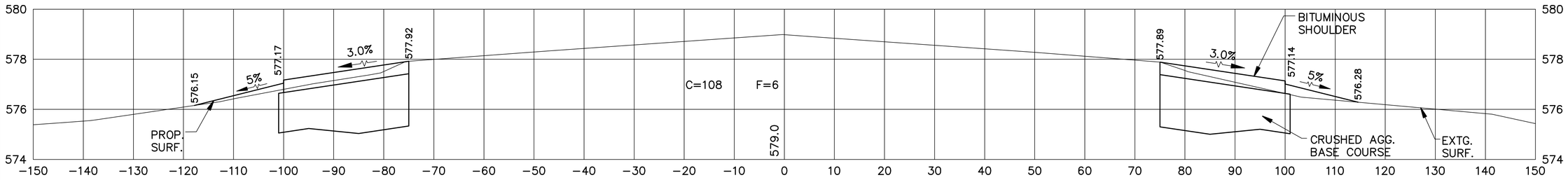


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 170+00 TO STA 171+00

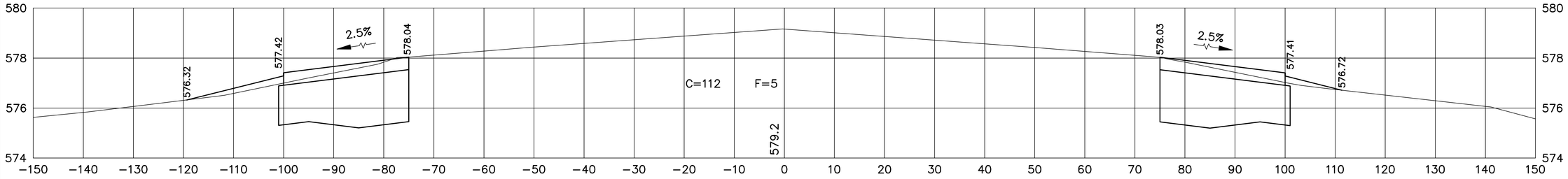
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:54:34 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 162 OF 206

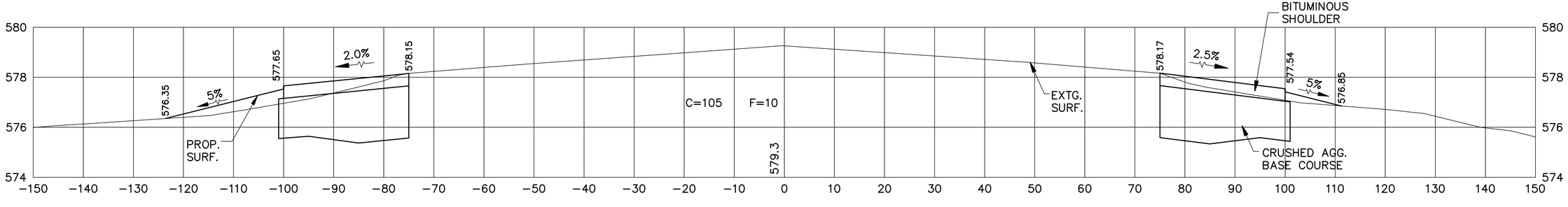
172+50



172+00



171+50

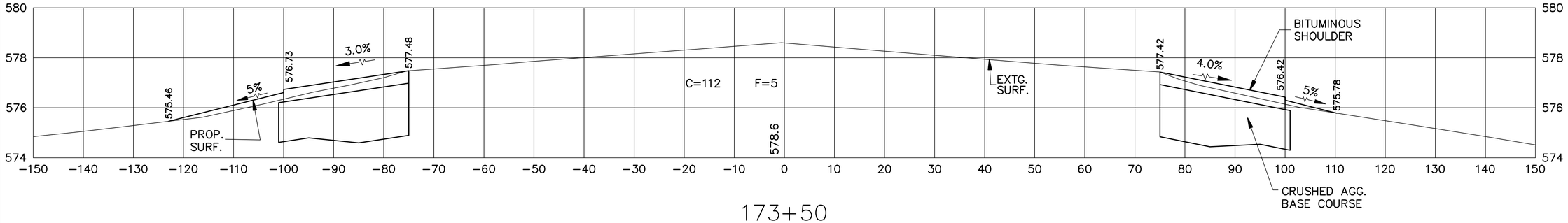


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 171+50 TO STA 172+50

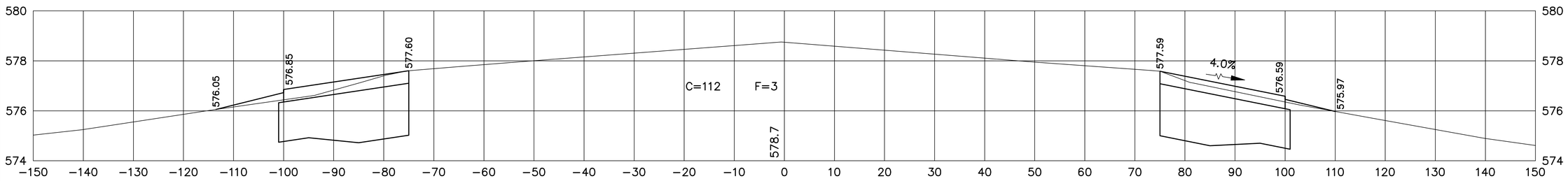
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:55:02 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 163 OF 206

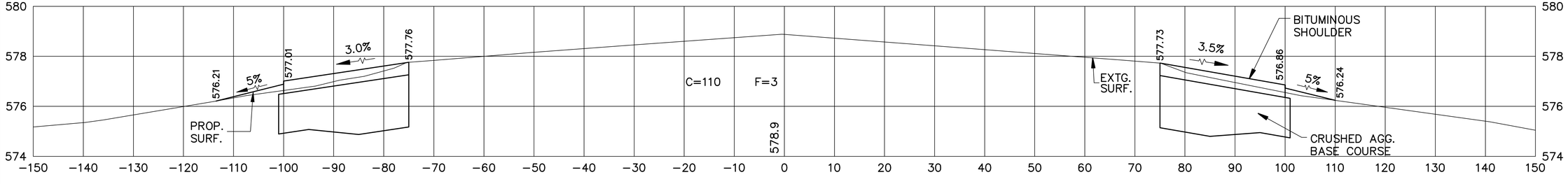
174+00



173+50



173+00

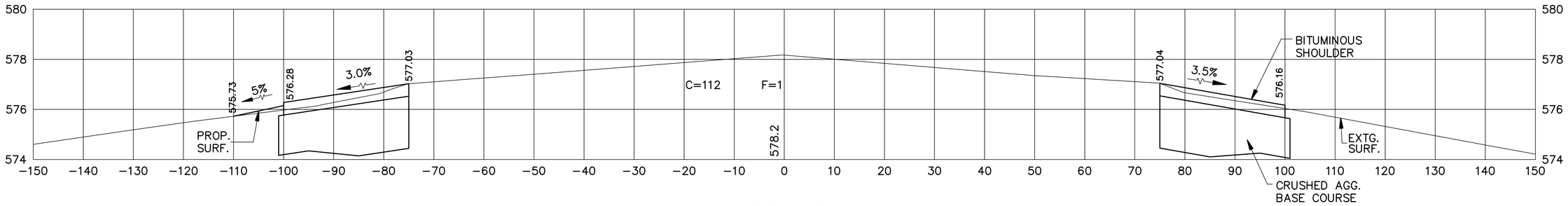


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 173+00 TO STA 174+00

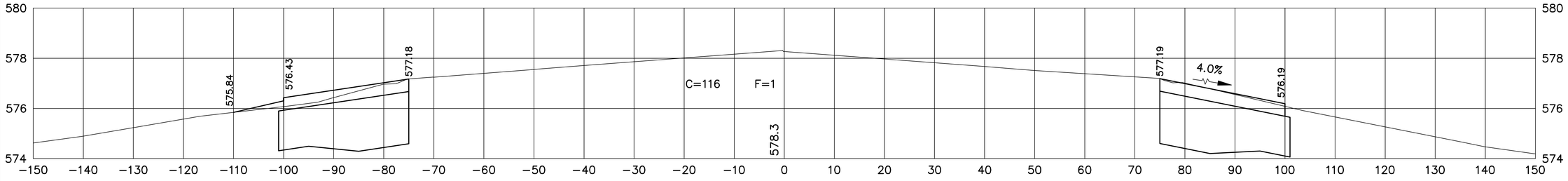
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:55:25 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 164 OF 206

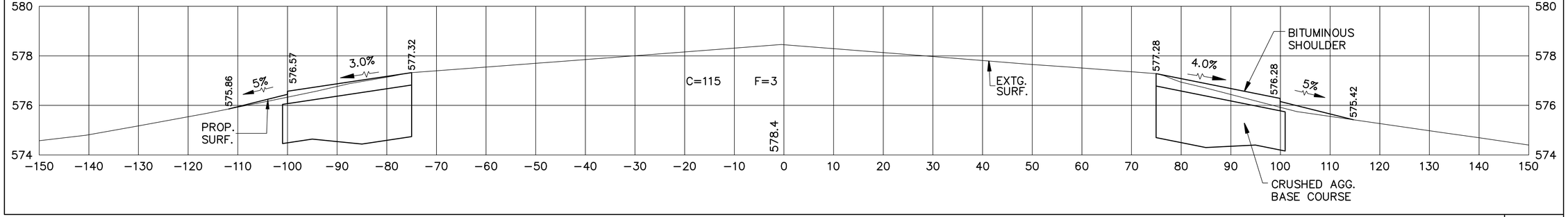
175+50



175+00



174+50

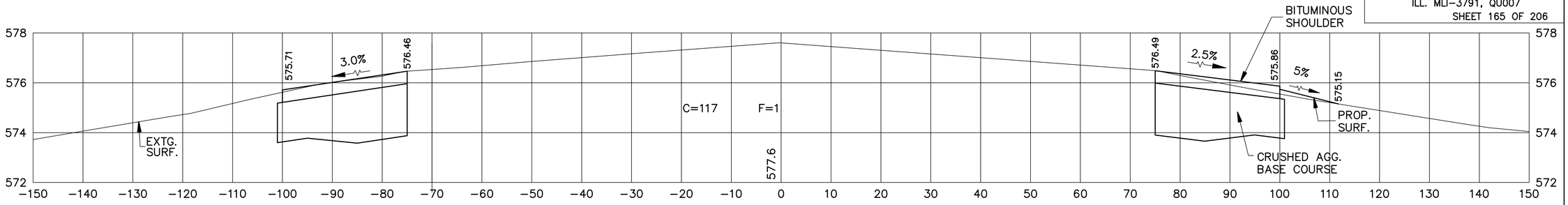


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 174+50 TO STA 175+50

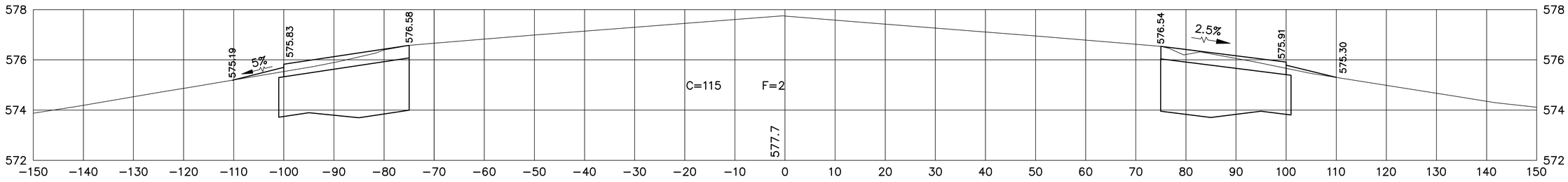
164/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:56:31 PM, jeffm

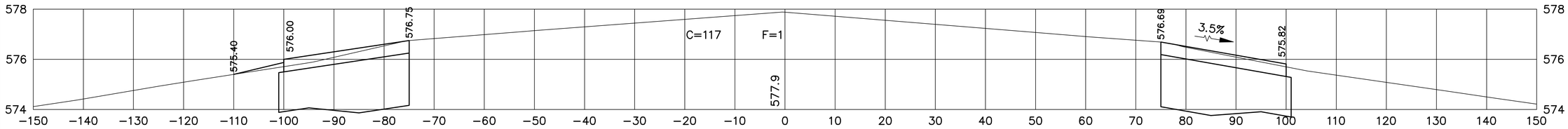
177+50



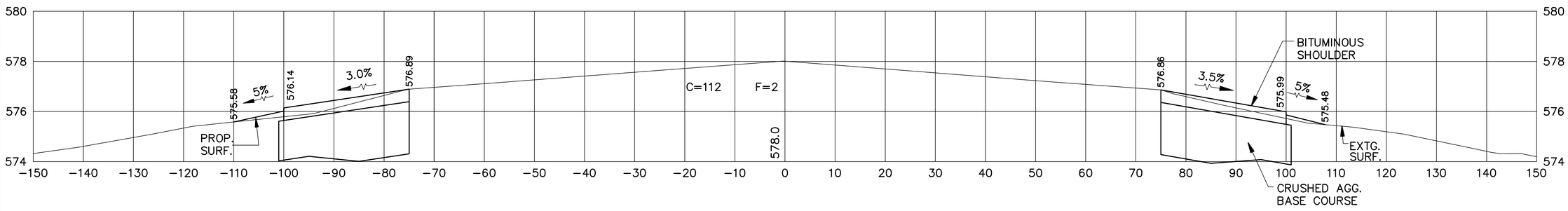
177+00



176+50



176+00

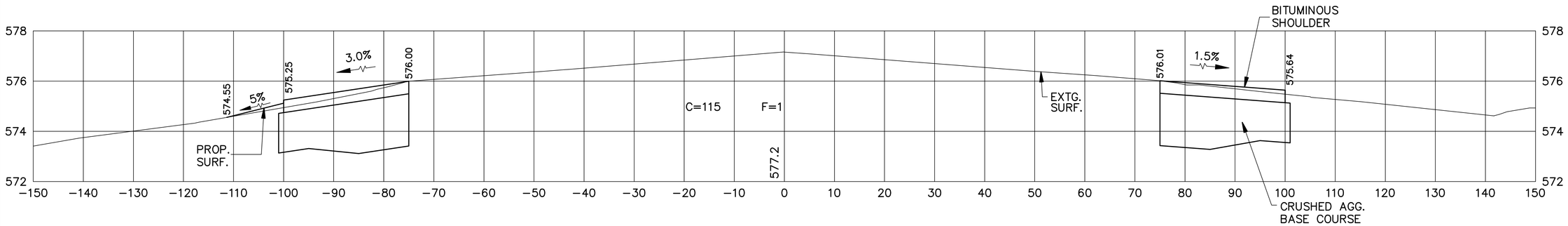


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 176+00 TO STA 177+50

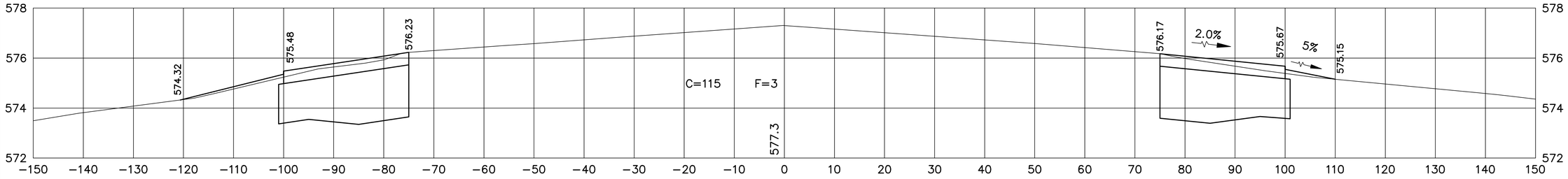
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:57:01 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 166 OF 206

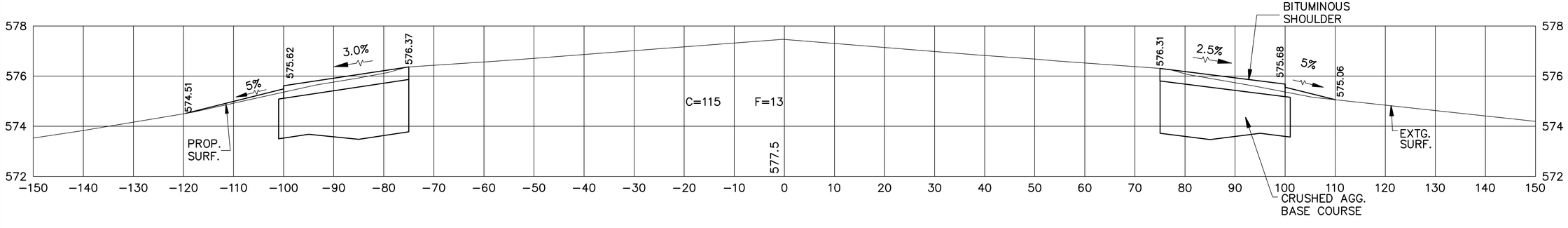
179+00



178+50



178+00



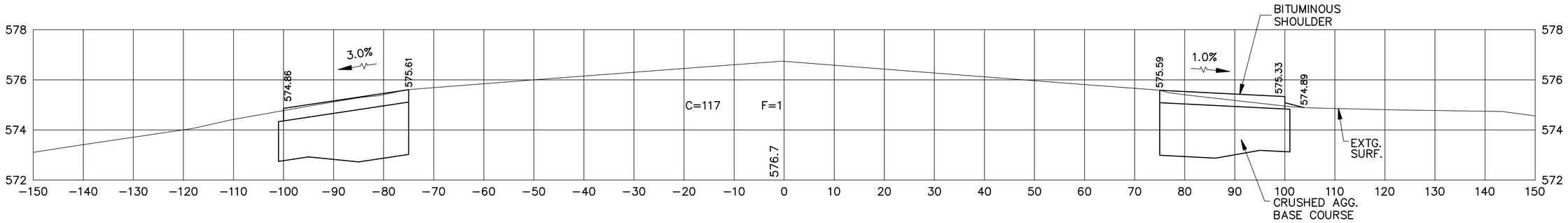
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 178+00 TO STA 179+00

166/206

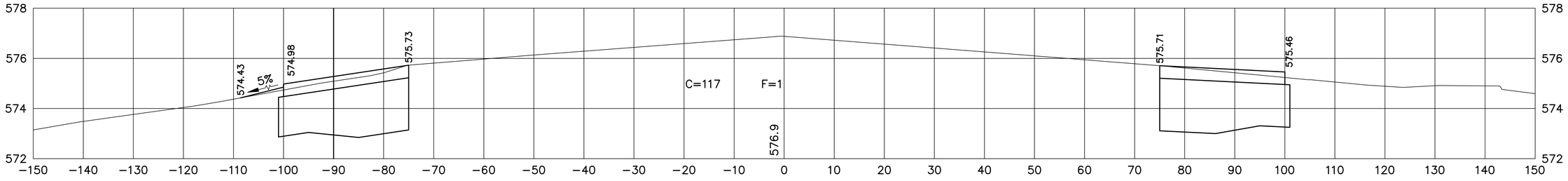
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:57:27 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 167 OF 206

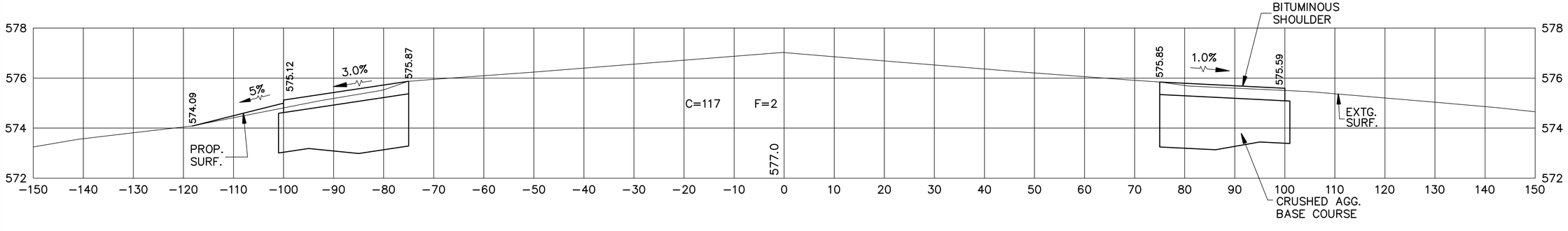
180+50



180+00



179+50

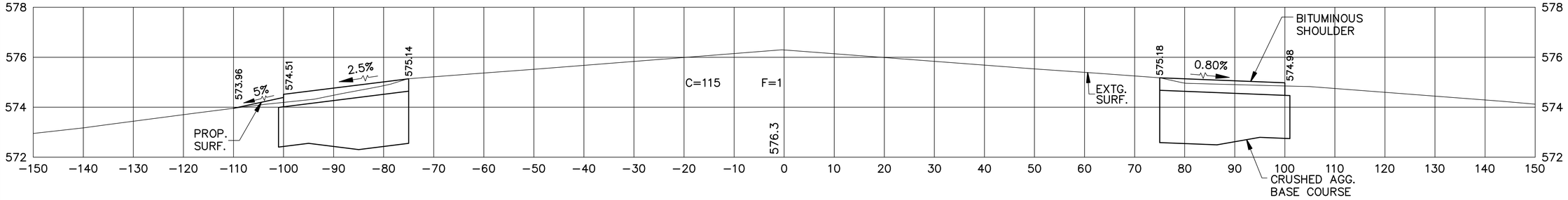


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 179+50 TO STA 180+50

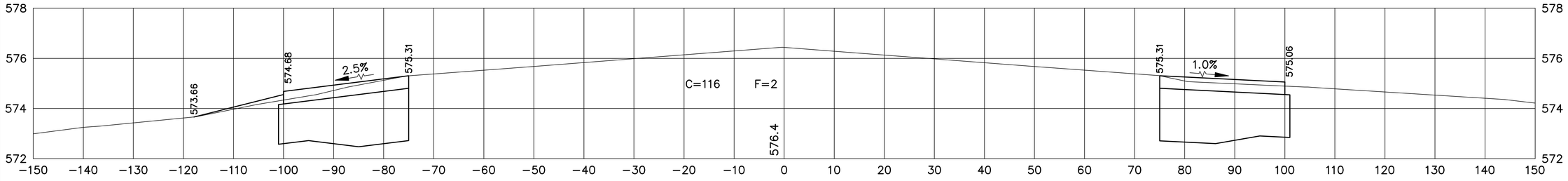
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:58:01 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 168 OF 206

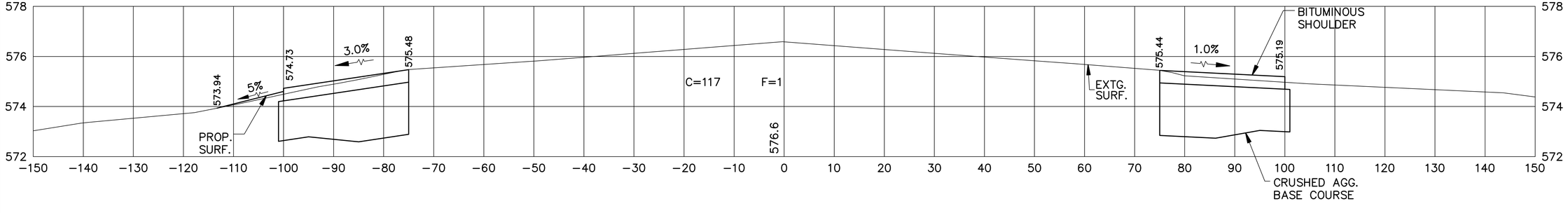
182+00



181+50



181+00



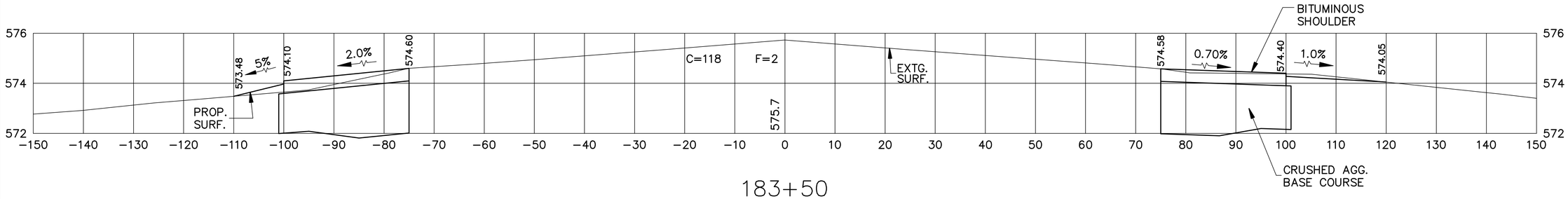
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 181+00 TO STA 182+00

