

CONSTRUCTION PLANS FOR QUINCY REGIONAL AIRPORT

CITY OF QUINCY
QUINCY, IL

BID SUBMITTAL
IL. PROJ. NO: UIN-5025

CONSTRUCT AIRPORT GENERAL AVIATION APRON & ROADWAY

APRIL 22, 2022

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

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

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

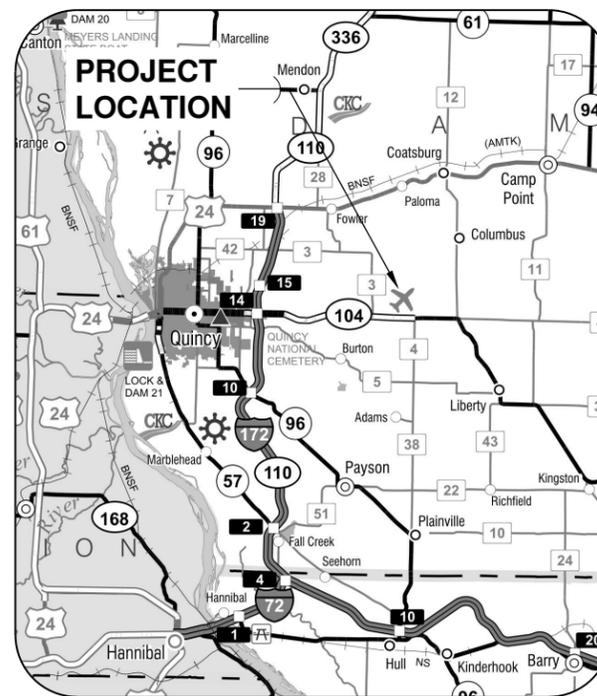
DESIGN INFORMATION

GEOMETRIC CRITERIA

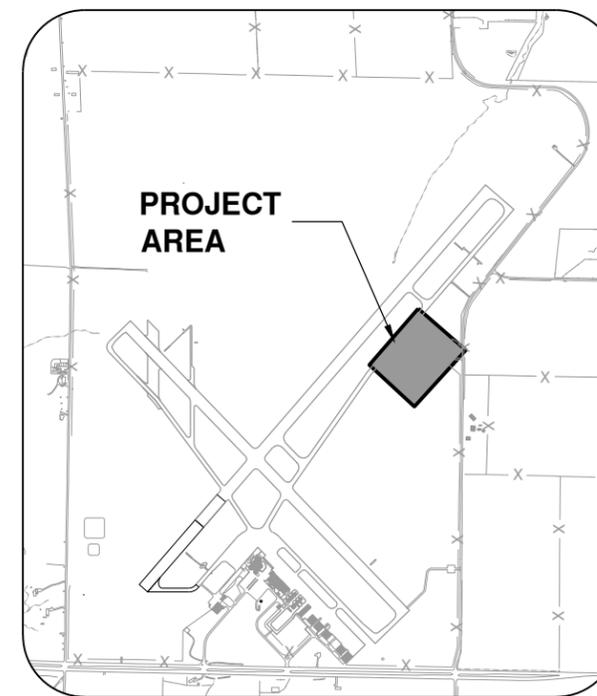
AIRCRAFT APPROACH CATEGORY (AAC): C
AIRPLANE DESIGN GROUP (ADG): 1
TAXIWAY DESIGN GROUP (TDG): 1B
TAXIWAY SAFETY AREA (TSA): 49'
TAXIWAY OBJECT FREE AREA (TOFA): 89'
RUNWAY SAFETY AREA (RSA): 500'
RUNWAY OBJECT FREE AREA (ROFA): 800'

QUINCY REGIONAL AIRPORT

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



LOCATION MAP



SITE PLAN

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors



SUBCONSULTANT
LANDSIDE IMPROVEMENTS

CMT



CONSULTANT
AIRSIDE IMPROVEMENTS



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, ILLINOIS

APPROVED *[Signature]*
AIRPORT DIRECTOR

DATE 4/22/2022



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

SUBMITTED BY *[Signature]*

DATE 4/22/2022

CMT JOB NUMBER: 190020-01-00



License No. 184-000613

CONSULTANTS

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

SUB-CONSULTANTS



BID SUBMITTAL
APRIL 22, 2022

CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
ROADWAY

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: N/A

IL PROJ. NO: UIN-5025

CMT PROJECT NO: 19002002

CAD DWG FILE: 190020-02 GI002.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: CHK

APPROVED BY: APR

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SHEET TITLE

SUMMARY OF
QUANTITIES & INDEX
TO SHEETS

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SHEET 2 OF 50

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SUMMARY OF QUANTITIES - BASE BID