168/206

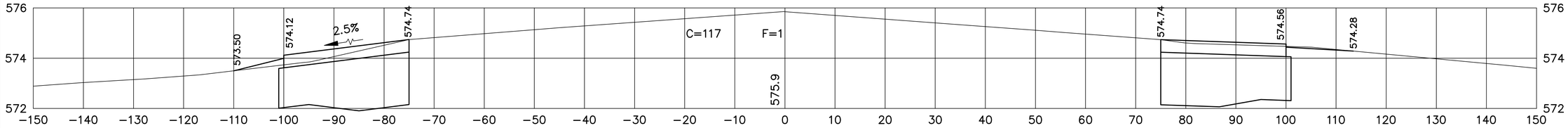
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:58:34 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 169 OF 206

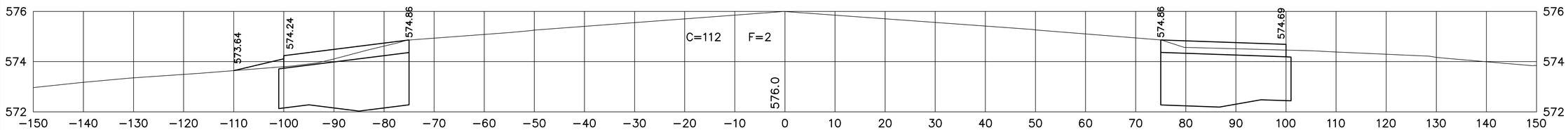
184+00



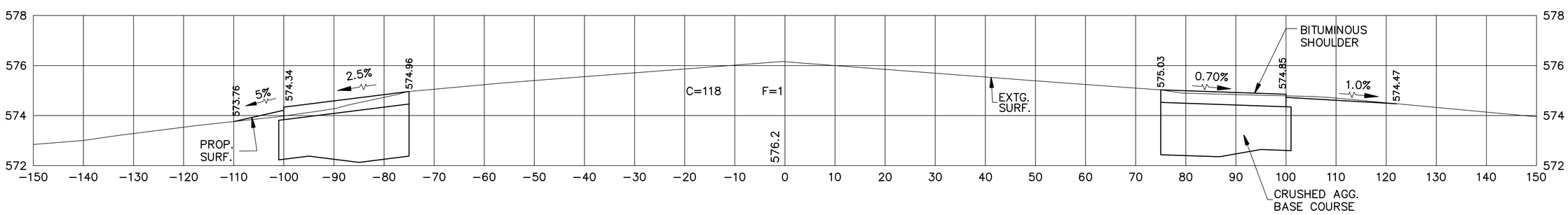
183+50



183+00



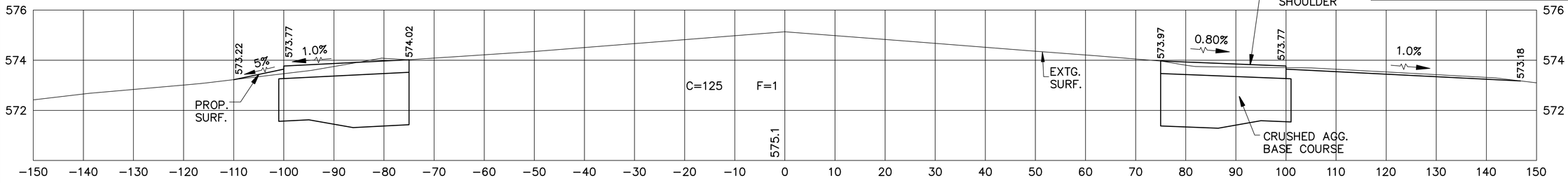
182+50



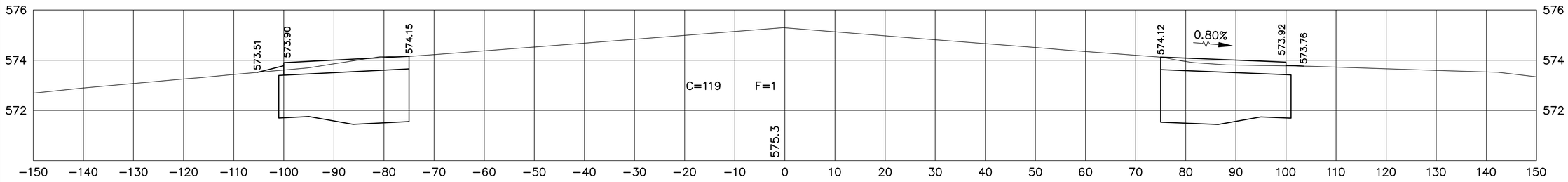
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 182+50 TO STA 184+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:59:07 PM, jeffm

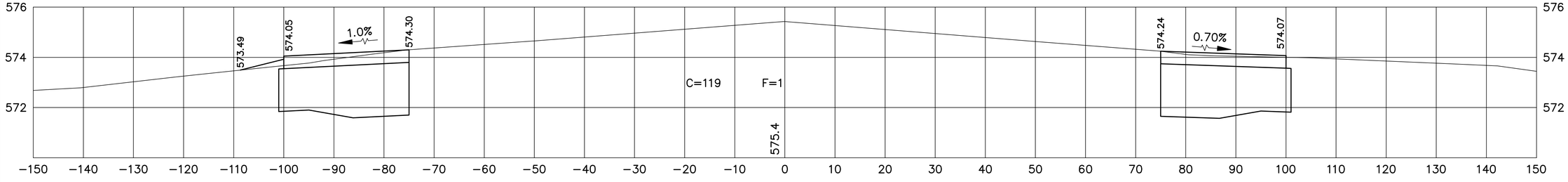
186+00



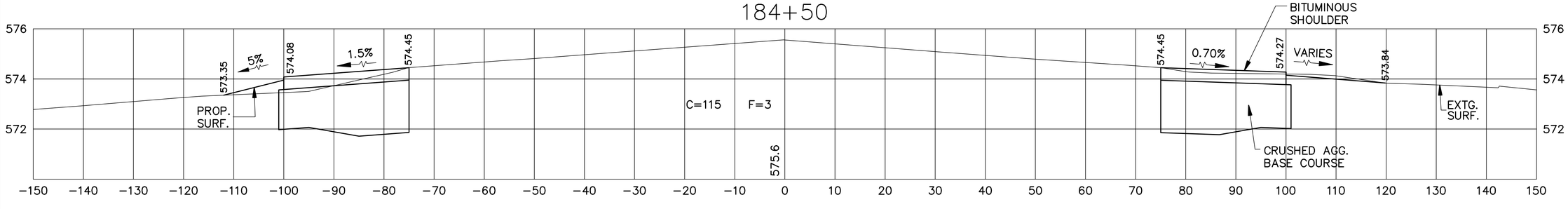
185+50



185+00



184+50

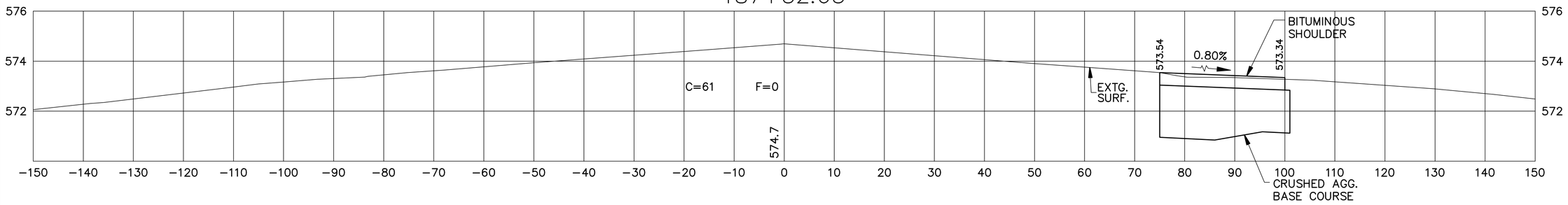


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 184+50 TO STA 186+00

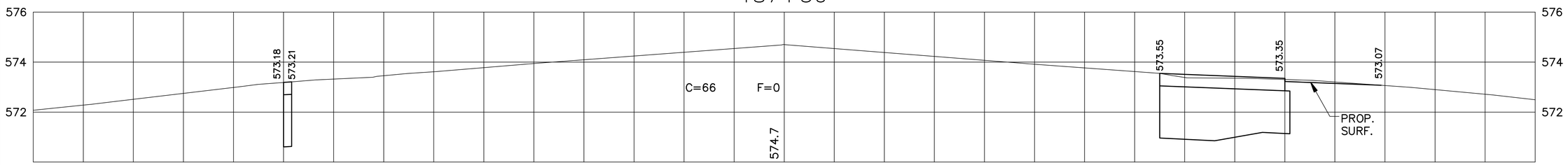
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 4:59:37 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 171 OF 206

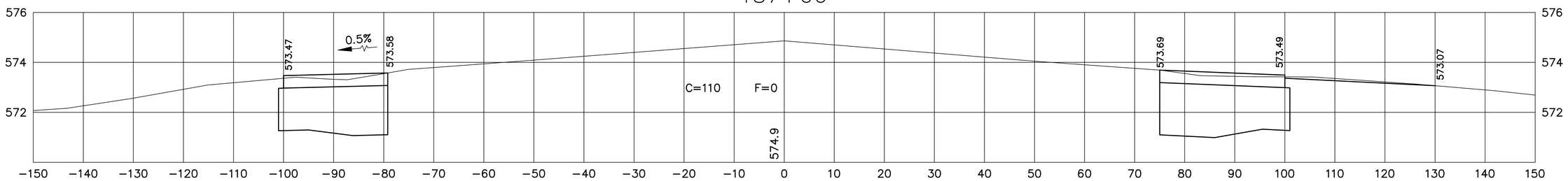
187+52.65



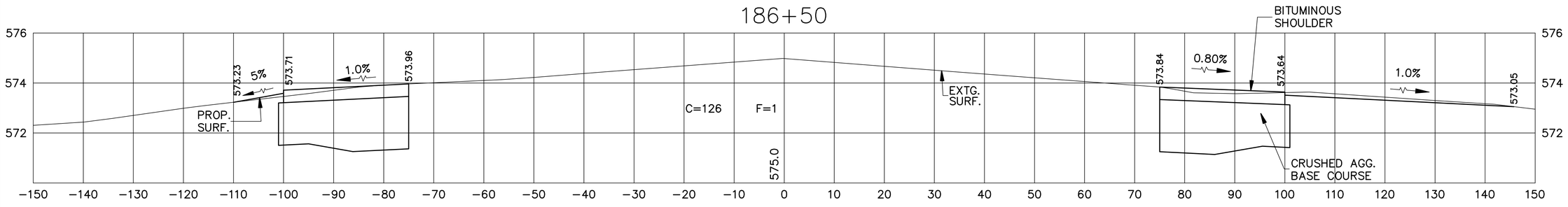
187+50



187+00



186+50

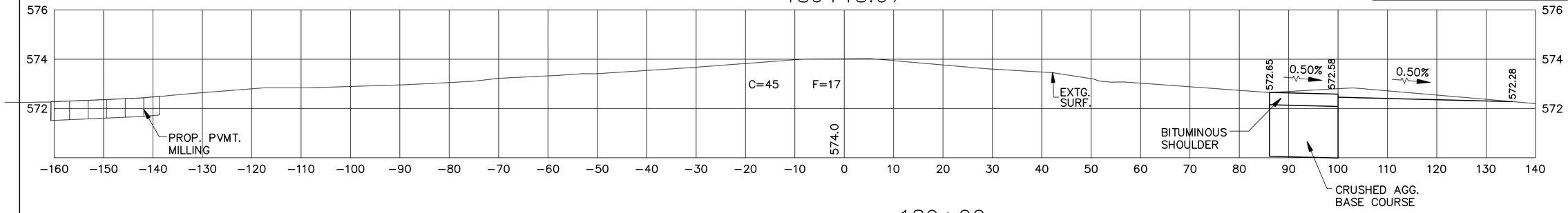


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 186+50 TO STA 187+52.65

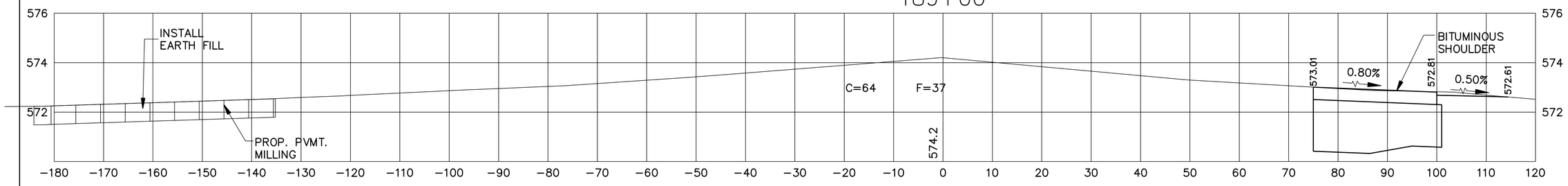
171/206

G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 5:00:02 PM, jeffm

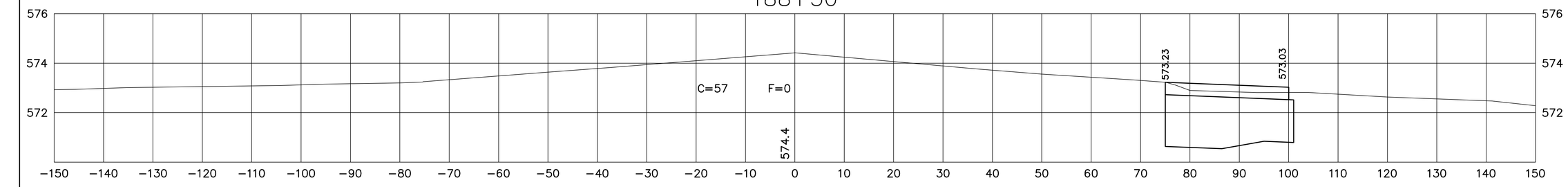
189+18.97



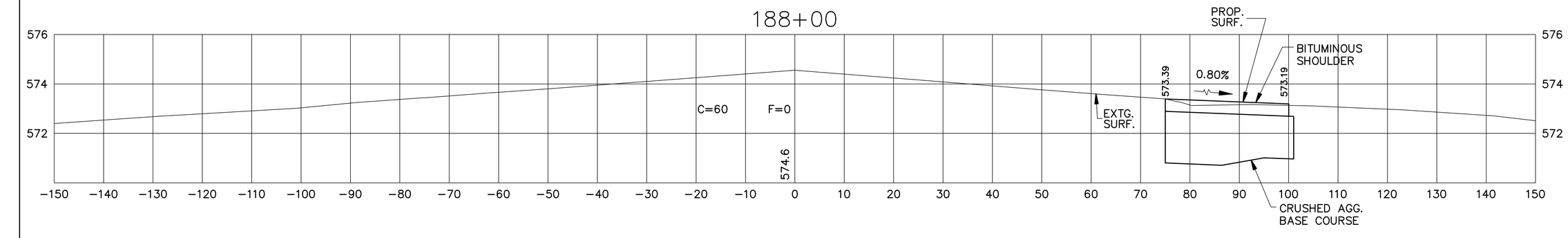
189+00



188+50



188+00

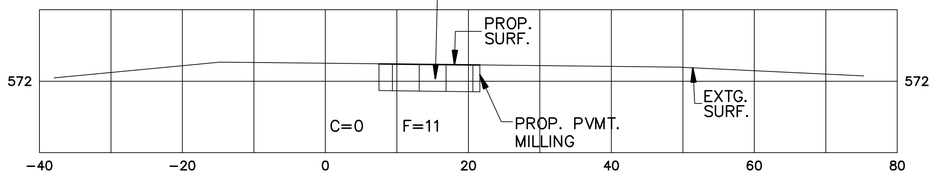


PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 188+00 TO STA 189+18.97

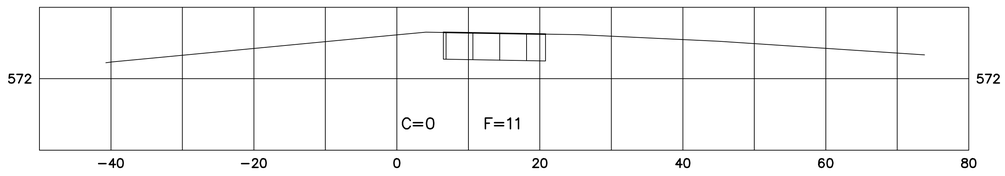
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 5:00:31 PM, jeffm

END RNWY 9-27 EARTHWORK, STA. 191+90

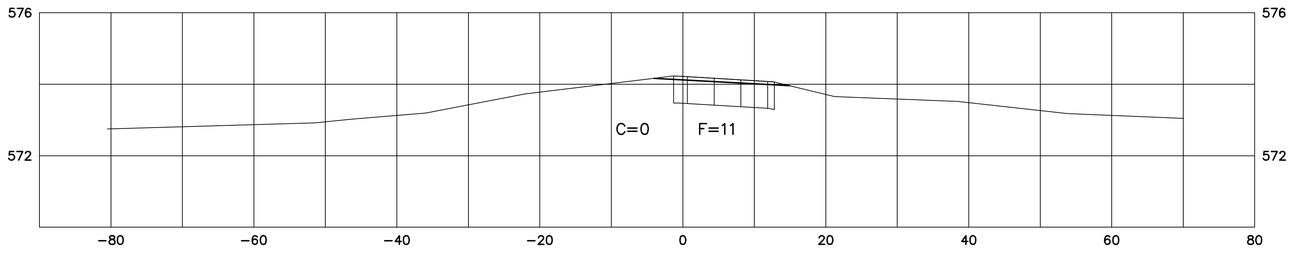
191+20



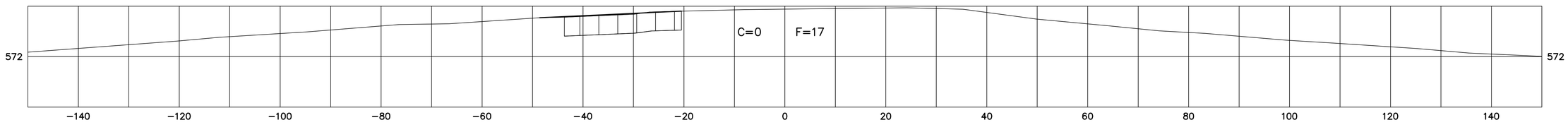
191+00



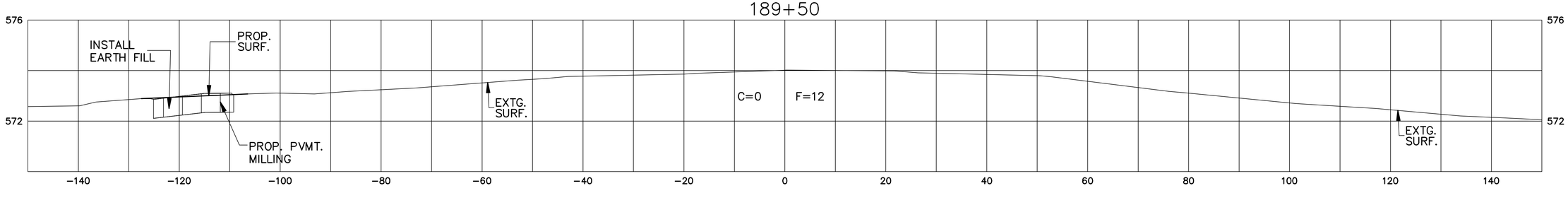
190+50



190+00



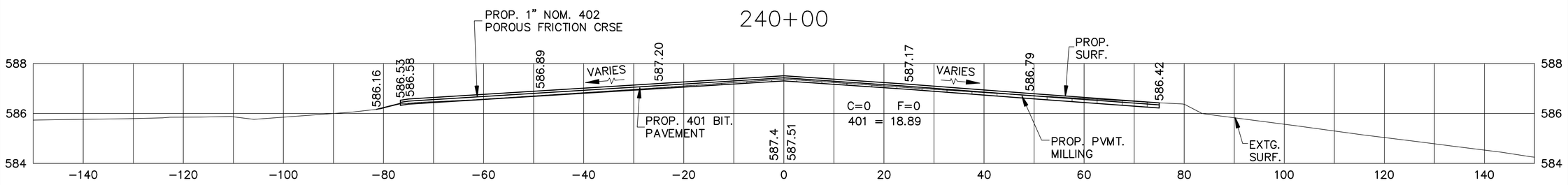
189+50



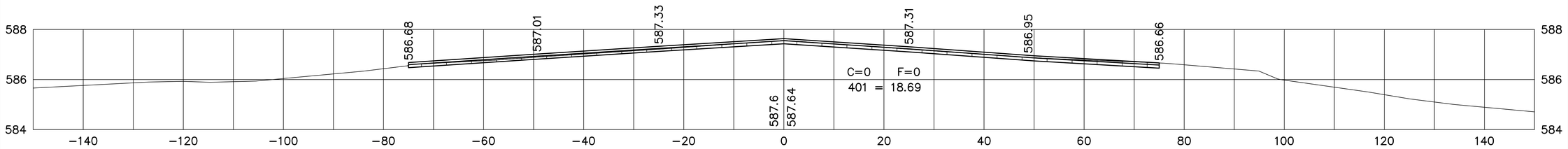
PROPOSED RUNWAY 9-27 CROSS SECTIONS, STA 189+50 TO STA 191+20

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 9-27.dwg, 4/21/2010 5:01:03 PM, jeffm

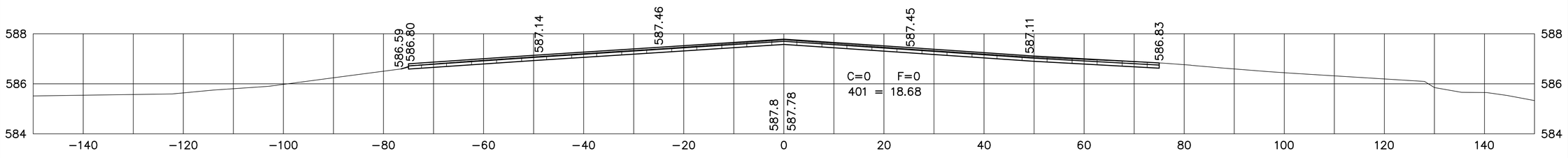
240+00



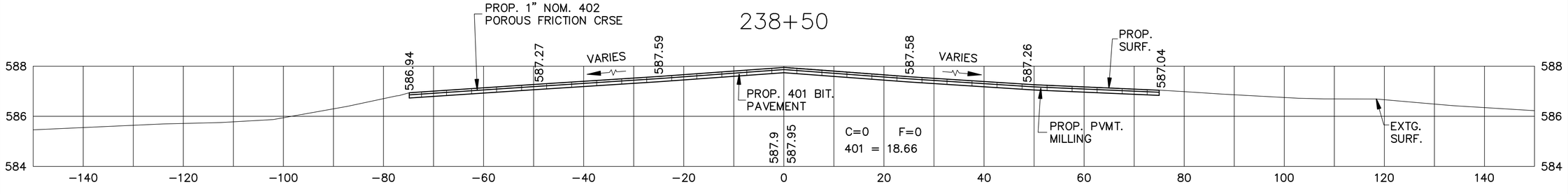
239+50



239+00



238+50

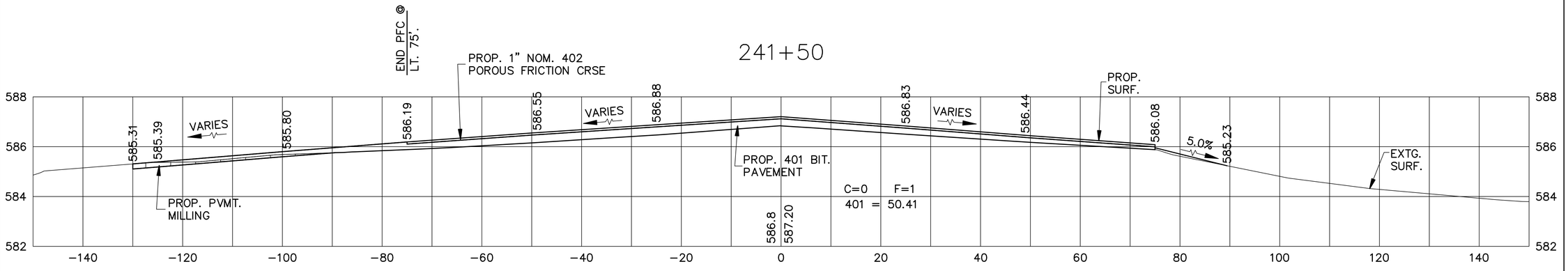


START RNWY 13-31 EARTHWORK, STA. 238+50

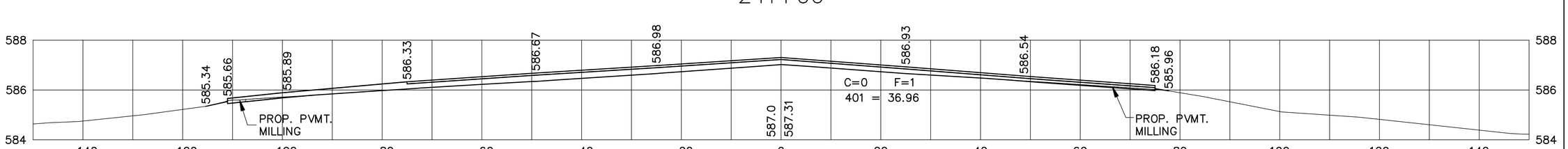
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:03:01 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 175 OF 206

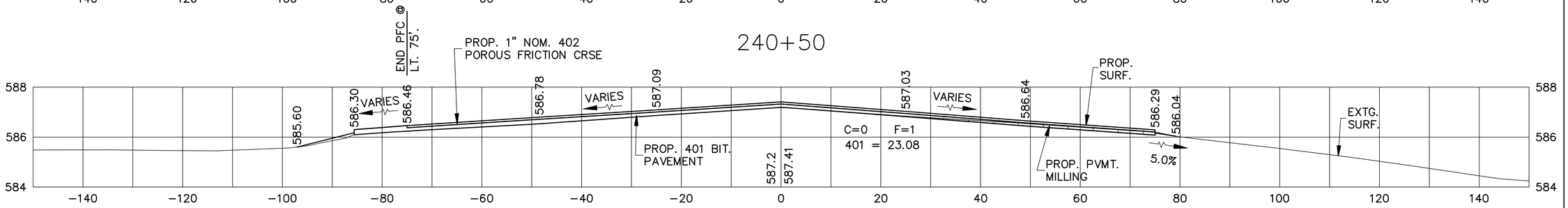
241+50



241+00



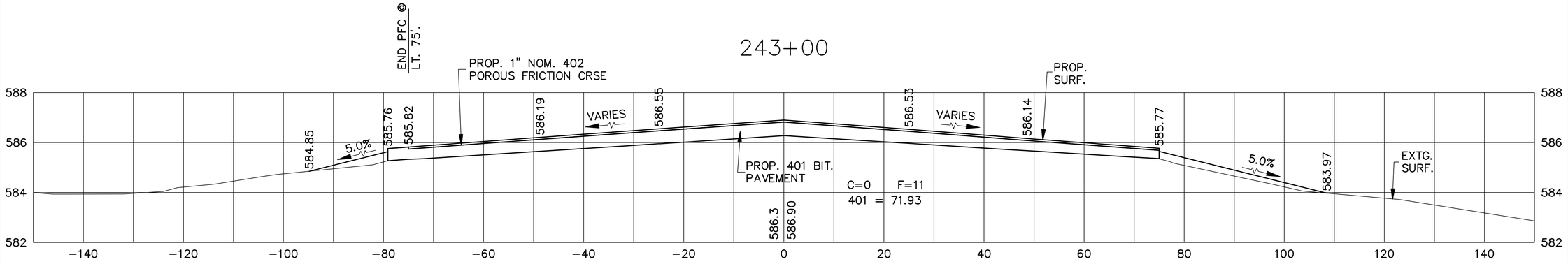
240+50



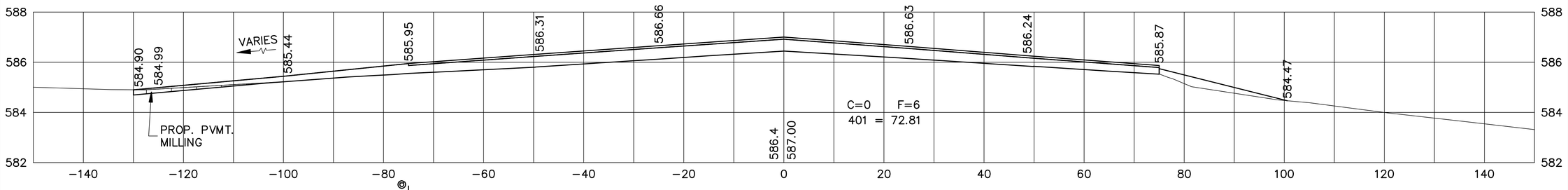
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:03:52 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 176 OF 206

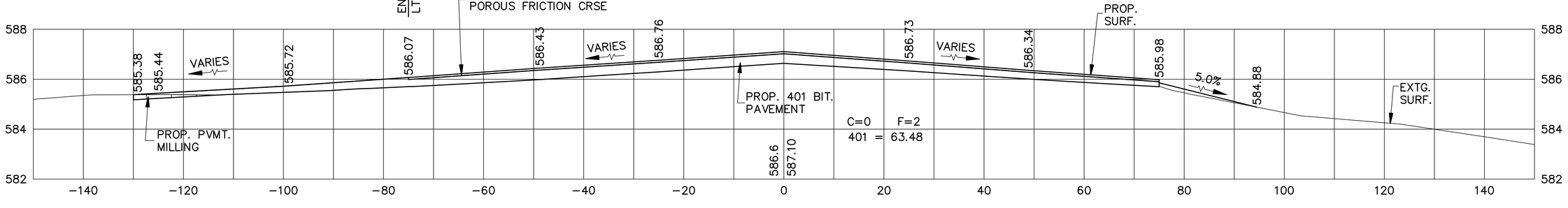
243+00



242+50



242+00

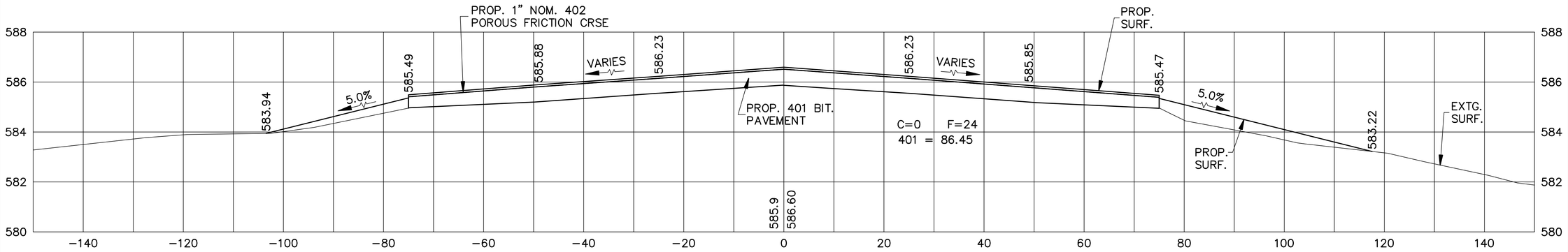


PROPOSED RUNWAY 13-31 CROSS SECTIONS, STA 242+00 TO STA 243+00 176/206

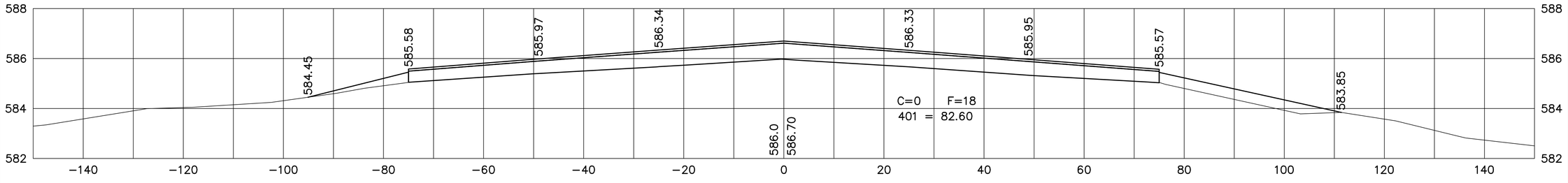
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:04:34 AM, jeffm

STA. 244+95 : END 401 / 402 BIT. PAVEMENTS.
START 501 PCC PAVEMENT.

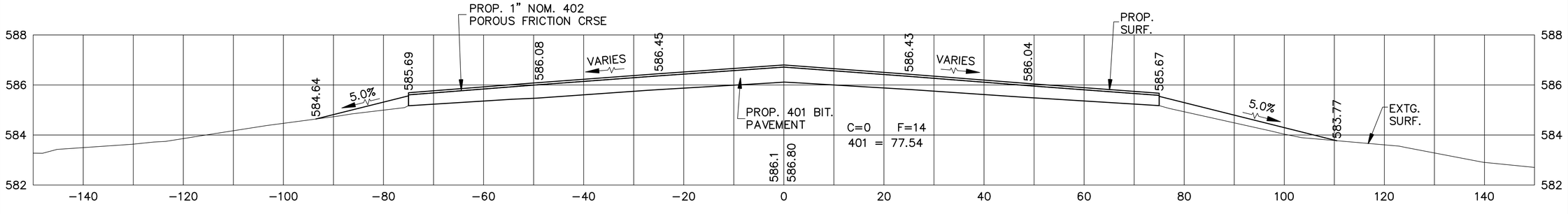
244+50



244+00



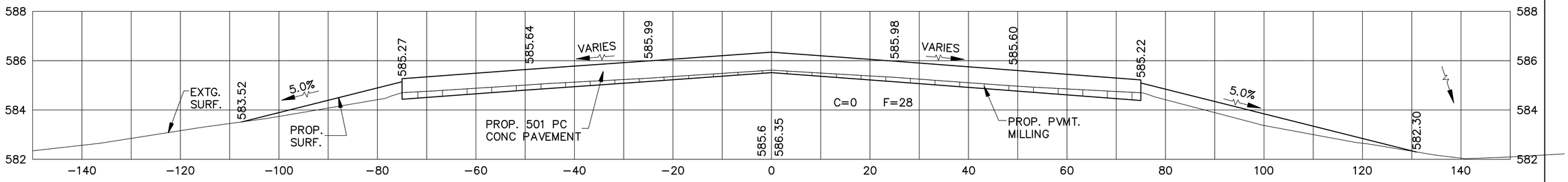
243+50



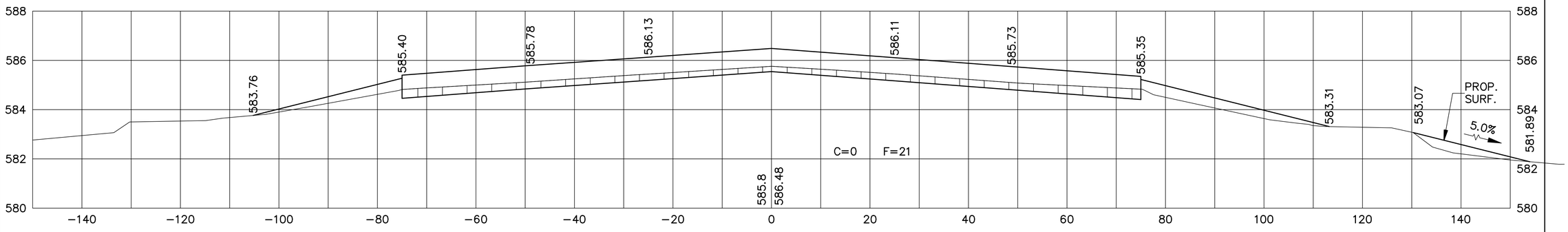
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:06:12 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 178 OF 206

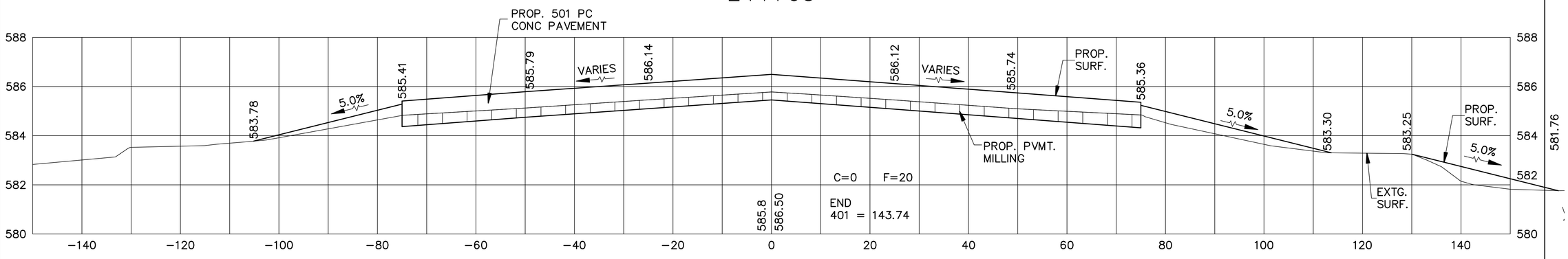
245+50



245+00



244+95

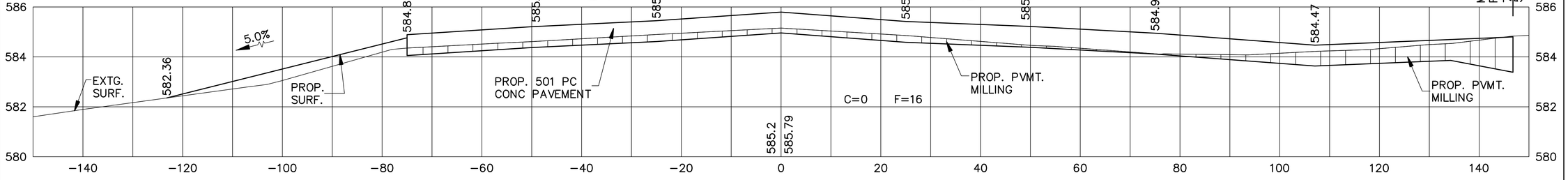


PROPOSED RUNWAY 13-31 CROSS SECTIONS, STA 244+95 TO STA 245+50 178/206

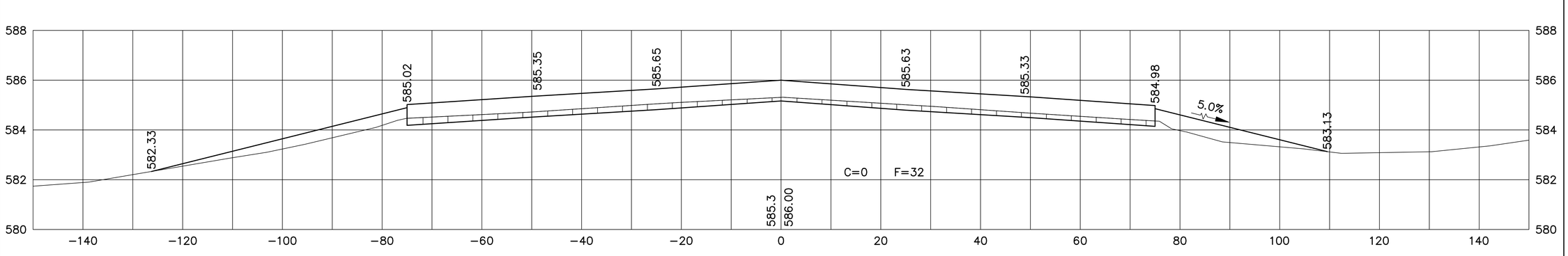
G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:06:33 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 179 OF 206

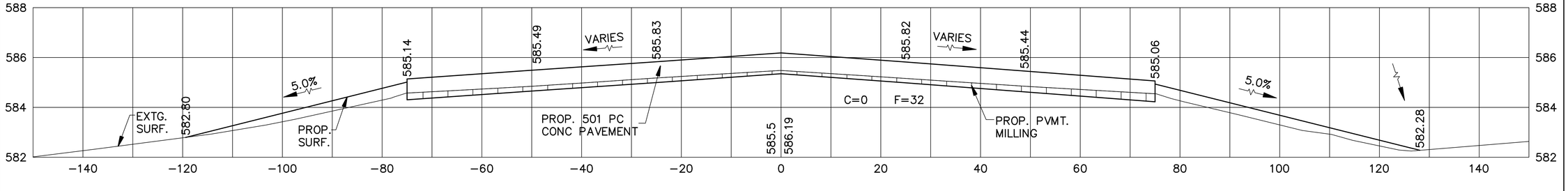
247+00



246+50

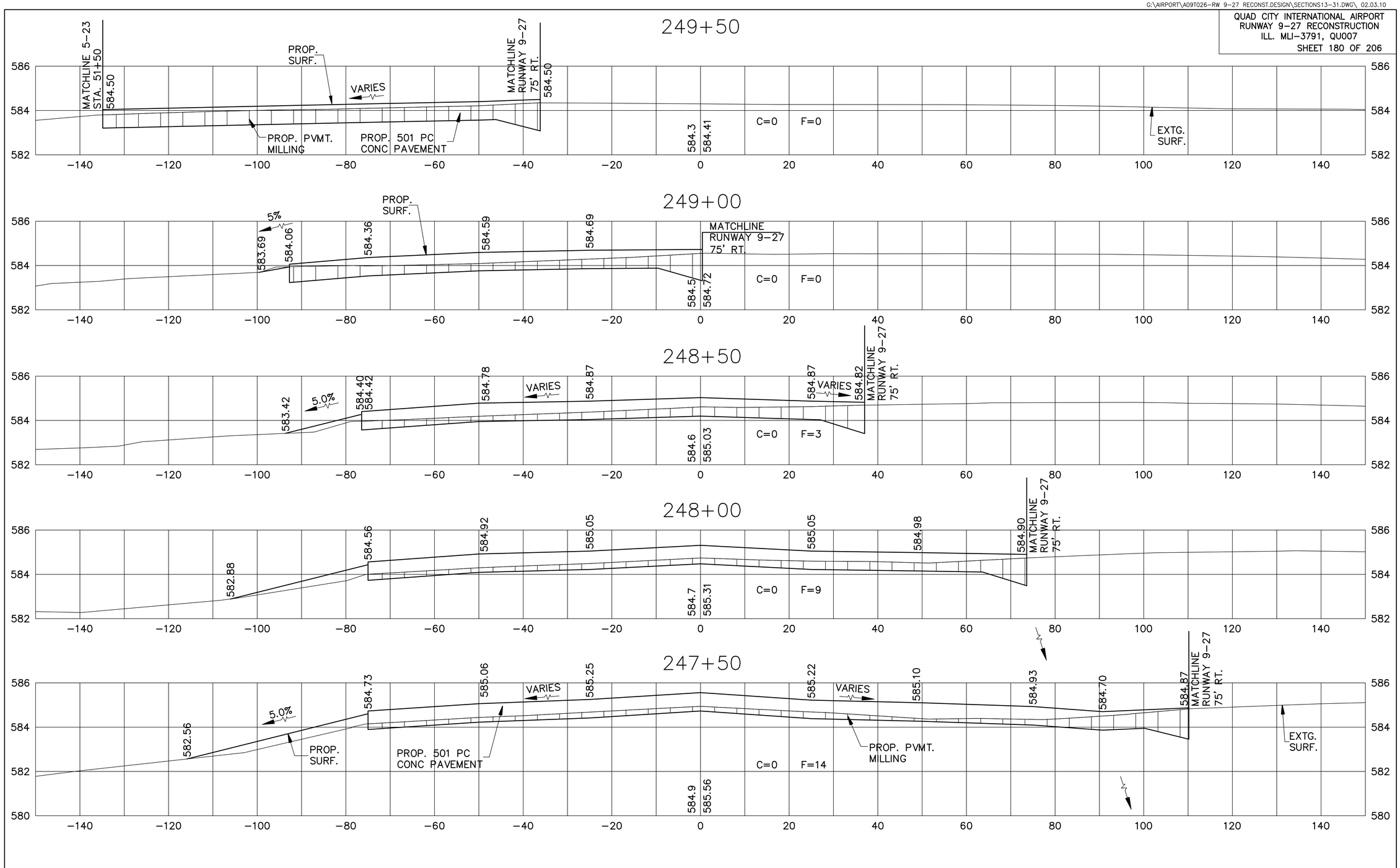


246+00



PROPOSED RUNWAY 13-31 CROSS SECTIONS, STA 246+00 TO STA 247+00 179/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:07:01 AM, jeffm

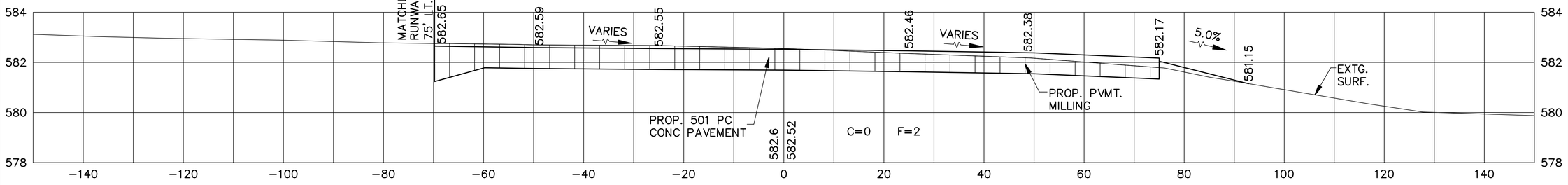


PROPOSED RUNWAY 13-31 CROSS SECTIONS, STA 247+50 TO STA 249+50 180/206

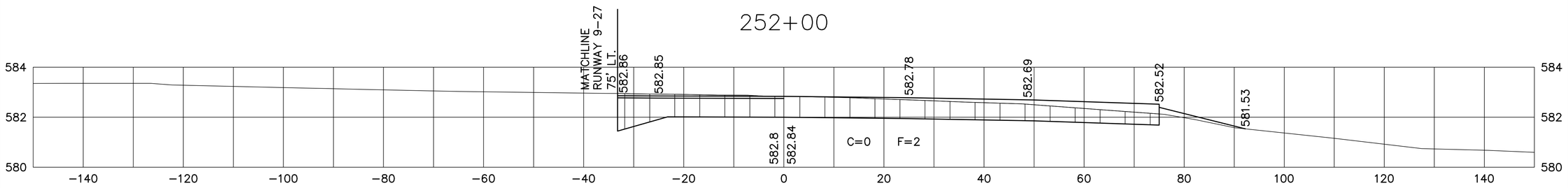
G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:07:20 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 181 OF 206