ITEM NO.	ITEM DESCRIPTION	UNITS	QTY
AR 108108	1/C #8 5 KV UG CABLE	FOOT	65.0
AR 108158	1/C #8 5 KV UG CABLE IN UD	FOOT	470.0
AR 108706	1/C #6 COUNTERPOISE	FOOT	535.0
AR 110102	DUCT MARKER - IN PAVEMENT	EACH	2.0
AR 110504	4-WAY CONCRETE ENCASED DUCT	FOOT	60.0
AR 125415	MILT - BASE MOUNTED	EACH	15.0
AR 125902	REMOVE BASE MOUNTED LIGHT	EACH	2.0
AR 150510	ENGINEER'S FIELD OFFICE	L SUM	1.0
AR 150520	MOBILIZATION	L SUM	1.0
AR 150550	CONSTRUCTION ACCESS	L SUM	1.0
AR 152410	UNCLASSIFIED EXCAVATION	CU YD	19250.0
AR 152511	SUBGRADE REPAIR	SQ YD	235.0
AR 156510	SILT FENCE INSTALLATION & REMOVAL	FOOT	1850.0
AR 156511	DITCH CHECK	FOOT	810.0
AR 156513	SEPARATION FABRIC	SQ YD	3915.0
AR 156520	INLET PROTECTION	EACH	6.0
AR 156530	TEMPORARY SEEDING	ACRE	4.0
AR 161601	TEMPORARY GATE	EACH	1.0
AR 162510	CLASS E FENCE 10'	FOOT	1145.0
AR 162618	CLASS E GATE-18'	EACH	1.0
AR 162900	REMOVE CLASS E FENCE	FOOT	650.0
AR 208609	9" AGGREGATE BASE COURSE	SQ YD	3611.0
AR 209606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	5220.0
AR 401610	BITUMINOUS SURFACE COURSE	TON	315.0
AR 403610	BITUMINOUS BASE COURSE	TON	450.0
AR 501506	6" PCC PAVEMENT	SQ YD	5070.0
AR 501530	PCC TEST BATCH	L SUM	1.0
AR 602510	BITUMINOUS PRIME COAT	GALLON	970.0
AR 603510	BITUMINOUS TACK COAT	GALLON	95.0
AR 620510	PAVEMENT MARKING	SQ FT	300.0
AR 620520	PAVEMENT MARKING - WATERBORNE	SQ FT	365.0
AR 620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	365.0
AR 701212	12" CMP	FOOT	50.0
AR 701518	18" RCP, CLASS IV	FOOT	55.0
AR 701524	24" RCP, CLASS IV	FOOT	540.0
AR 705524	4" PERFORATED UNDERDRAIN W/SOCK	FOOT	1245.0
AR 705544	4" NON PERFORATED UNDERDRAIN	FOOT	240.0
AR 705635	UNDERDRAIN COLLECTION STRUCTURE	EACH	2.0
AR 705640	UNDERDRAIN CLEANOUT	EACH	7.0
AR 705645	UNDERDRAIN CONNECTION	EACH	2.0
AR 751410	INLET	EACH	3.0
AR 751550	MANHOLE - 5'	EACH	1.0
AR 751560	MANHOLE - 6'	EACH	1.0
AR 752418	PRECAST REINFORCED CONC. FES 18"	EACH	1.0
AR 752424	PRECAST REINFORCED CONC. FES 24"	EACH	1.0
AR 760608	8" PVC WATER MAIN	FOOT	700.0
AR 760800	FIRE HYDRANT	EACH	2.0
AR 760830	WATER VALVE	EACH	2.0
AR 760838	WATER VALVE - 8"	EACH	2.0
AR 760861	8"x8" TAPPING VALVE AND SLEEVE	EACH	1.0
AR 770506	6" SANITARY SEWER	FOOT	125.0
AR 770701	SANITARY SEWER CONNECTION	L SUM	1.0
AR 901510	SEEDING	ACRE	9.5
AR 904510	SODDING	SQ YD	450.0
AR 908510	MULCHING	ACRE	6.0
AR 908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	3.5
AR 910230	HANDICAP SIGN	EACH	1.0

SUMMARY OF QUANTITIES - ALTERNATE 1

ITEM NO.	ITEM DESCRIPTION	UNITS	QTY
AS 209606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	1480.0
AS 501506	6" PCC PAVEMENT	SQ YD	1430.0
AS 705524	4" PERFORATED UNDERDRAIN W/SOCK	FOOT	100.0
AS 904510	SODDING	SQ YD	45.0

0. GENERAL

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

1. COORDINATION

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

2. PHASING

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

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS ALLOWED IN THE PLANS.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

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

5. CONTRACTOR ACCESS

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

5. CONTRACTOR ACCESS (CONTINUED)

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

6. WILDLIFE MANAGEMENT

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

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

10. INSPECTION REQUIREMENTS

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

11. UNDERGROUND UTILITIES

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

12. PENALTIES

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

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

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

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

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

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

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

18. PROTECTION OF AREAS & SURFACES

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

(NOTES CONTINUE ON SHEET GC002)