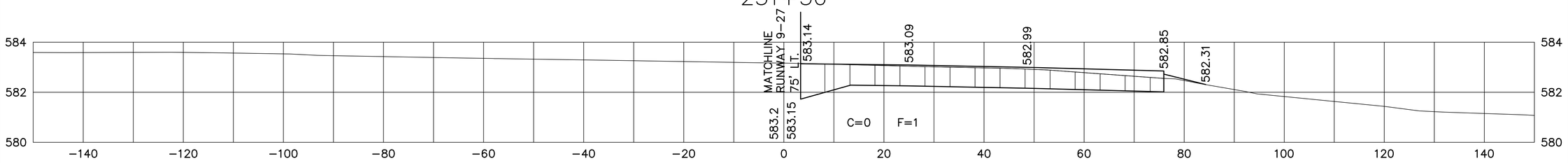
252+50



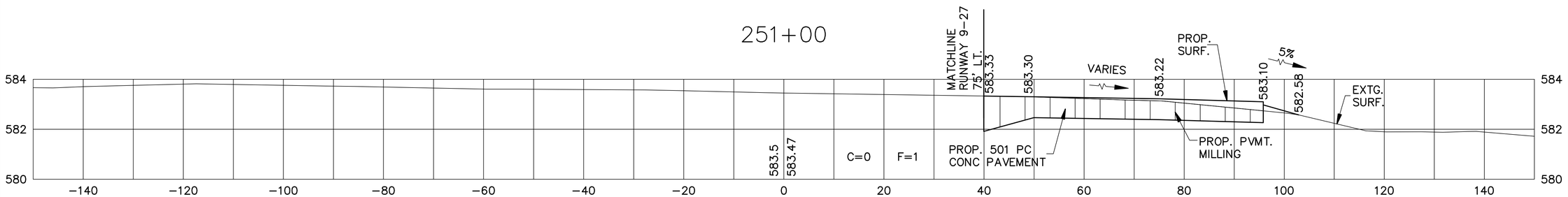
252+00



251+50



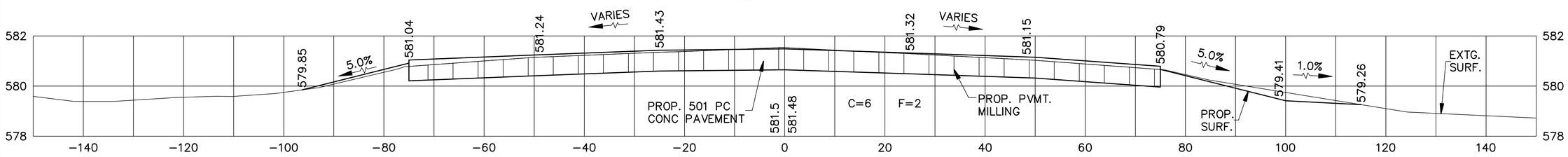
251+00



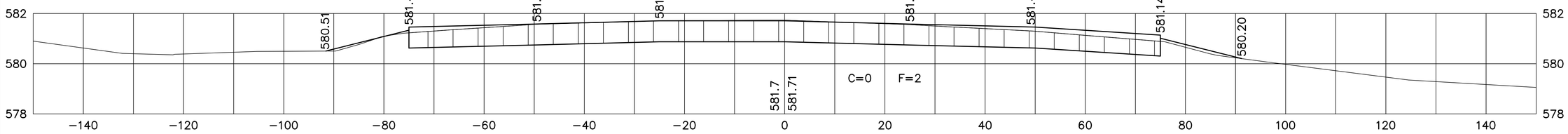
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:07:44 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 182 OF 206

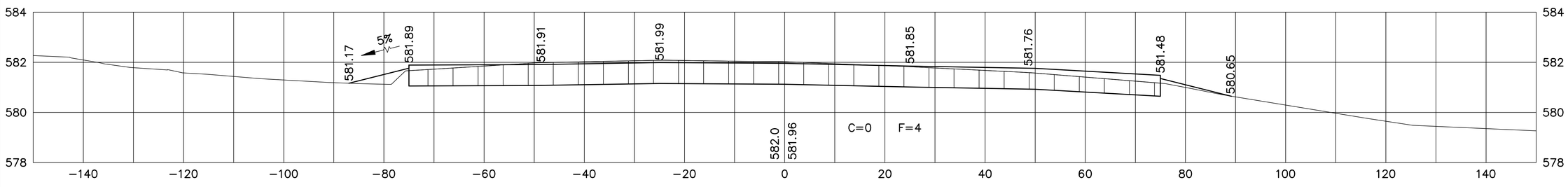
254+50



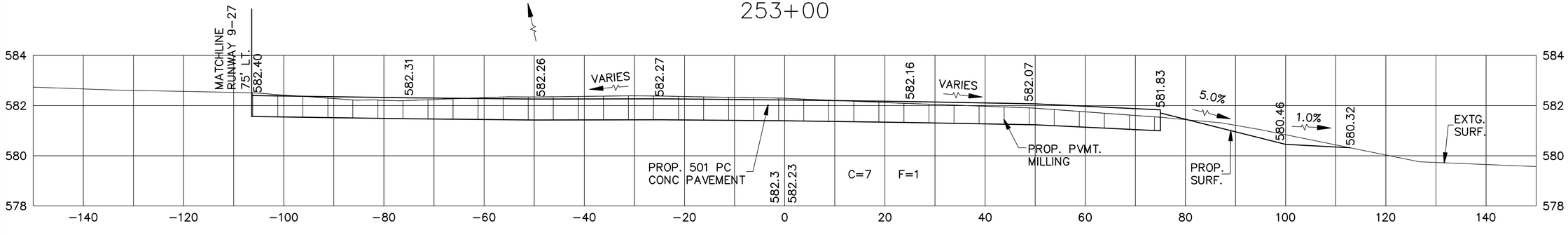
254+00



253+50



253+00

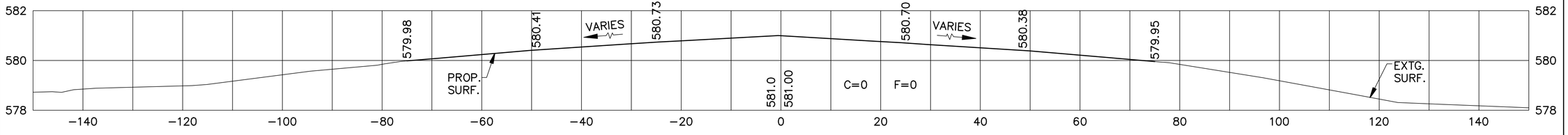


PROPOSED RUNWAY 13-31 CROSS SECTIONS, STA 253+00 TO STA 254+50 182/206

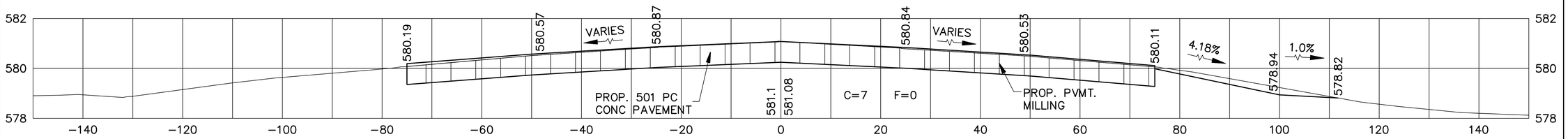
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:08:07 AM, jeffm

END RNWY 13-31 EARTHWORK, STA. 255+70

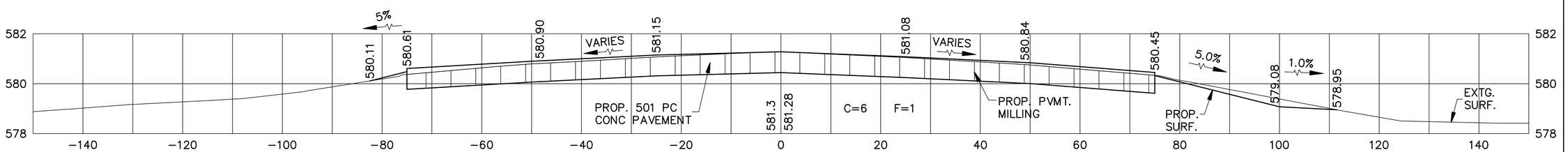
255+70



255+50

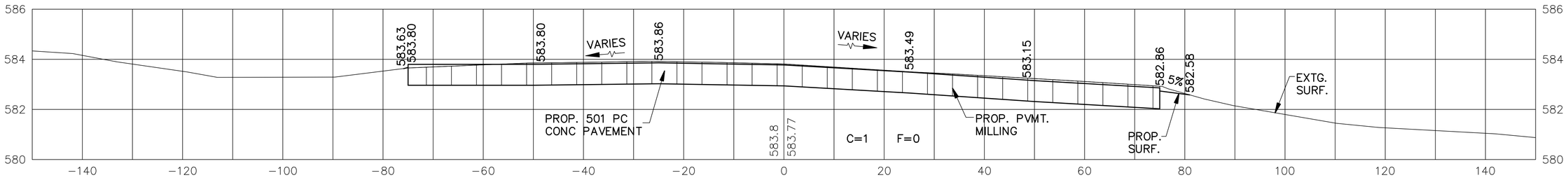


255+00

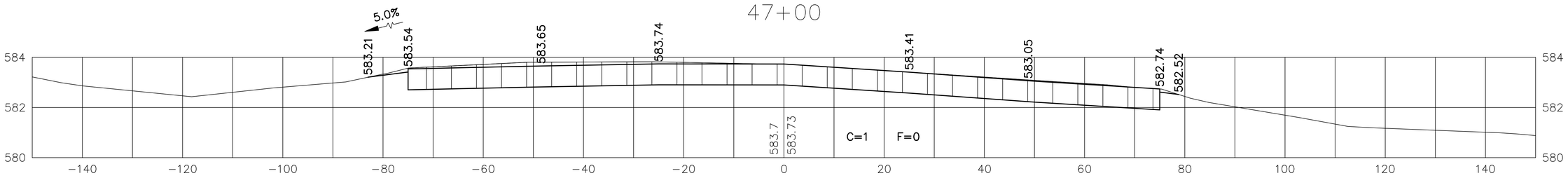


G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 13-31.dwg, 4/22/2010 8:08:26 AM, jeffm

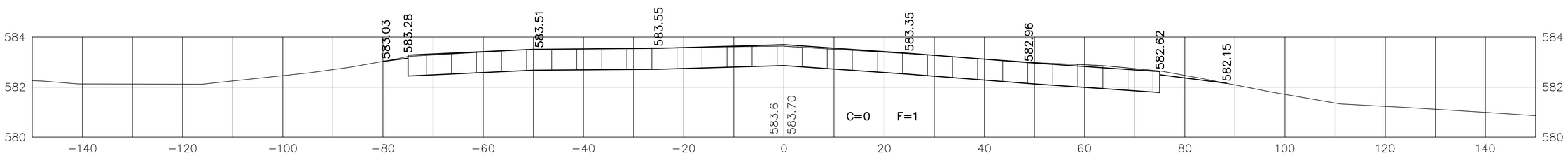
47+50



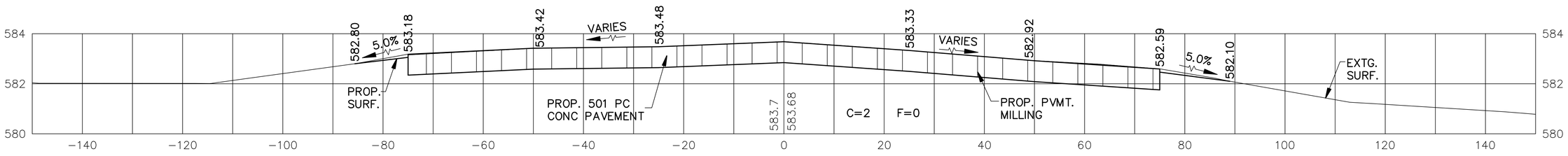
47+00



46+50

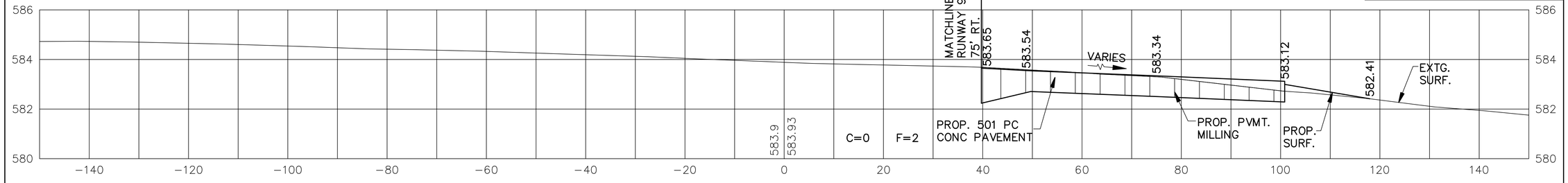


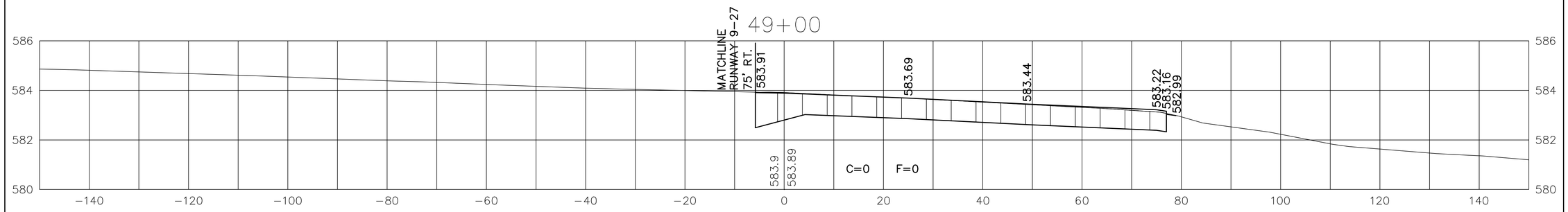
46+29.81

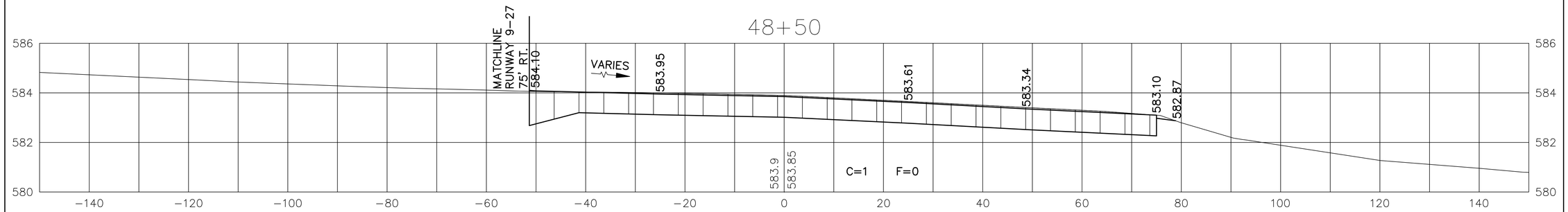


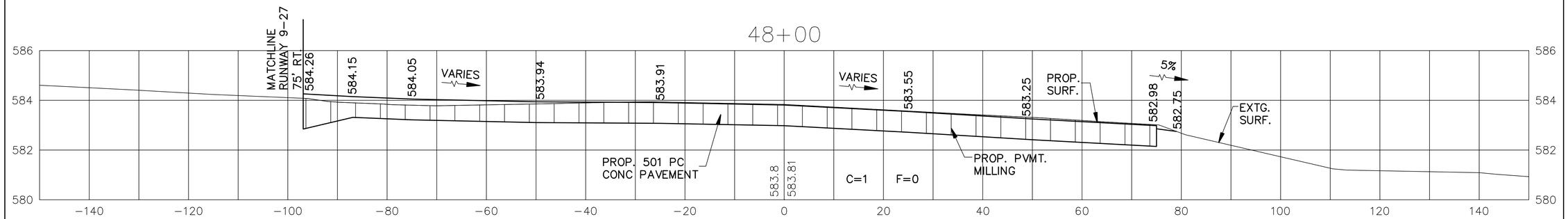
START RNWY 5-23 EARTHWORK, STA. 46+29.81

G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 5-23.dwg, 4/22/2010 8:10:45 AM, jeffm



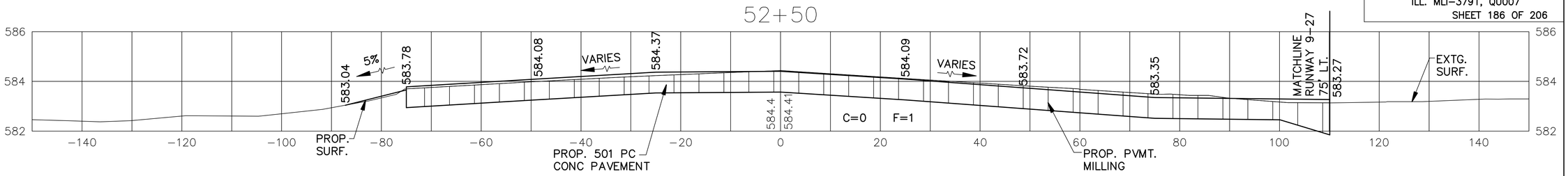


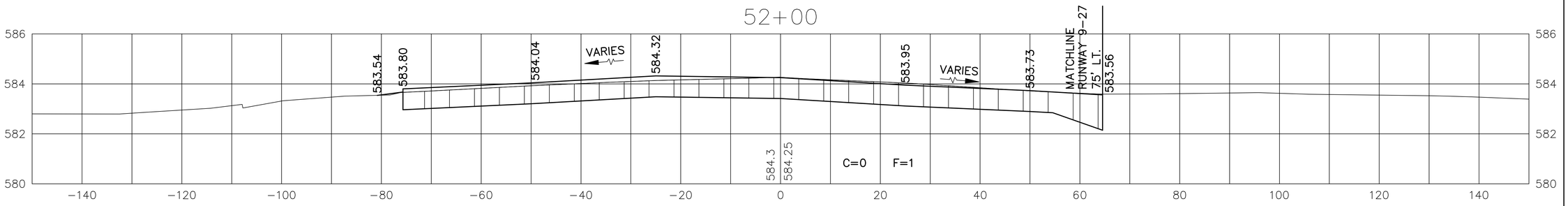


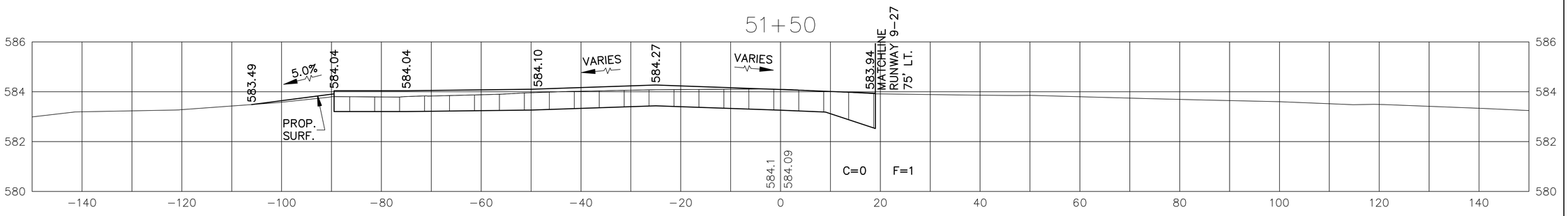


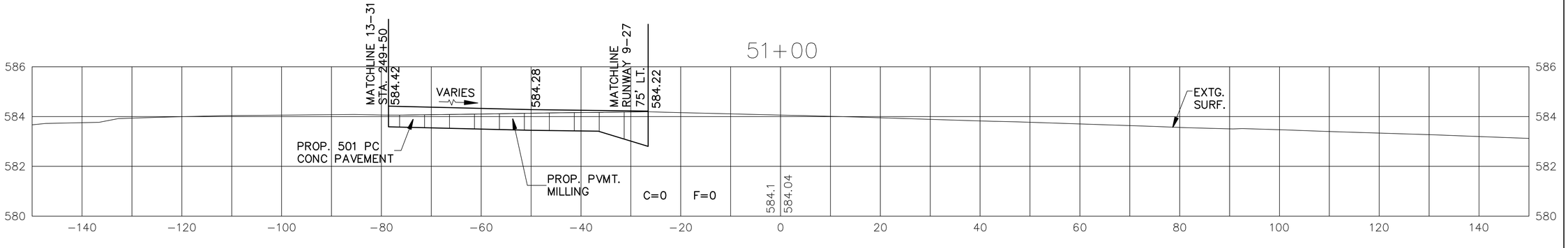
PROPOSED RUNWAY 5-23 CROSS SECTIONS, STA 48+00 TO STA 49+50

G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS 5-23.dwg, 4/22/2010 8:11:22 AM, jeffm





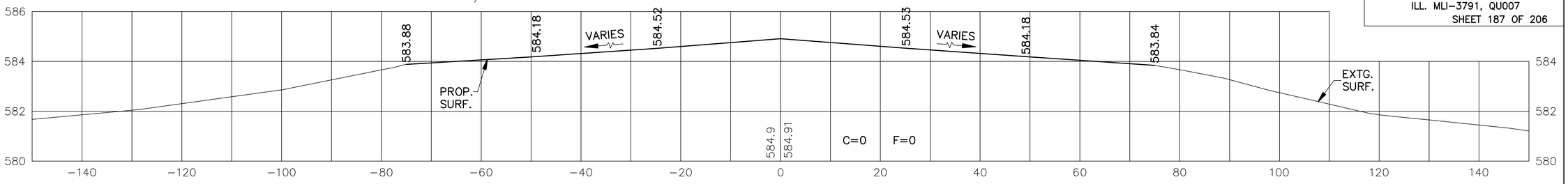




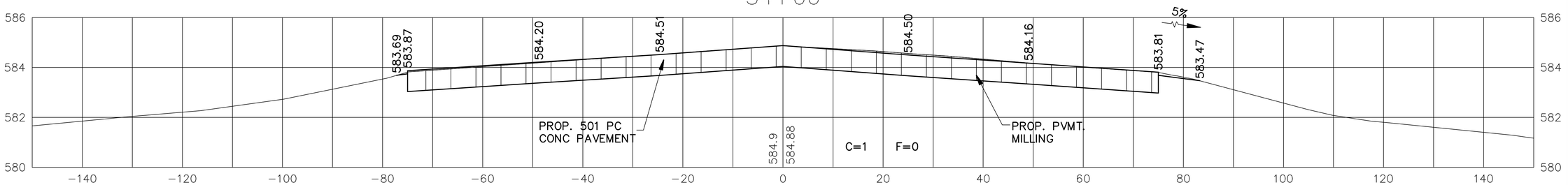
PROPOSED RUNWAY 5-23 CROSS SECTIONS, STA 51+00 TO STA 52+50

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 5-23.dwg, 4/22/2010 8:11:51 AM, jeffm

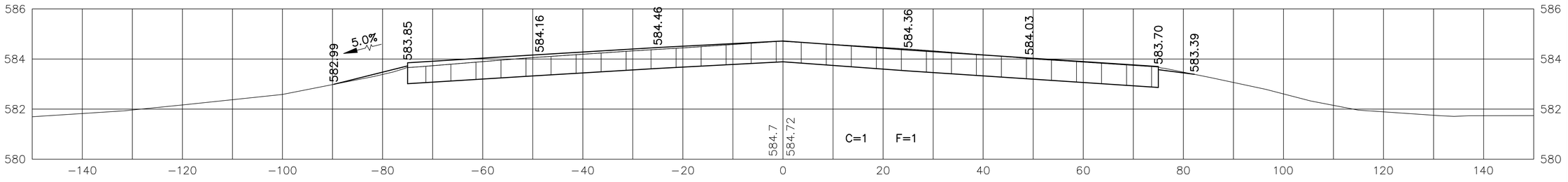
END RNWY 5-23 EARTHWORK, STA. 54+10.13



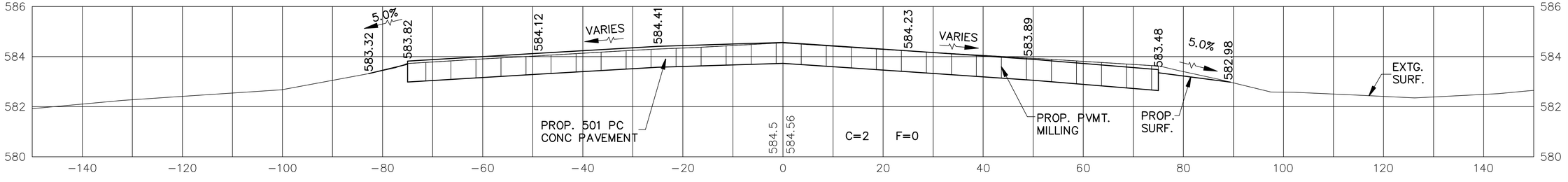
54+00



53+50



53+00

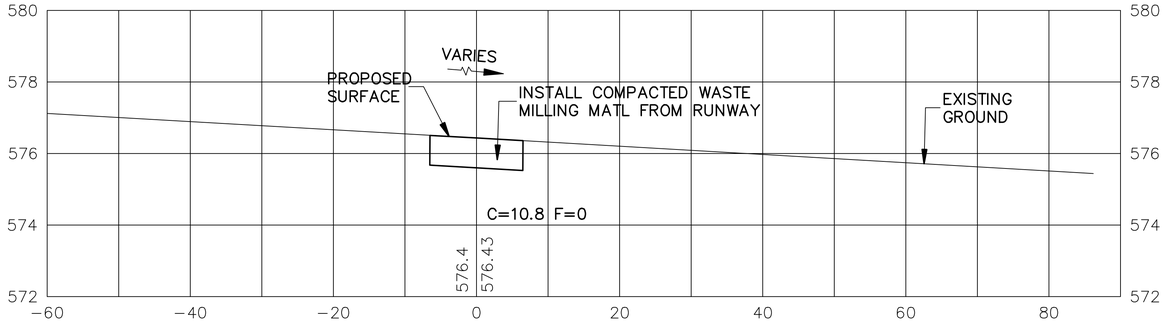


PROPOSED RUNWAY 5-23 CROSS SECTIONS, STA 53+00 TO STA 54+10.13 187/206

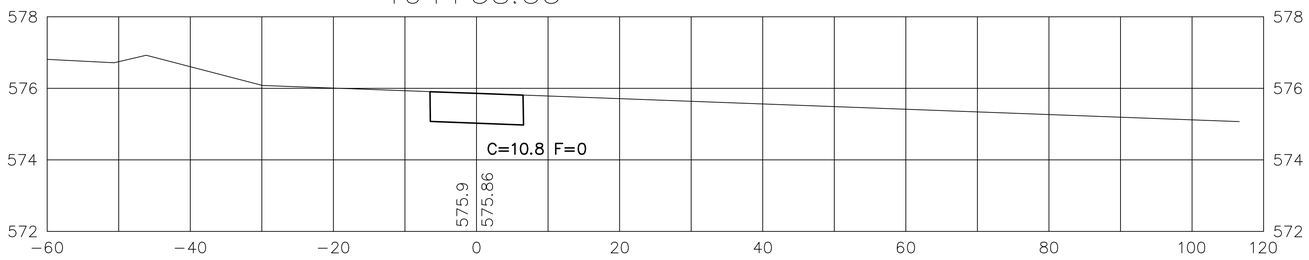
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS 5-23.dwg, 4/22/2010 8:12:15 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 188 OF 206

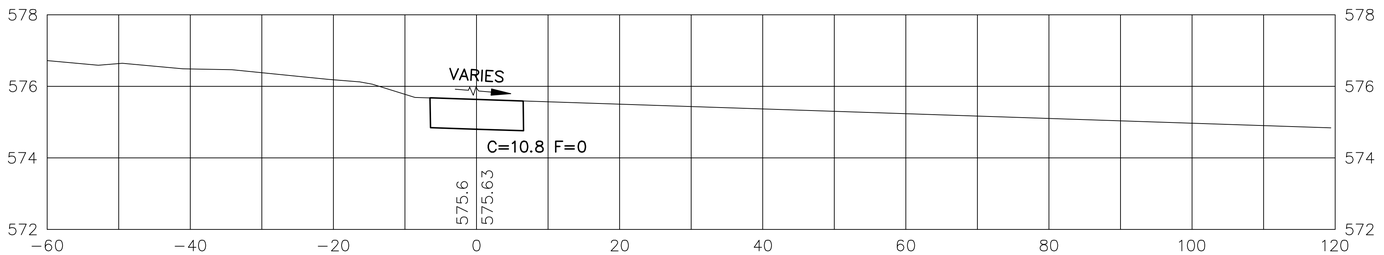
105+00



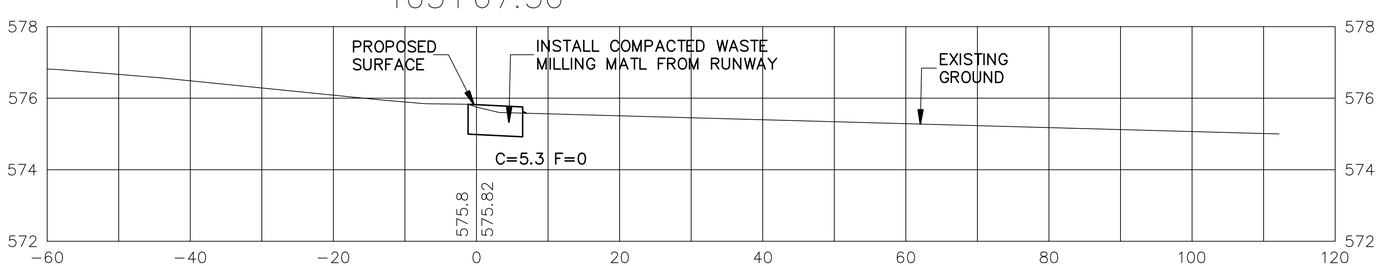
104+38.53



104+00

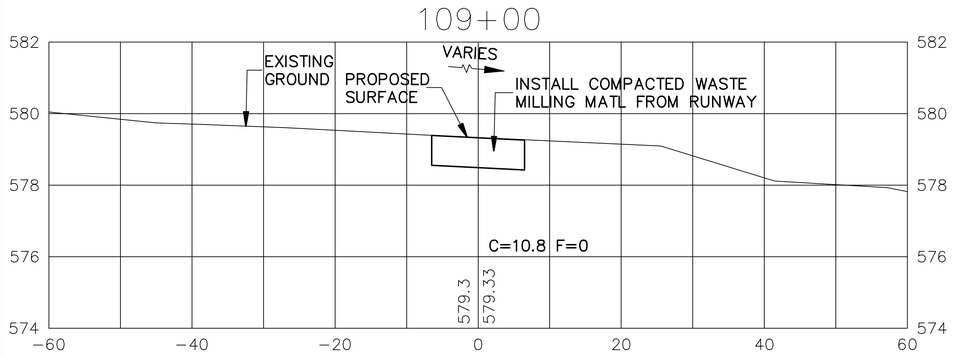


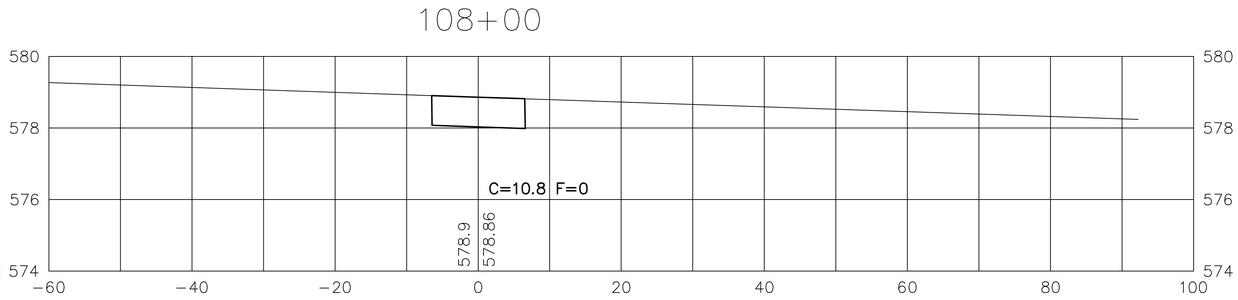
103+67.30

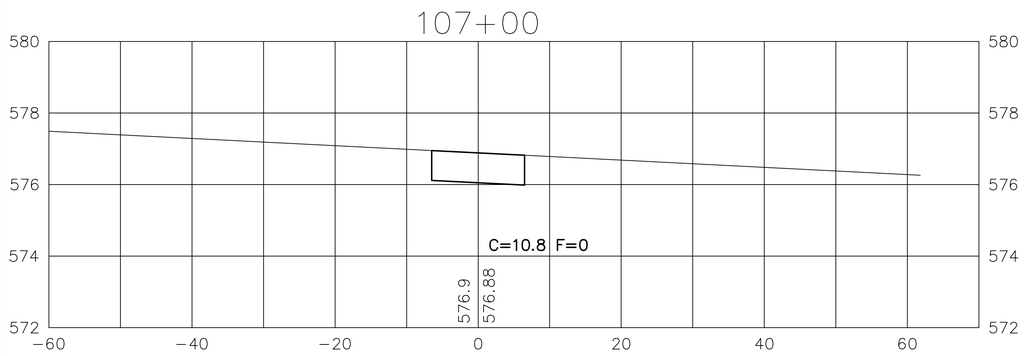


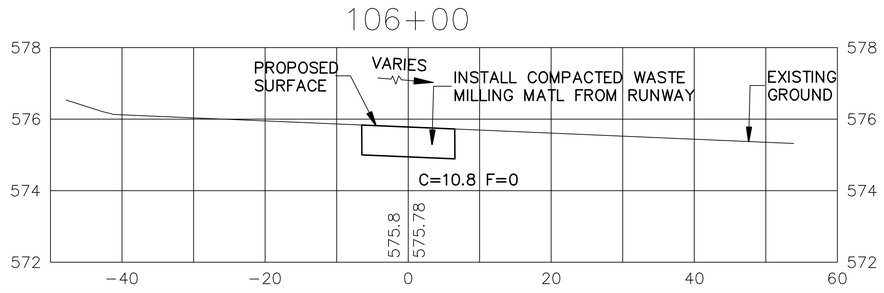
PROPOSED 13' WIDE FLUSH SERVICE ROAD CROSS SECTIONS, STA 103+67.30 TO STA 105+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS Service Road.dwg, 4/22/2010 8:13:42 AM, jeffm



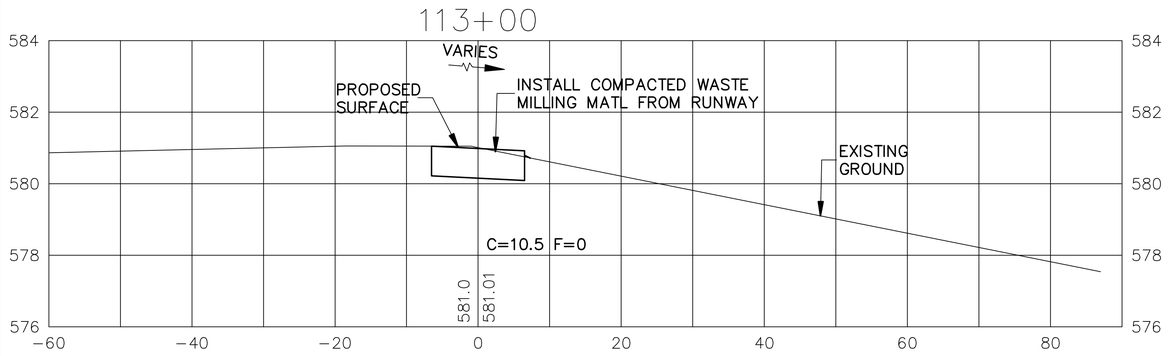


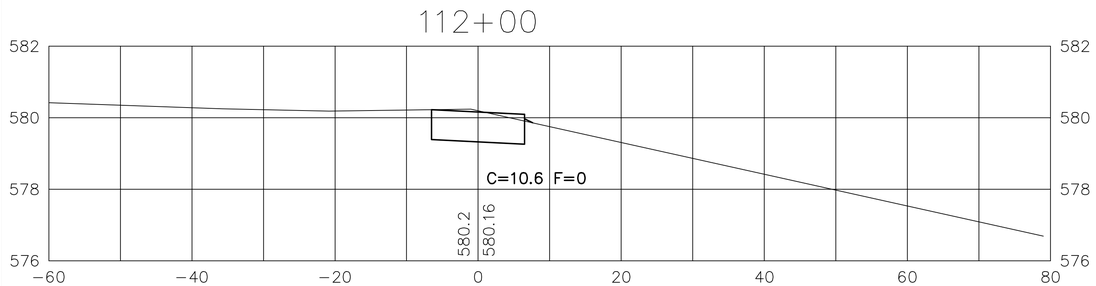


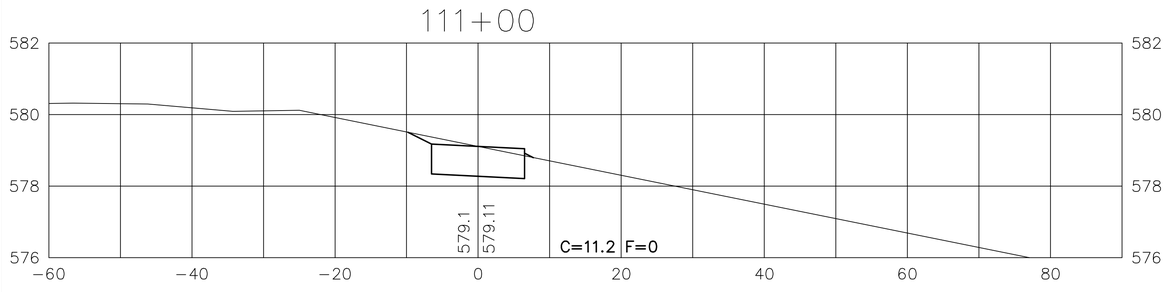


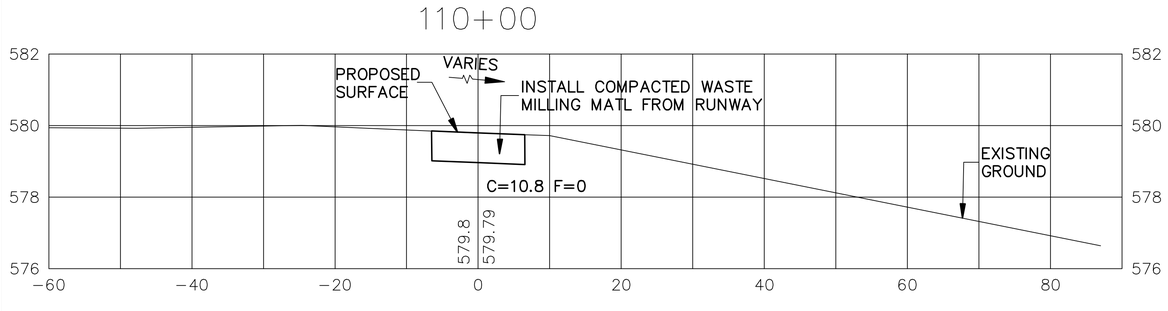
PROPOSED 13' WIDE FLUSH SERVICE ROAD CROSS SECTIONS, STA 106+00 TO STA 109+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS Service Road.dwg, 4/22/2010 8:14:08 AM, jeffm



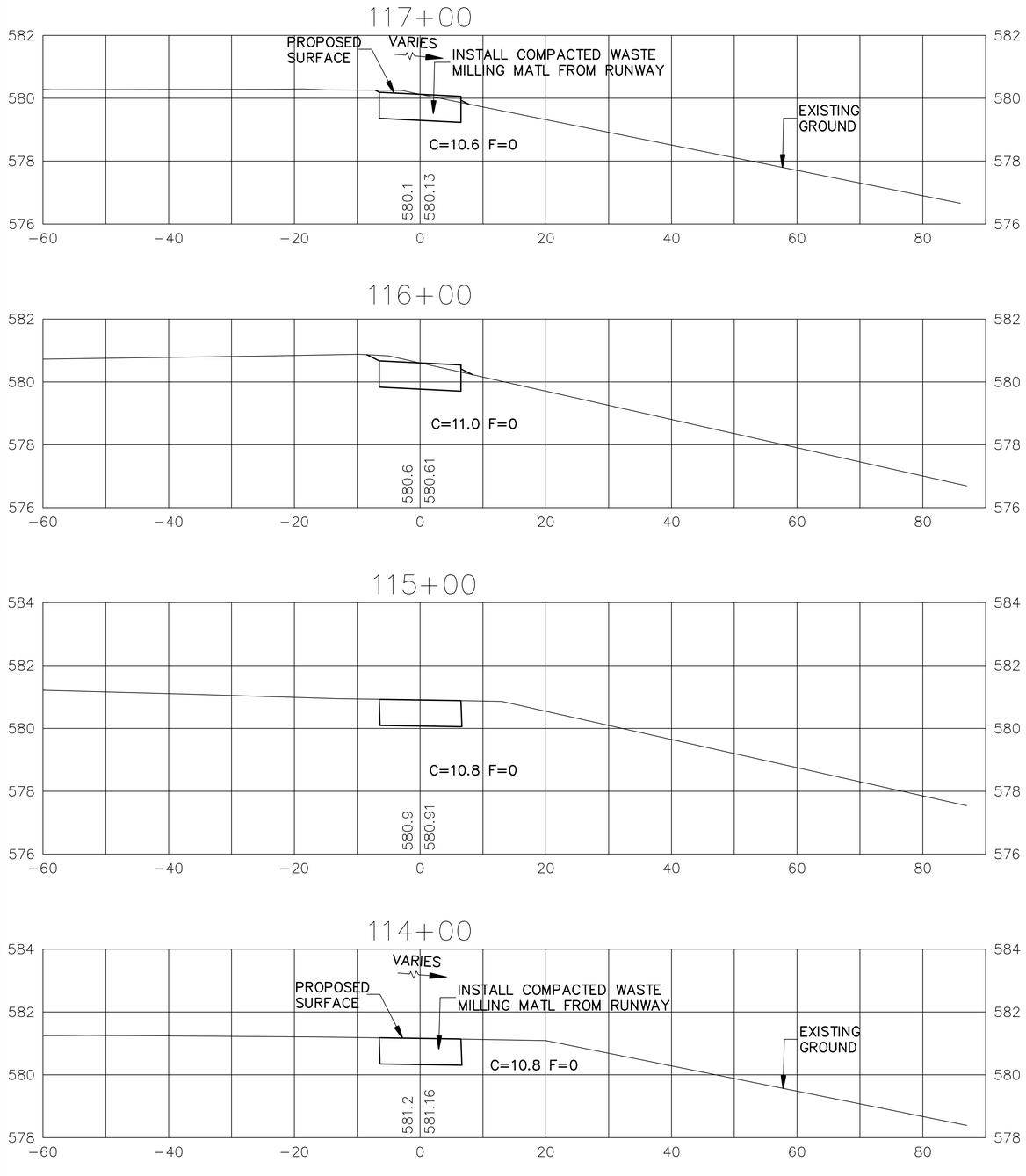






PROPOSED 13' WIDE FLUSH SERVICE ROAD CROSS SECTIONS, STA 110+00 TO STA 113+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS Service Road.dwg, 4/22/2010 8:14:25 AM, jeffm

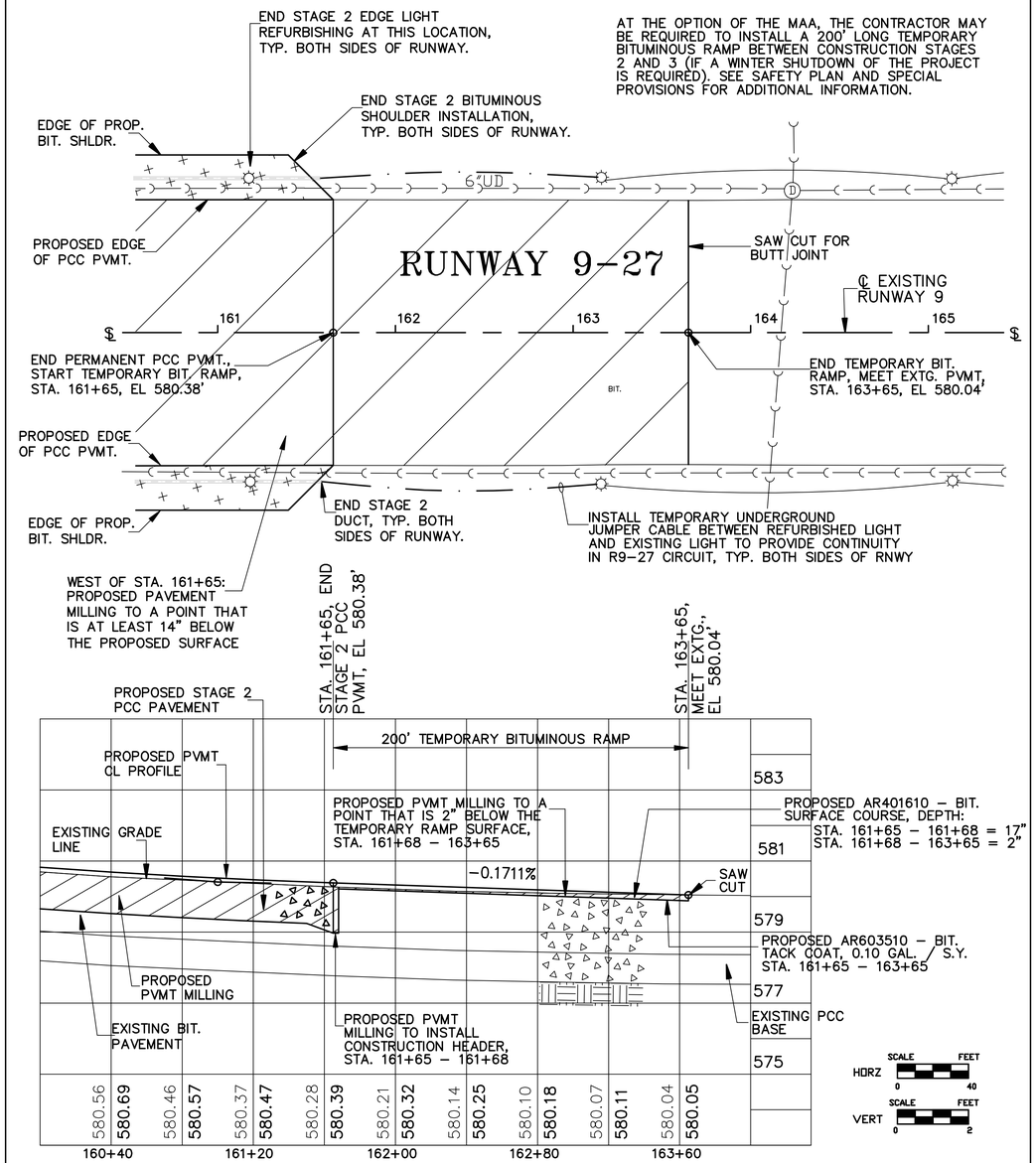


LEGEND:

- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- STORM MANHOLE
- SANITARY MANHOLE
- CONDUIT OR DUCT BANK
- PROPOSED PAVEMENT MILLING
- PROPOSED AR401 BITUMINOUS SHOULDER PAVEMENT

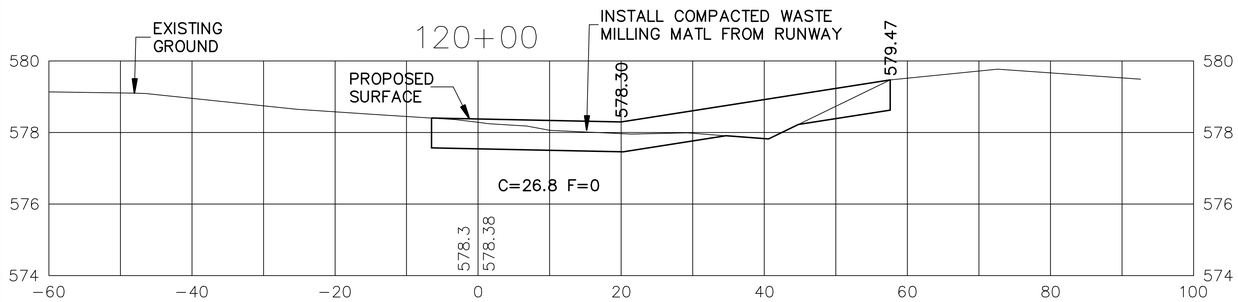
PROPOSED TEMPORARY BITUMINOUS RAMP DETAIL

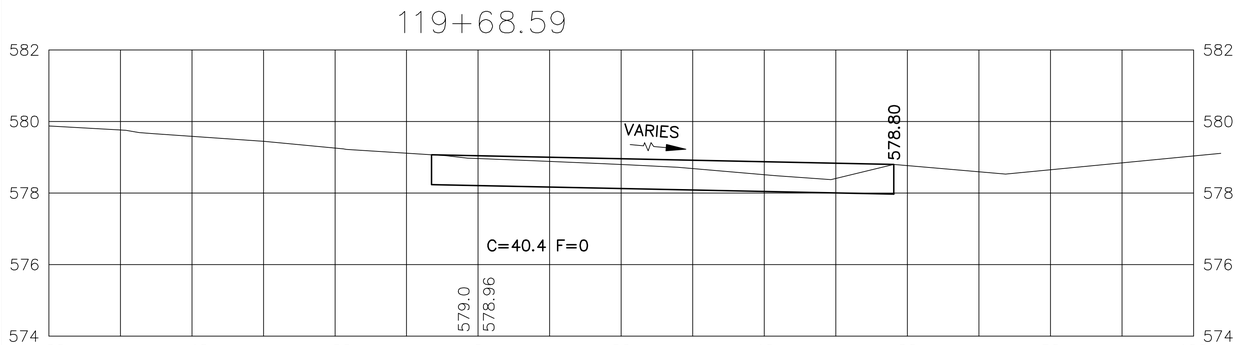
AT THE OPTION OF THE MAA, THE CONTRACTOR MAY BE REQUIRED TO INSTALL A 200' LONG TEMPORARY BITUMINOUS RAMP BETWEEN CONSTRUCTION STAGES 2 AND 3 (IF A WINTER SHUTDOWN OF THE PROJECT IS REQUIRED). SEE SAFETY PLAN AND SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

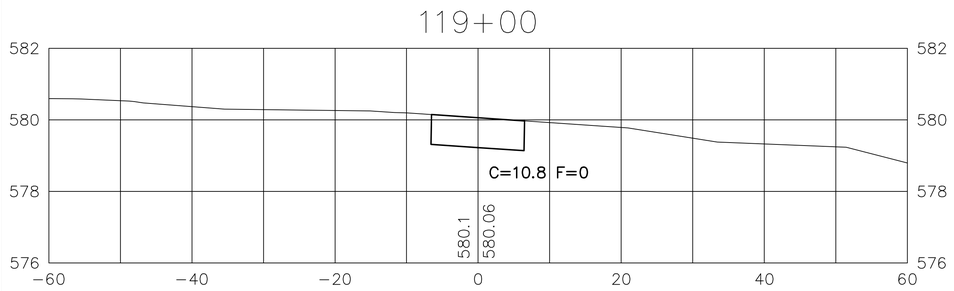


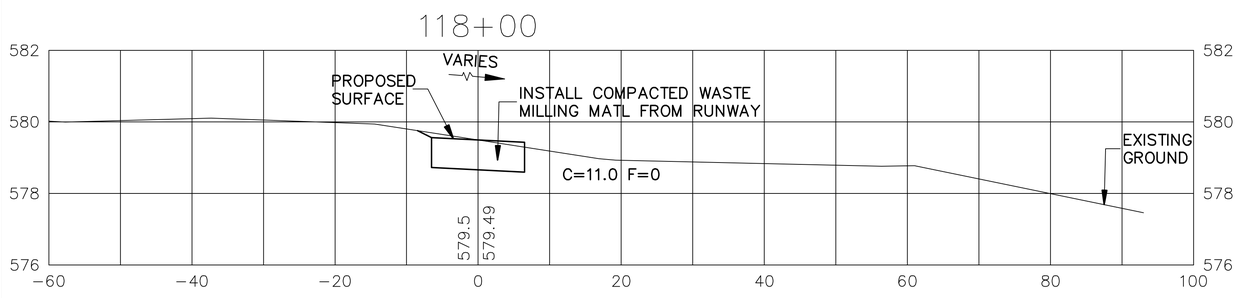
PROPOSED 13' WIDE FLUSH SERVICE ROAD CROSS SECTIONS, STA 114+00 TO STA 117+00

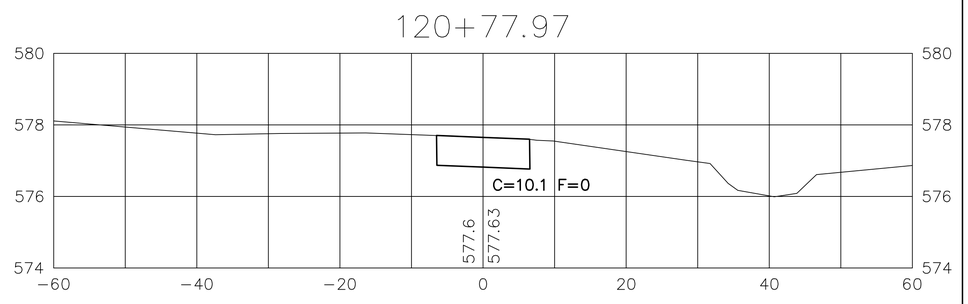
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS Service Road.dwg, 4/22/2010 8:14:53 AM, jeffm







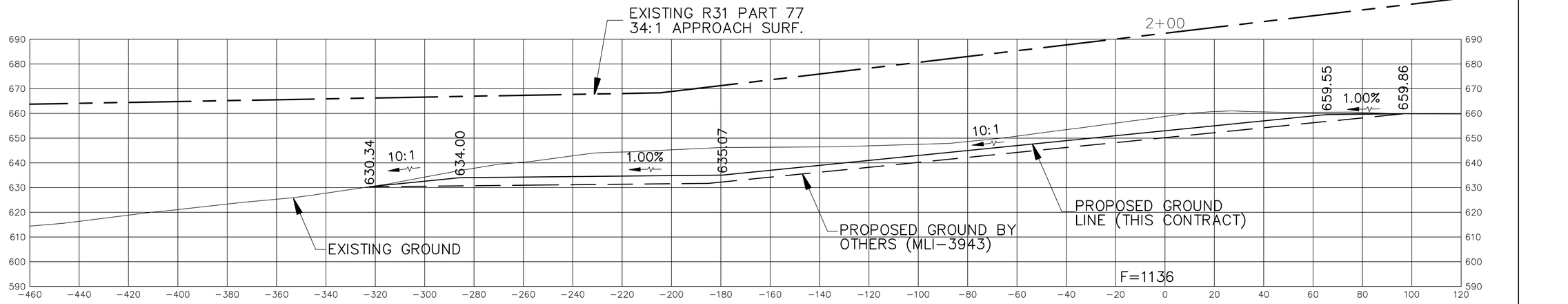


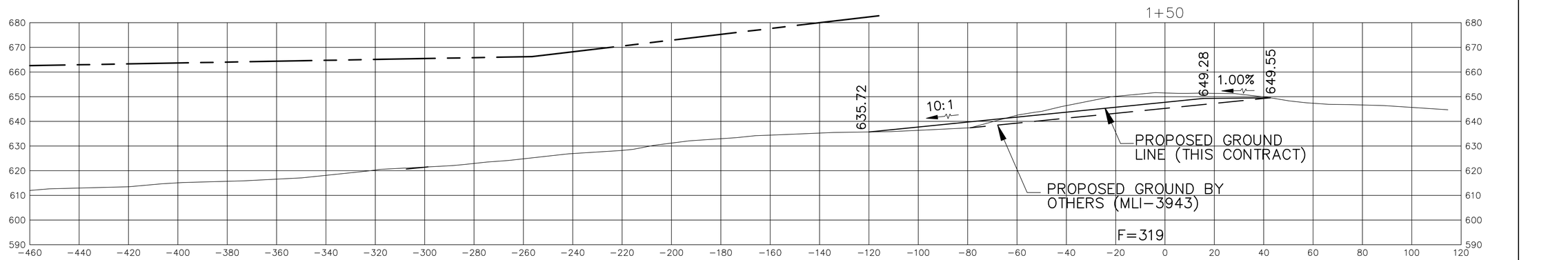


PROPOSED 13' WIDE FLUSH SERVICE ROAD CROSS SECTIONS, STA 118+00 TO STA 120+77.97

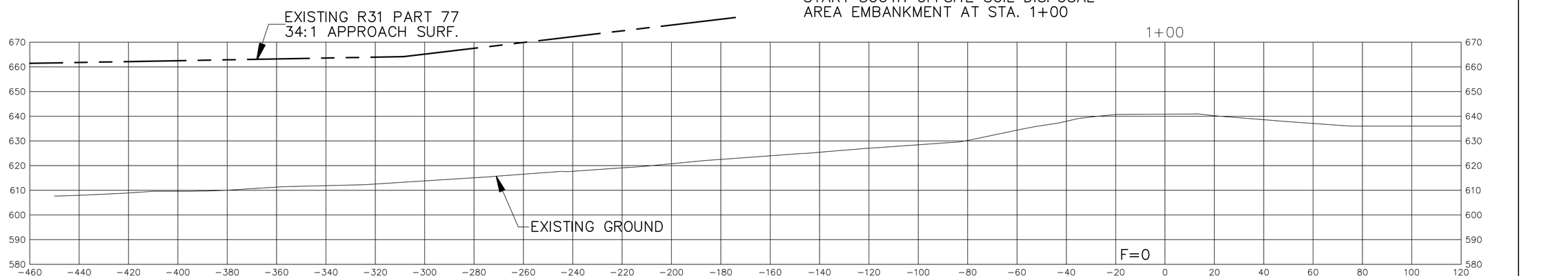
G:\Airport\A09T028-RW 9-27 Reconst.Design\SECTIONS Service Road.dwg, 4/22/2010 8:15:10 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 193 OF 206





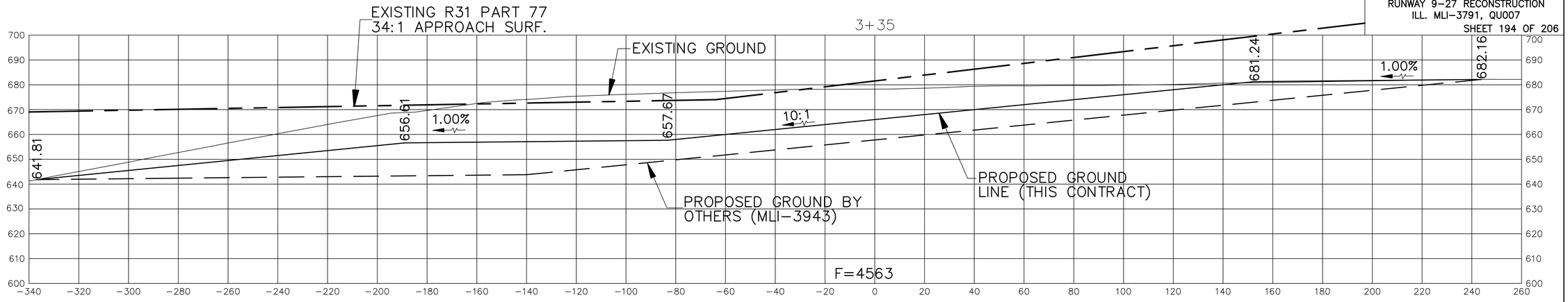
START SOUTH OFFSITE SOIL DISPOSAL
AREA EMBANKMENT AT STA. 1+00

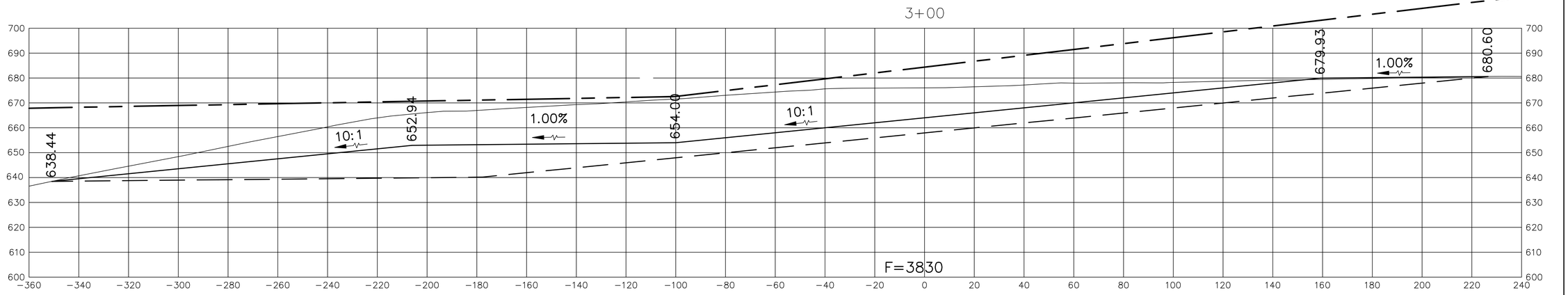


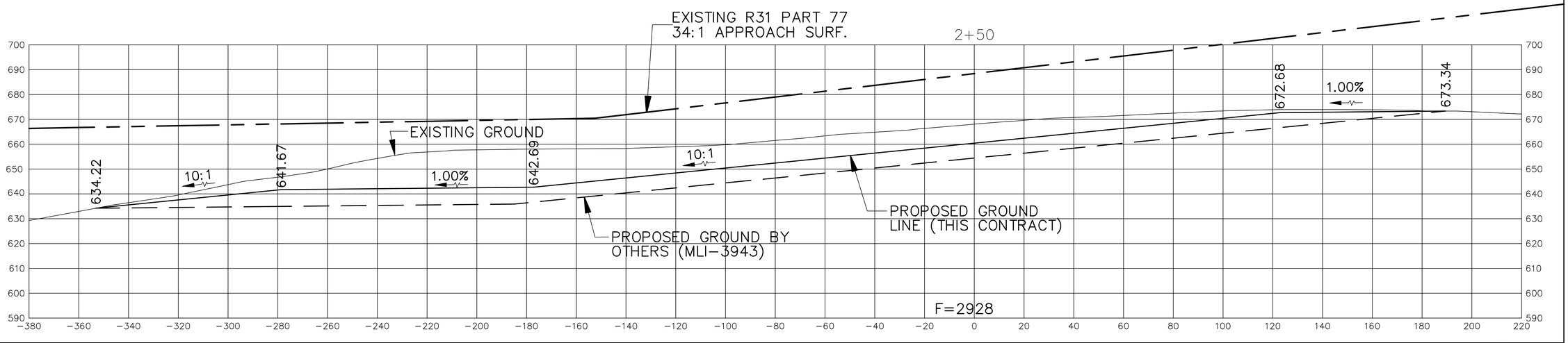
SOUTH OFFSITE SOIL DISPOSAL AREA, STA 0+00 TO STA 2+00

193/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS S BORROW.dwg, 4/22/2010 8:17:38 AM, jeffm



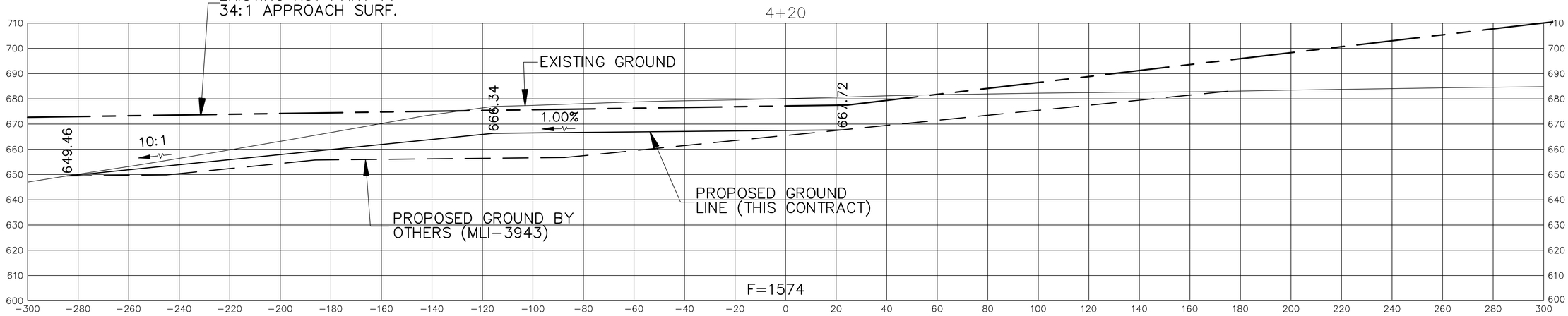


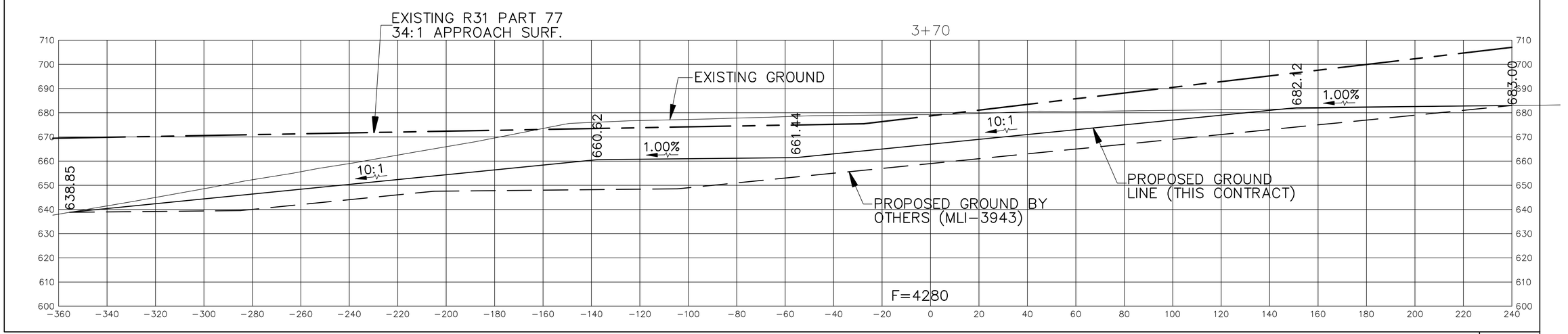


SOUTH OFFSITE SOIL DISPOSAL AREA, STA 2+50 TO STA 3+35

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS S BORROW.dwg, 4/22/2010 8:18:15 AM, jeffm

END SOUTH OFFSITE SOIL DISPOSAL
AREA EMBANKMENT AT STA. 4+70





SOUTH OFFSITE SOIL DISPOSAL AREA, STA 3+70 TO STA 4+20 **195/206**

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS S BORROW.dwg, 4/22/2010 8:18:38 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 196 OF 206

STAGE 4 WORK:
RUNWAY 13-31 SOUTH SIDE HOLDING POSITION ON TAXIWAY N:
REMOVE THE TEMPORARY "28-APCH" SURFACE HOLDING POSITION SIGN AND TEMPORARY GUIDANCE SIGN N-10 SIGN PANELS. REINSTALL THE PERMANENT "13-31" PAINTED SIGN. INSTALL PERMANENT GUIDANCE SIGN N-10 PANELS. SEE SHEETS 16 & 17 FOR DETAILS.

STAGE 4 WORK:
REMOVE PRC FLARED END SECTION, 12" DIA. PLUG INLET WALL PER GENERAL NOTE 5 ON SHT 57. END SECTION TO BE IN-PLACE DURING STAGES 1, 2, AND 3.

PROPOSED STAGE 4 CONSTRUCTION, SEEDING, AND GRADING LIMITS

PROPOSED EDGE OF PAVEMENT (BY OTHERS)

PROPOSED REIL SYSTEM (BY OTHERS)

PROPOSED EDGE LIGHT SYSTEM (BY OTHERS)

PROPOSED UNDER DRAIN SYSTEM (BY OTHERS)

PROPOSED STAGE 4 CONSTRUCTION, SEEDING, AND GRADING LIMITS

CLOSED T-P / R10-28

TAXIWAY P

TAXIWAY P ℄

9-27 OFA

13-31 RSA

10-28 RSA

RUNWAY 13-31

℄ 257 258 259 260 261 262 263 264 265 266 ℄

652 653 654 655 656 657 658 659 660 661 662 663

901 902 903

10" SA

36" ST

4" UD

UG

N

SCALE FEET
0 40

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

STAGE 4 DRAINAGE STRUCTURE SCHEDULE

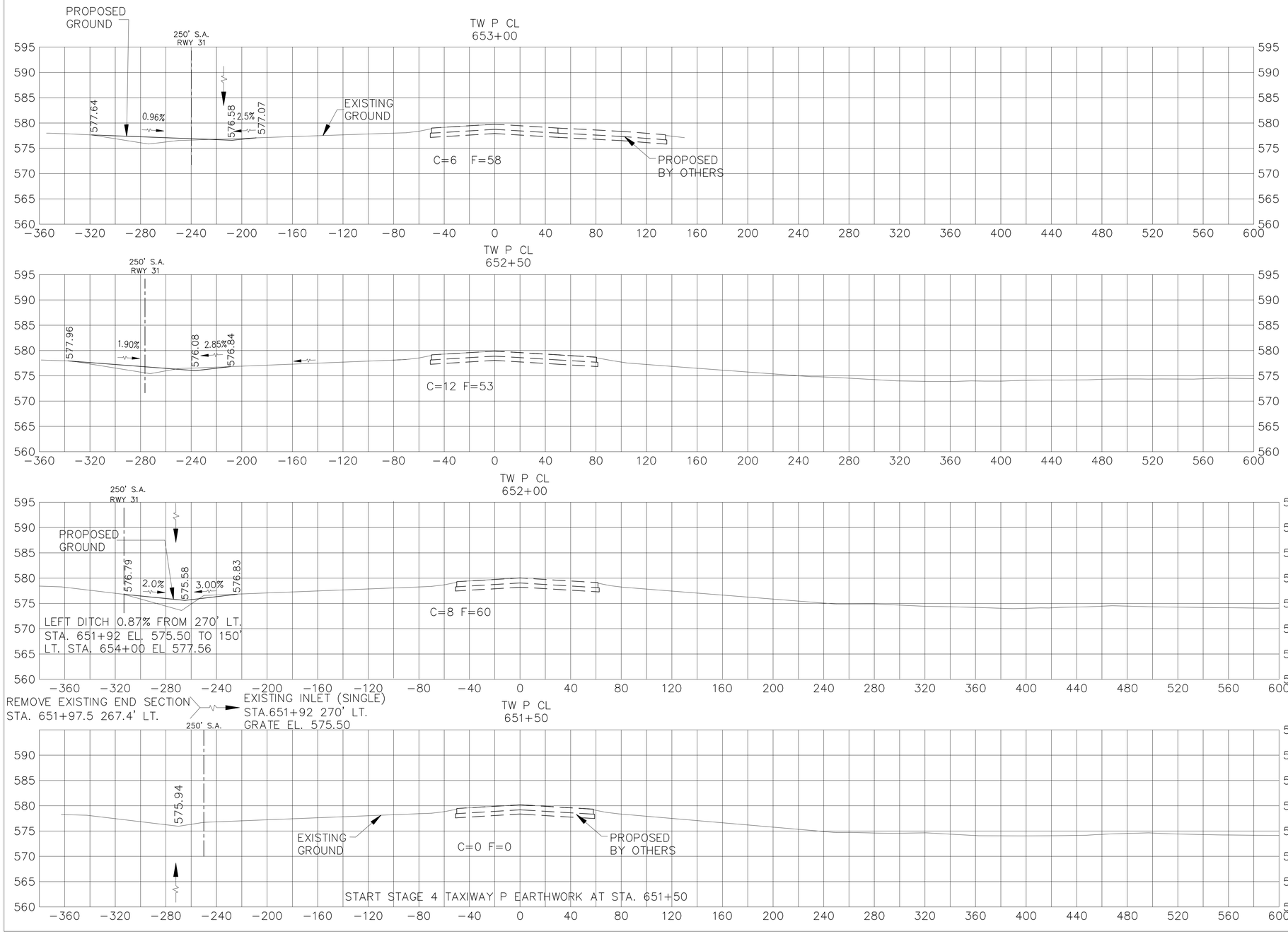
NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
86	652+64, LT 314'	EXISTING 4' DIA SANITARY MANHOLE	572.01'∓	PROP = 577.20' EXTG = 578.10'∓	AR751945, ADJUST, NON PAVEMENT
87	655+30, LT 20'	EXISTING 4' DIA SANITARY MANHOLE	569.18'∓	PROP = 577.17' EXTG = 575.36'∓	AR751983, RECONSTRUCT*

* = AR751983 – RECONSTRUCT MANHOLE SHALL INCLUDE EXCAVATING AN EXISTING BURIED SANITARY MANHOLE, DISASSEMBLING MANHOLE, FURNISHING & INSTALLING NEW BARREL SECTION, REASSEMBLING MANHOLE AND COMPACTED BACKFILL. SEE SHEET 68 FOR DETAILS.

STAGE 4 WORK : TAXIWAY P AREA GRADING PLAN, STA 651+00 TO STA 659+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP5.dwg, 5/10/2010 8:12:49 AM, jeffm

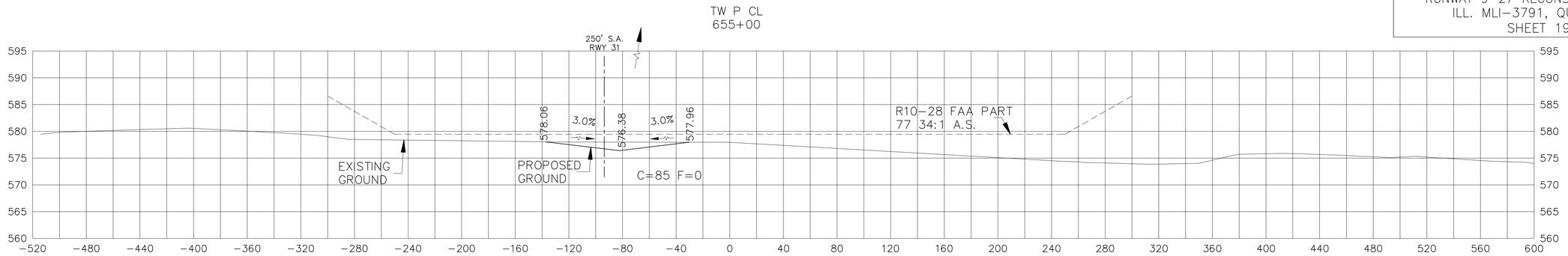
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 197 OF 206

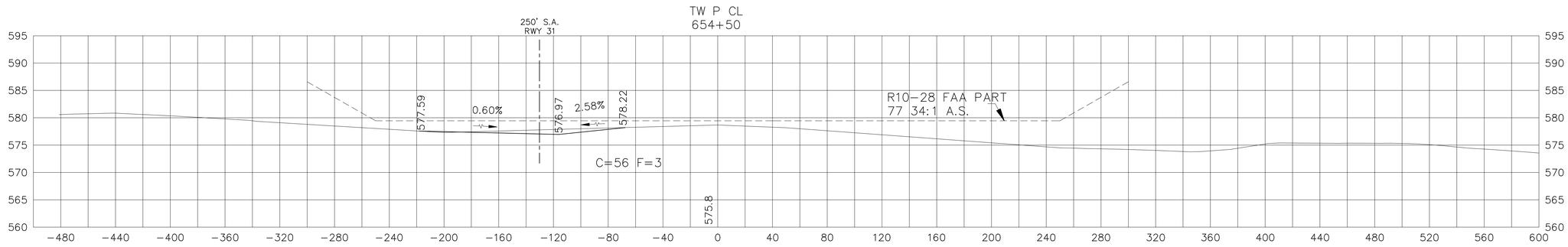


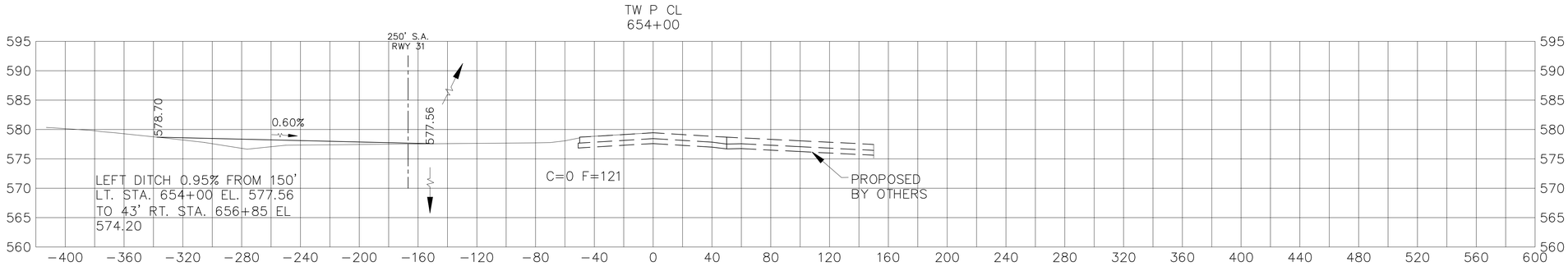
STAGE 4 WORK: TAXIWAY P CROSS SECTIONS, STA 651+50 TO STA 653+00 197/206

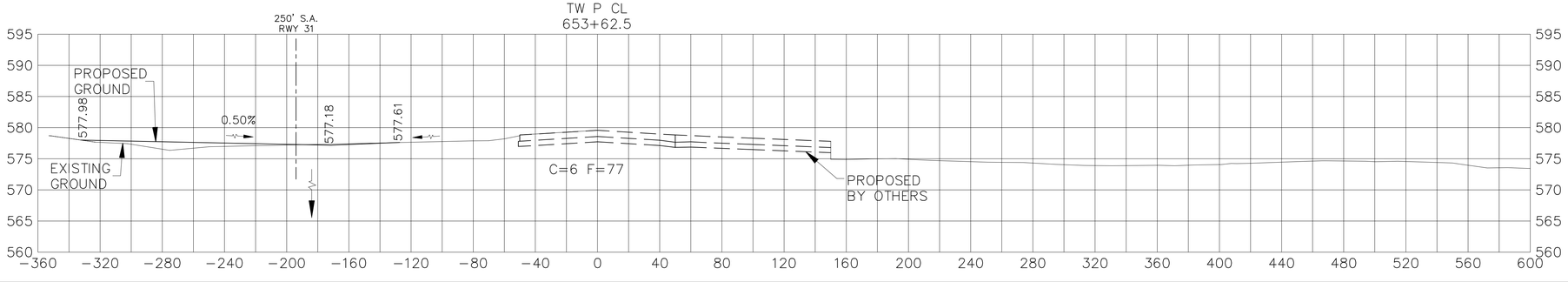
G:\Airport\A09T026-RW 9-27 Reconst.Design\Sections P runway 10-28 decommissioned.dwg, 4/22/2010 8:21:30 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 198 OF 206



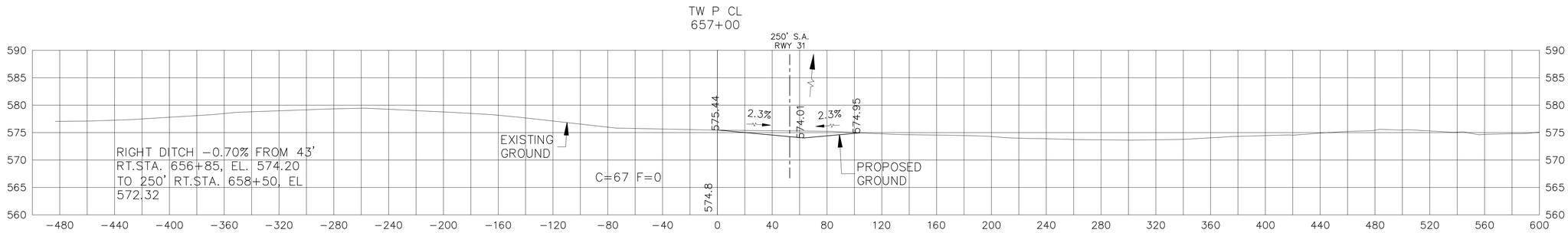


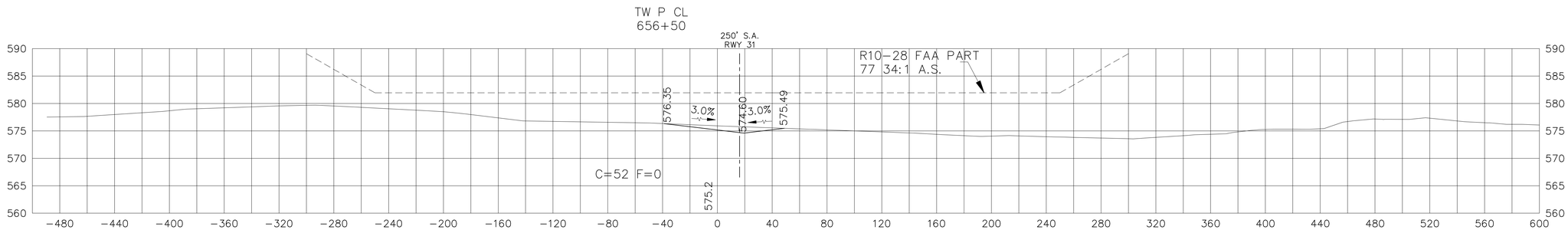


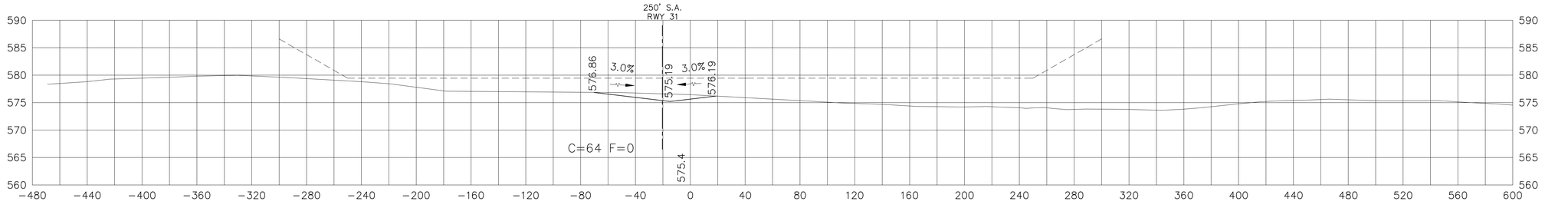


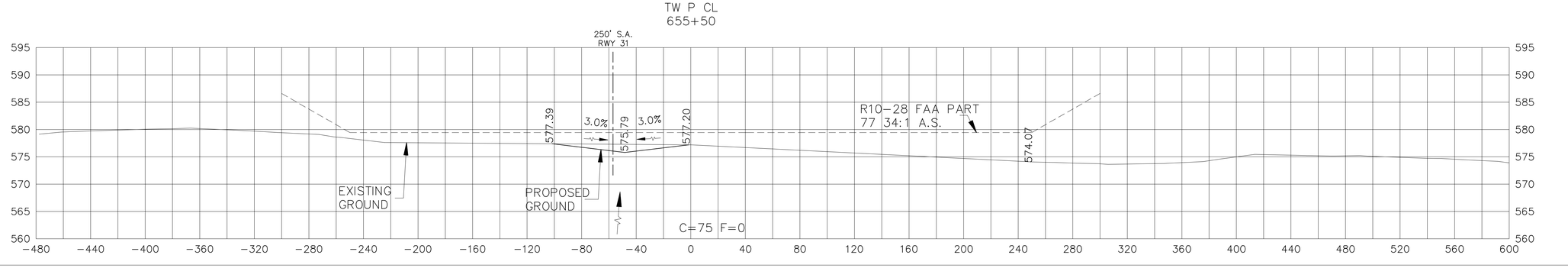
G:\Airport\A09T028-RW 9-27 Reconst.Design\Sections P runway 10-28 decommissioned.dwg, 4/22/2010 8:21:55 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 199 OF 206







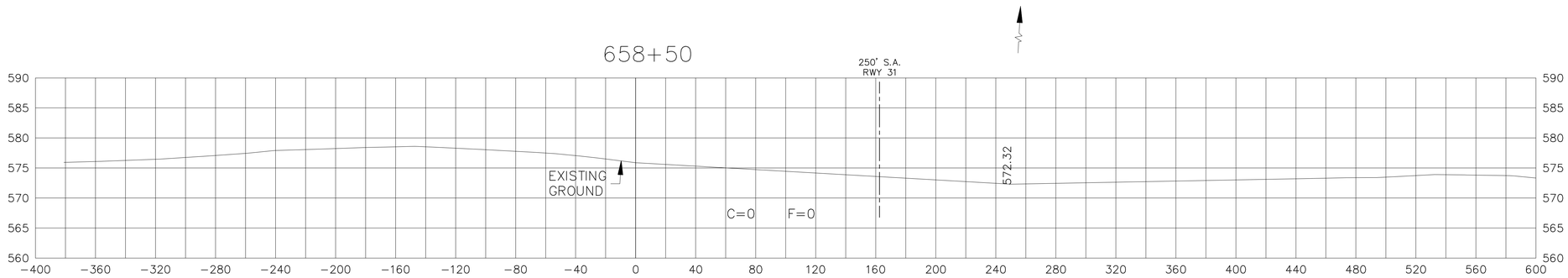


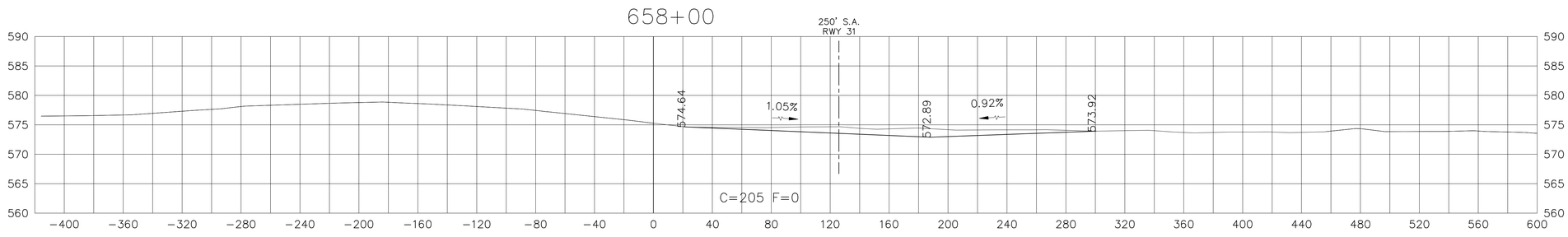
STAGE 4 WORK: TAXIWAY P CROSS SECTIONS, STA 655+50 TO STA 657+00 199/206

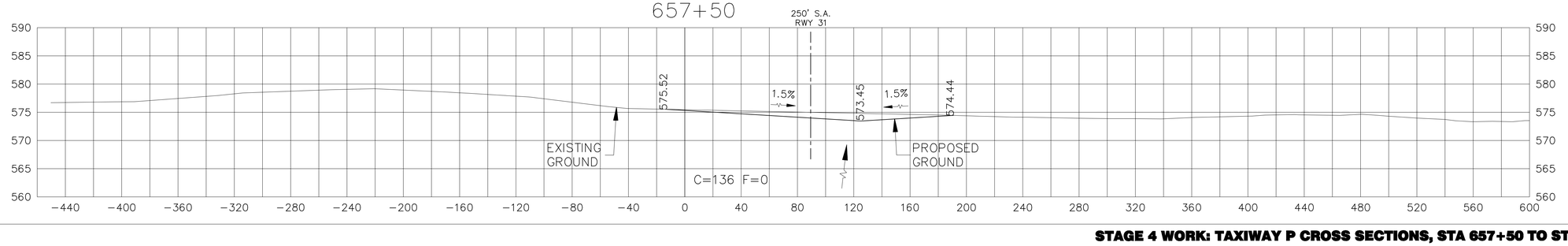
G:\Airport\A09T028-RW 9-27 Reconst.Design\Sections P runway 10-28 decommissioned.dwg, 4/22/2010 8:22:24 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 200 OF 206

END STAGE 4 TAXIWAY P EARTHWORK AT STA. 658+50



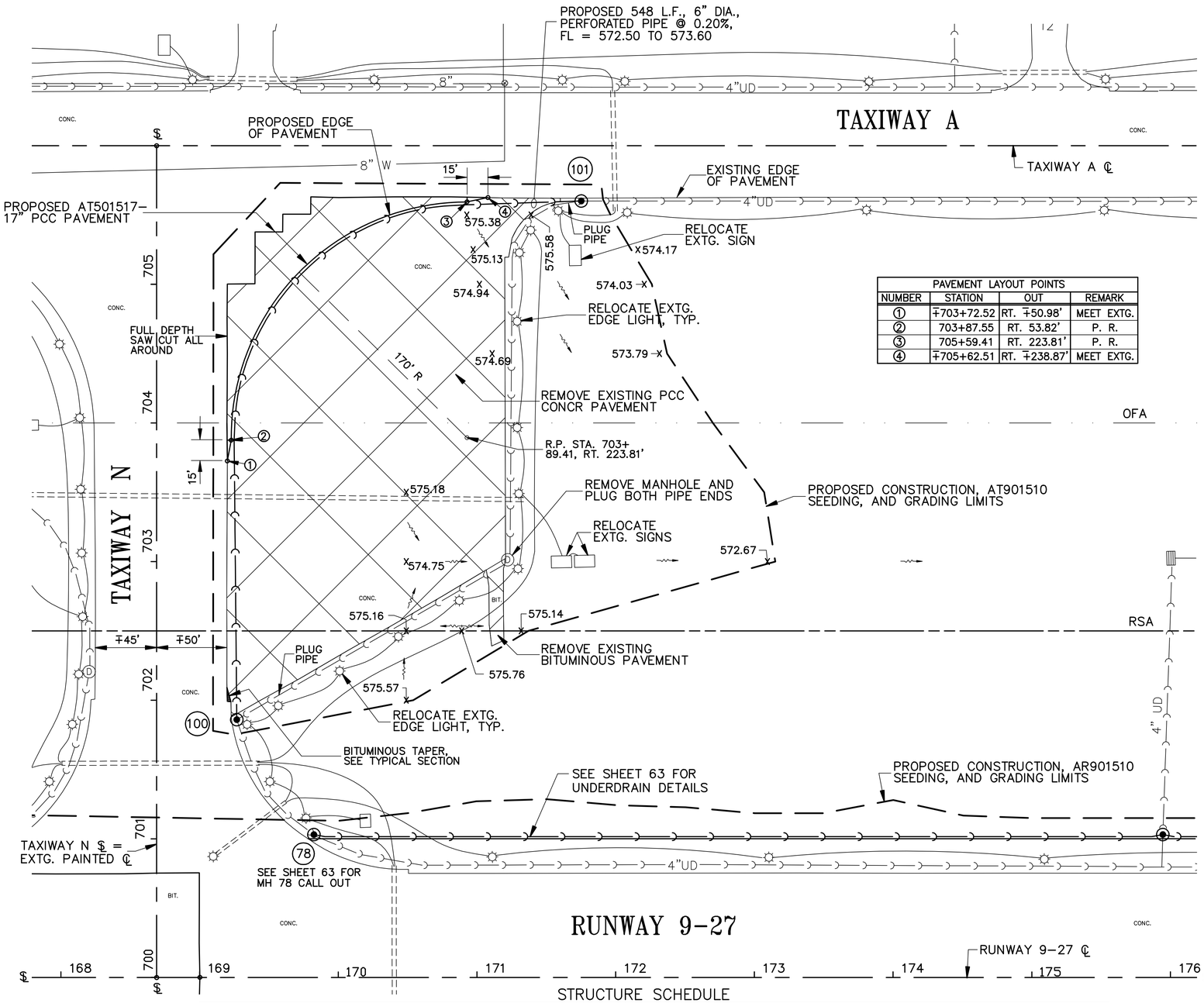




STAGE 4 WORK: TAXIWAY P CROSS SECTIONS, STA 657+50 TO STA 658+50 200/206

G:\Airport\A097026-RW 9-27 Reconst.Design\Sections P runway 10-28 decommissioned.dwg, 4/22/2010 8:22:54 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 201 OF 206



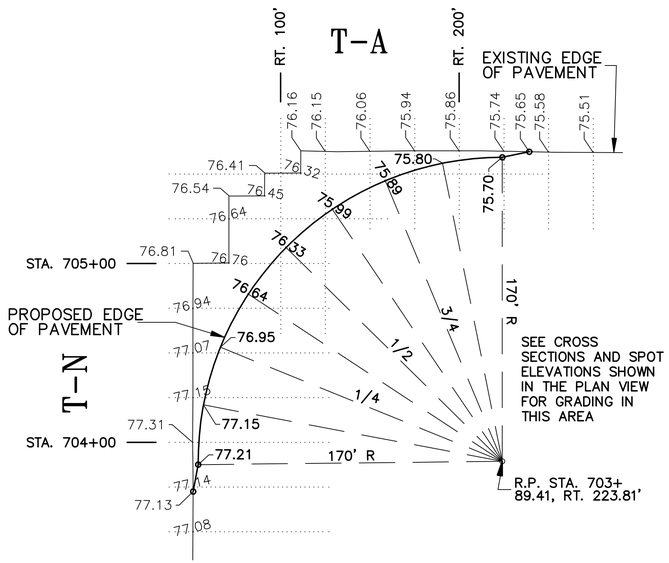
PAVEMENT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
①	∓703+72.52	RT. ∓50.98'	MEET EXTG.
②	703+87.55	RT. 53.82'	P. R.
③	705+59.41	RT. 223.81'	P. R.
④	∓705+62.51	RT. ∓238.87'	MEET EXTG.

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 REMOVAL

N

SCALE FEET
0 40



TAXIWAY N STAKING PLAN

STRUCTURE SCHEDULE

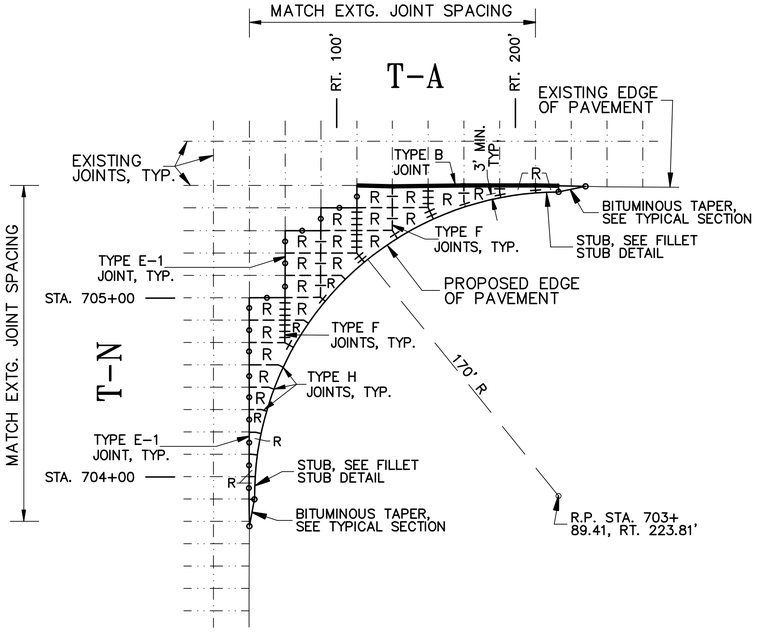
NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
100*	701+86, RT 57.5'	MANHOLE, SPL., 2' DIA.	N PROP UD = 573.60' S MEET EXTG = ±574.65'*	576.65'	AT751570
101*	705+60, RT 306'	MANHOLE, SPL., 2' DIA.	W PROP UD = 572.50' E MEET EXTG = ±572.35'*	575.20'	AT751570

* = CONFIRM EXISTING ELEVATIONS IN FIELD AT THE TIME OF CONSTRUCTION PRIOR TO ORDERING MATERIALS.

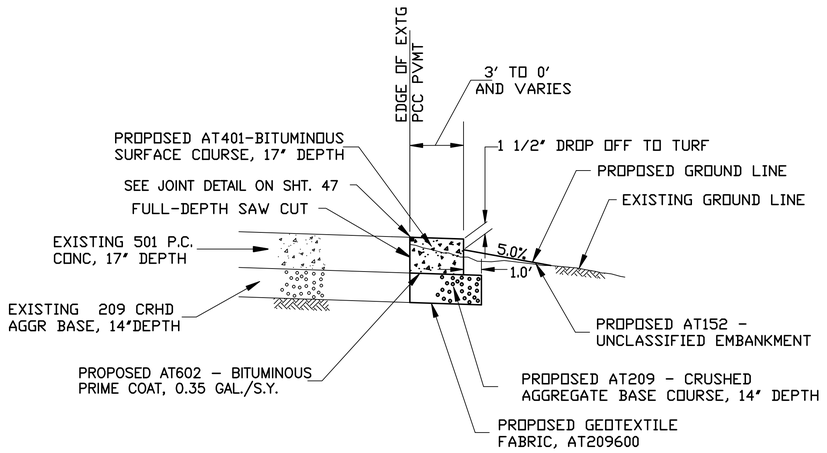
ADDITIVE ALTERNATE 2 : TAXIWAY N APRON REMOVAL PLAN; LEFT, STA 168+00 TO STA 175+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP5.dwg, 4/22/2010 8:23:54 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 202 OF 206



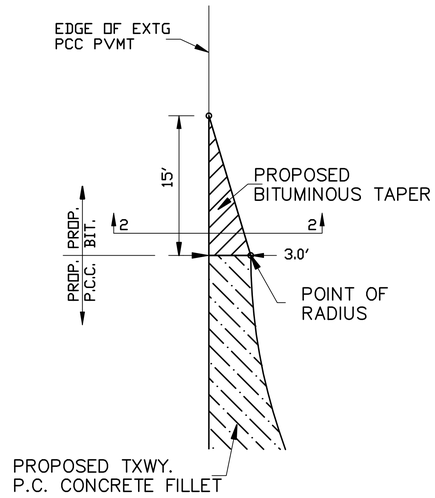
TAXIWAY N JOINT PLAN



SECTION 2-2

TYPICAL SECTION

BITUMINOUS TAPER AT EDGE OF PCC PAVEMENT :
TYPICAL AT 3 EACH TAXIWAY N LOCATIONS



PLAN VIEW
BITUMINOUS TAPER

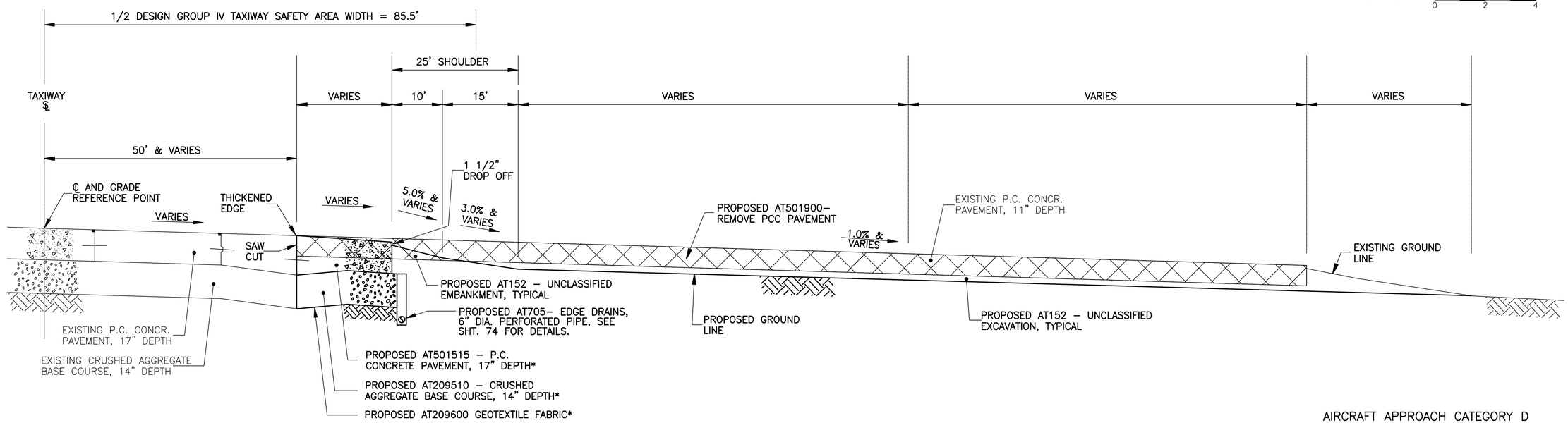
PROPOSED TYPICAL SECTION

TAXIWAY N, STA. 701+88 TO STA. 705+63

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4



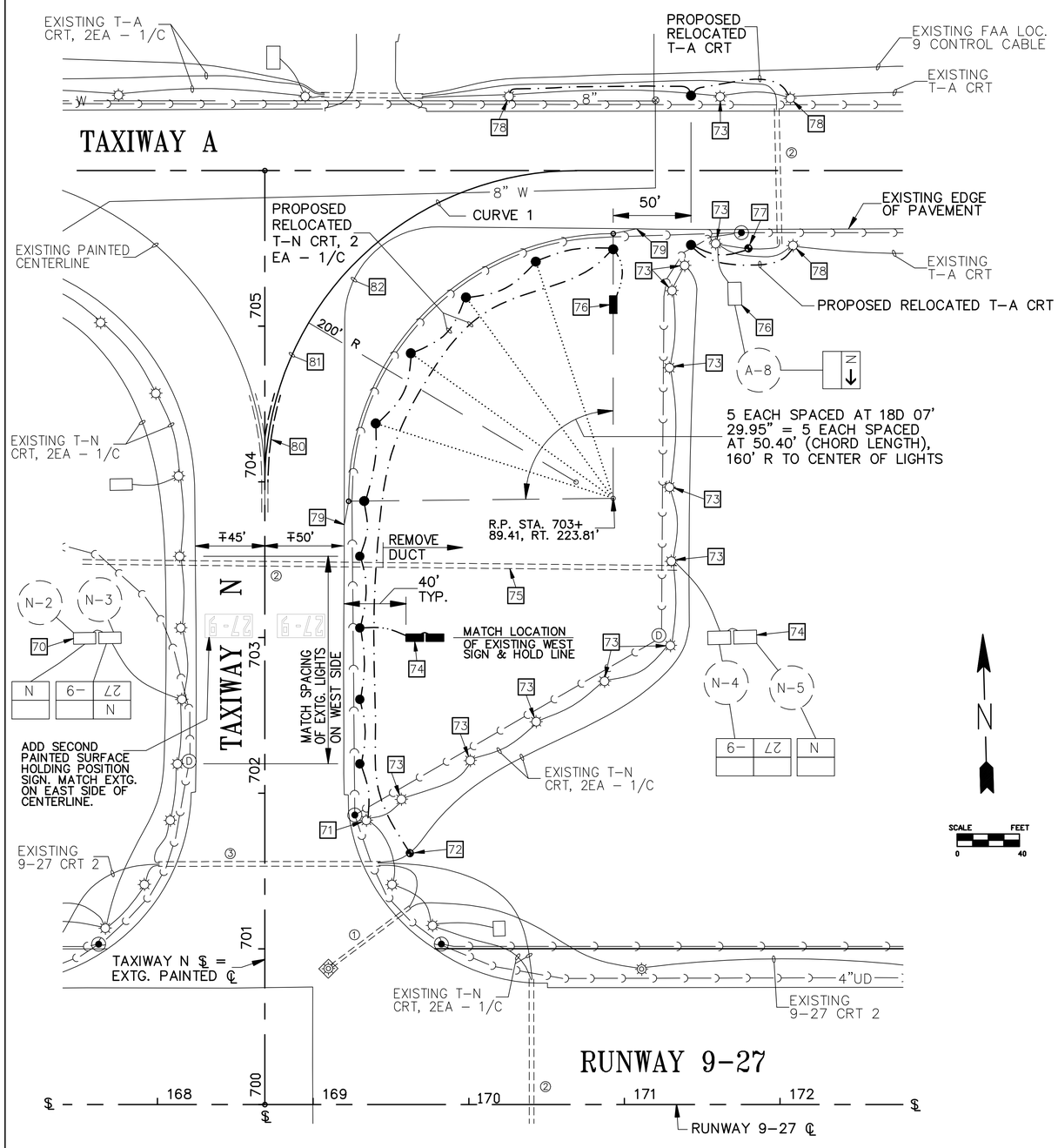
* = STA. 703+75 TO STA. 705+63 ONLY.

AIRCRAFT APPROACH CATEGORY D
AIRPLANE DESIGN GROUP IV

ADDITIVE ALTERNATE 2 : TAXIWAY N APRON REMOVAL; TYPICAL SECTION

G:\Airport\A09T026-RW 9-27 Reconst.Design\PP5.dwg, 4/22/2010 8:24:32 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 203 OF 206



SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- (D) (S) EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELEC. CIRCUIT, 1/C, #8, EPR CABLE IN 1" UD
- PROPOSED ELEC. CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" UD
- (A-8) EXISTING SIGN NUMBER

NUMBERED LEGEND

[70] REPLACE SIGN PANELS IN EXISTING SIGNS N-2 / N-3. SEE SHEETS 91 & 92 FOR MORE INFO.

[71] START / END PROPOSED T-N CRT RELOCATION IN THIS EXISTING EDGE LIGHT CAN.

[72] LOCATED EXISTING T-N CRT CABLE AND INSTALL INTO PROPOSED SPLICE CAN. START / END PROPOSED T-N CRT RELOCATION IN THIS PROPOSED SPLICE CAN.

[73] RELOCATE EXISTING BASE MOUNTED L-861T MITL INCANDESCENT UNITS. CONVERT EXISTING INCANDESCENT UNITS (THAT ARE TO BE RELOCATED) TO PROPOSED LED UNITS. SUPPLY & INSTALL NEW GROUNDING ROD, WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD, WIRE, & LED CONVERSION COSTS IN RELOCATION UNIT PRICE.

[74] EXISTING / PROPOSED LOCATIONS FOR GUIDANCE SIGNS N-4 / N-5 TO BE RELOCATED. INSTALL AT A DISTANCE OF 40' FROM EDGE OF SIGN TO EDGE OF PAVEMENT. SEE SHEETS 91 & 92 FOR MORE INFO.

[75] EXISTING CONCRETE DUCT BANK. REMOVE THE PORTION OF DUCT THAT IS BEYOND A POINT THAT IS 25' EAST OF THE PROPOSED EAST EDGE OF PAVEMENT (AT110901, CONCRETE DUCT REMOVAL). EXTG. DUCT THAT IS WITHIN 25' OF THE PROPOSED EOP TO REMIAN IN PLACE.

[76] EXISTING / PROPOSED LOCATIONS FOR GUIDANCE SIGN A-8 TO BE RELOCATED. INSTALL AT A DISTANCE OF 40' FROM EDGE OF SIGN TO EDGE OF PAVEMENT. SEE SHEETS 91 & 92 FOR MORE INFO.

[77] LOCATED EXISTING T-A CRT CABLE AND INSTALL INTO PROPOSED SPLICE CAN. START / END PROPOSED T-A CRT RELOCATION IN THIS PROPOSED SPLICE CAN.

[78] DISCONNECT EXISTING T-A CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-A CRT RELOCATION AT THESE LOCATIONS.

[79] STARTING / ENDING POINTS FOR THE REMOVAL OF THE EXISTING PAINTED TAXIWAY EDGE STRIPE.

[80] PROPOSED 6' WIDE PAINTED YELLOW SKIP-DASH TAXIWAY CENTERLINE ENHANCEMENT STRIPES. INSTALL TO A POINT THAT IS 150' BEYOND THE EXISTING T-N HOLD LINE. TYPICAL, BOTH SIDES OF TAXIWAY CENTERLINE.

[81] PROPOSED 1' WIDE PAINTED YELLOW TAXIWAY N CENTERLINE STRIPE WITH 6' WIDE BLACK BORDERS ON BOTH SIDES. SEE TABLE BELOW FOR TAXIWAY CENTERLINE CURVE DATA.

[82] REMOVE EXISTING TAXIWAY EDGE STRIPE BETWEEN POINTS [79].

TAXIWAY CENTERLINE CURVE DATA	
ITEM	1
△	90°00'00.00"
D	28°38'52.44"
T	200.00'
L	314.16'
R	200.00'
P.C. STA.	703+99.91, RT 0'
P.I. STA.	705+99.91, RT 0'
P.T. STA.	705+99.91, RT 200'
P.R. STA.	703+99.91, RT 200'

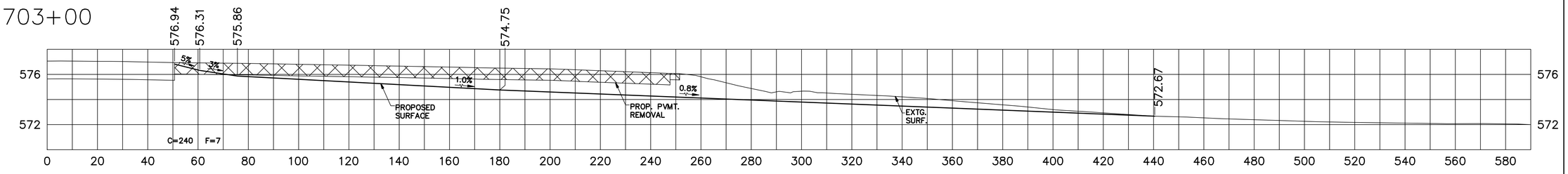
GENERAL NOTES:

1. SEE SHEET 93 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 94-97 FOR ELECTRICAL DETAILS
3. SEE SHEET 94 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.

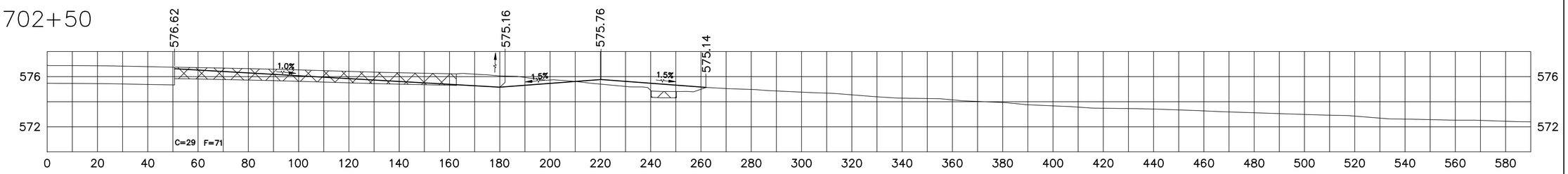
ADDITIVE ALTERNATE 2: TAXIWAY N APRON REMOVAL LIGHTING & PAVEMENT MARKING PLAN; LEFT, STA 168+00 TO STA 175+00 203/206

G:\Airport\A09T026-RW 9-27 Reconst.Design\LIGHTING3.dwg, 4/22/2010 8:32:14 AM, jeffm

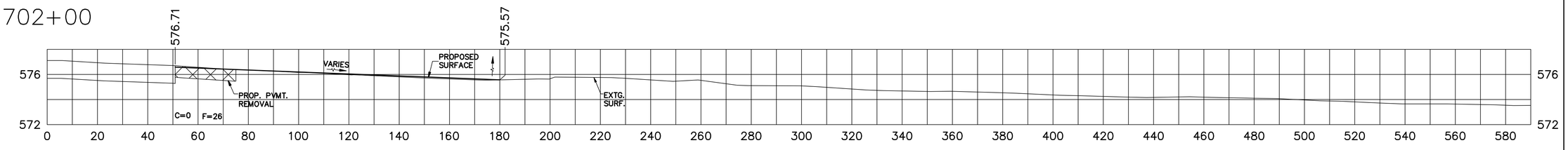
703+00



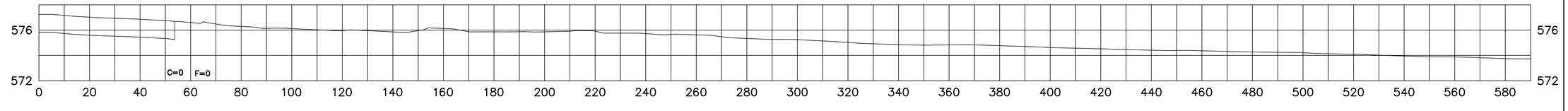
702+50



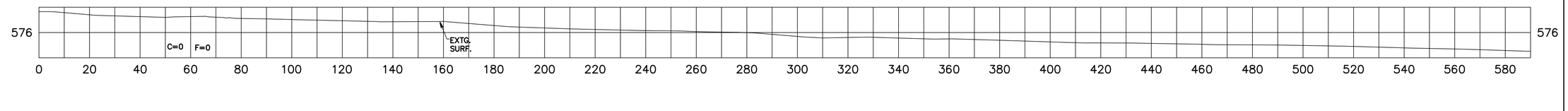
702+00



701+87.86



701+50



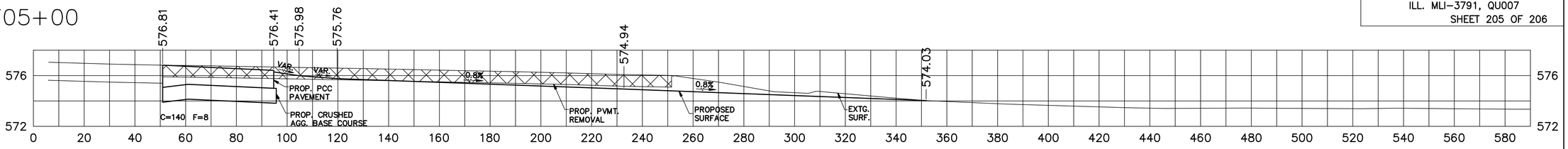
ADDITIVE ALERNATE 2 : PROPOSED TAXIWAY N CROSS SECTIONS, STA 701+50 TO STA 703+00

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS TXWY N.dwg, 4/22/2010 8:25:56 AM, jeffm

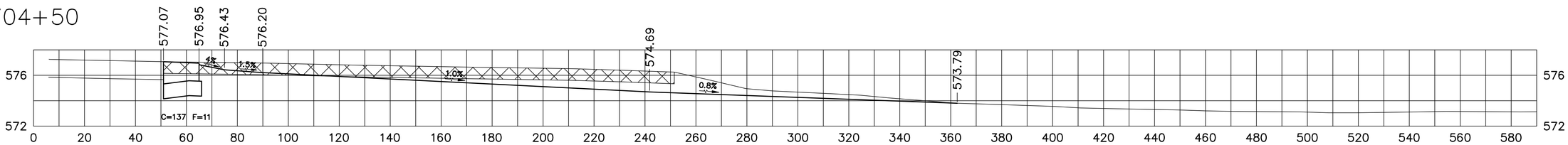
G:\AIRPORT\A09T026-RW 9-27 RECONST.DESIGN\SECTIONS TXWY N.DWG\ 03.18.10

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 205 OF 206

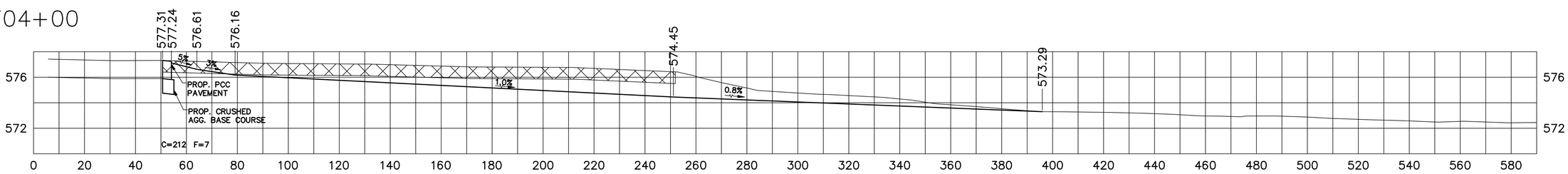
705+00



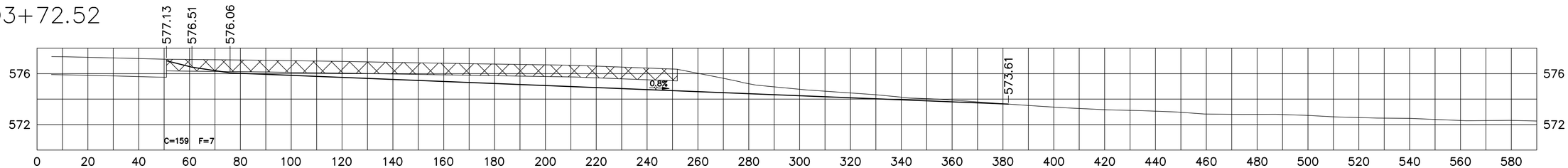
704+50



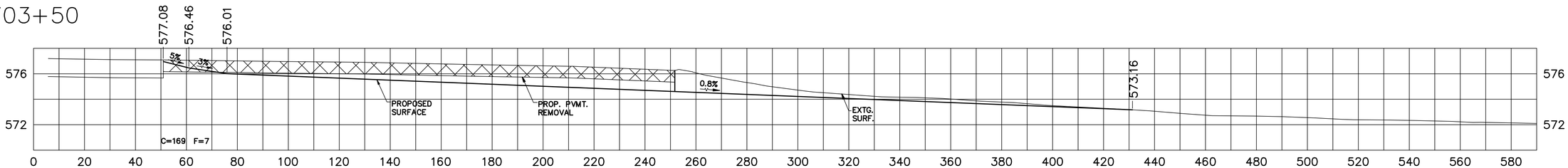
704+00



703+72.52



703+50



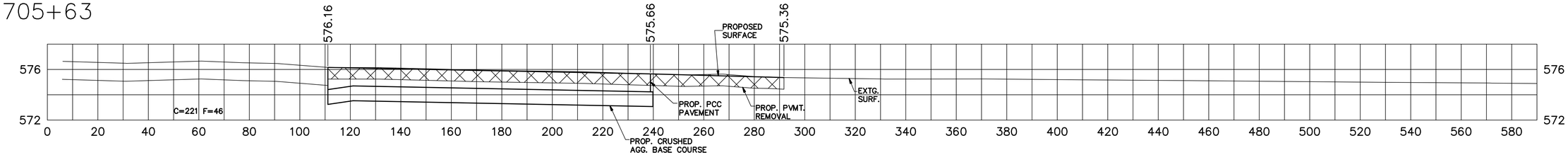
ADDITIVE ALERNATE 2 : PROPOSED TAXIWAY N CROSS SECTIONS, STA 703+50 TO STA 705+00

205/206

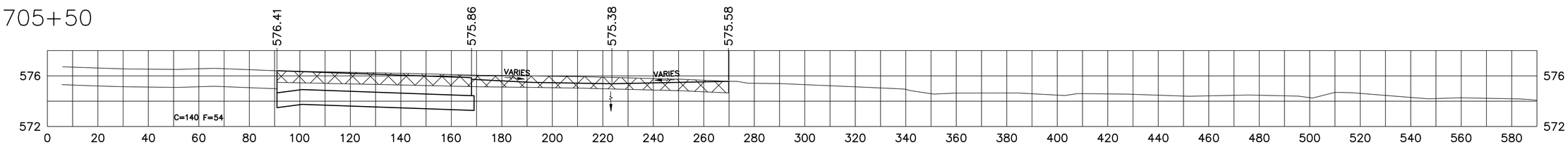
G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS TXWY N.dwg, 4/22/2010 8:26:24 AM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 9-27 RECONSTRUCTION
ILL. MLI-3791, QU007
SHEET 206 OF 206

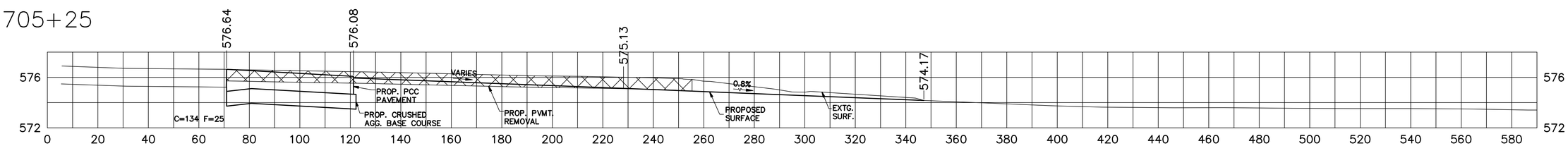
705+63



705+50



705+25



ADDITIVE ALERNATE 2 : PROPOSED TAXIWAY N CROSS SECTIONS, STA 705+25 TO STA 705+63 **206/206**

G:\Airport\A09T026-RW 9-27 Reconst.Design\SECTIONS TXWY N.dwg, 4/22/2010 8:26:55 AM, jeffm