License No. 184-000613

CONSULTANTS

SUB-CONSULTANTS



BID SUBMITTAL
APRIL 22, 2022

CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
ROADWAY

OWNER



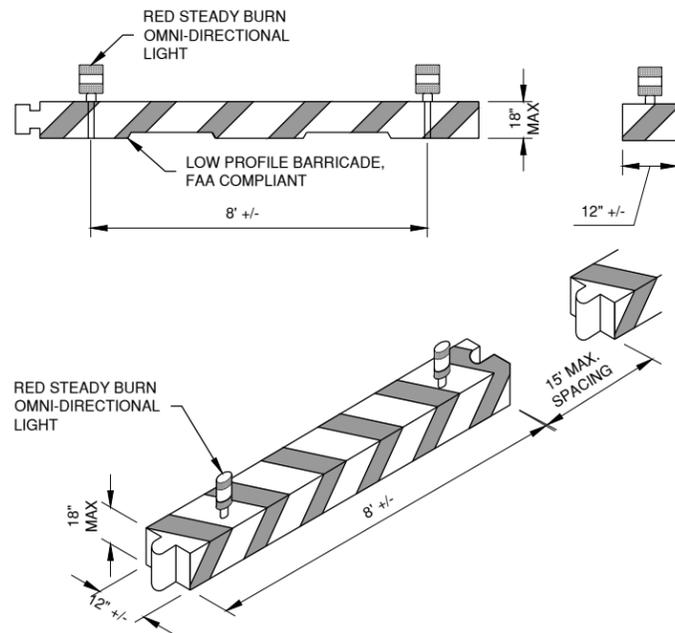
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: N/A
IL PROJ. NO: UIN-5025
CMT PROJECT NO: 19002002
CAD DWG FILE: 190020-02 GC001.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: RLV
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SHEET TITLE
**CONSTRUCTION
ACTIVITY NOTES 1**

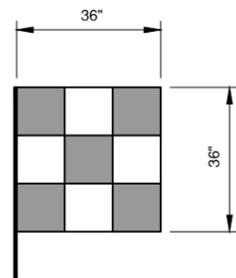
GC001
SHEET 4 OF 50



1 BEAM BARRICADE DETAIL
N.T.S.

BEAM BARRICADE NOTES

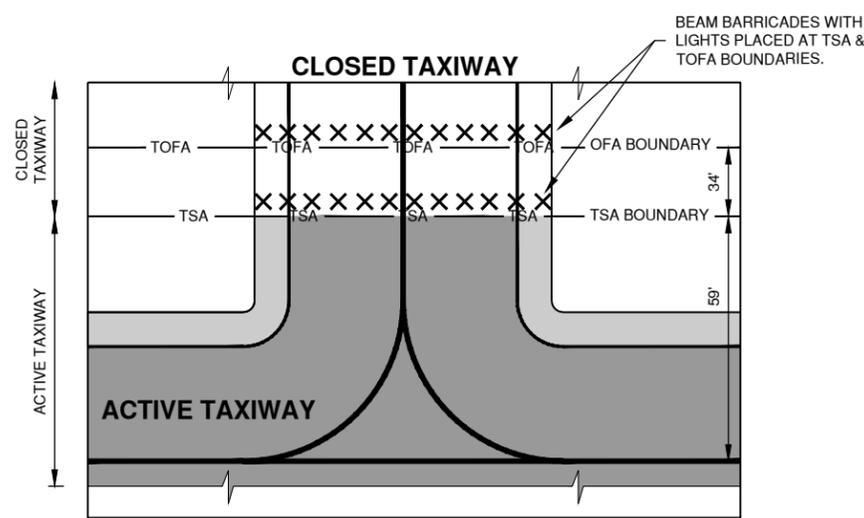
1. BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY WIND, JET OR PROP BLAST.
2. BARRICADE MUST BE OF LOW MASS AND EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AS SHOWN IN PLANS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



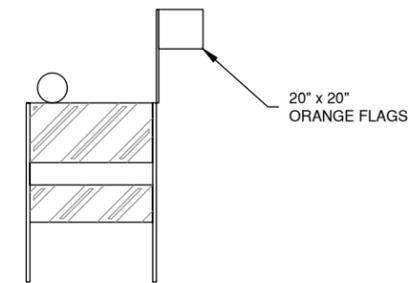
2 EQUIPMENT & VEHICLE SIGNAL FLAG
N.T.S. (ORANGE / WHITE)

SIGNAL FLAG NOTES

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



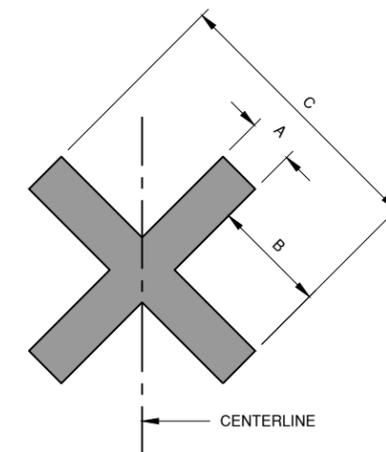
3 CLOSED TAXIWAY/ACTIVE TAXIWAY BARRICADE DETAIL
N.T.S.



4 FLASHER BARRICADE DETAIL - IDOT TYPE 1
N.T.S.

FLASHER BARRICADE NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 20' INTERVALS.



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

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

NOTES

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

BID SUBMITTAL
APRIL 22, 2022

CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
ROADWAY

OWNER



CITY OF QUINCY
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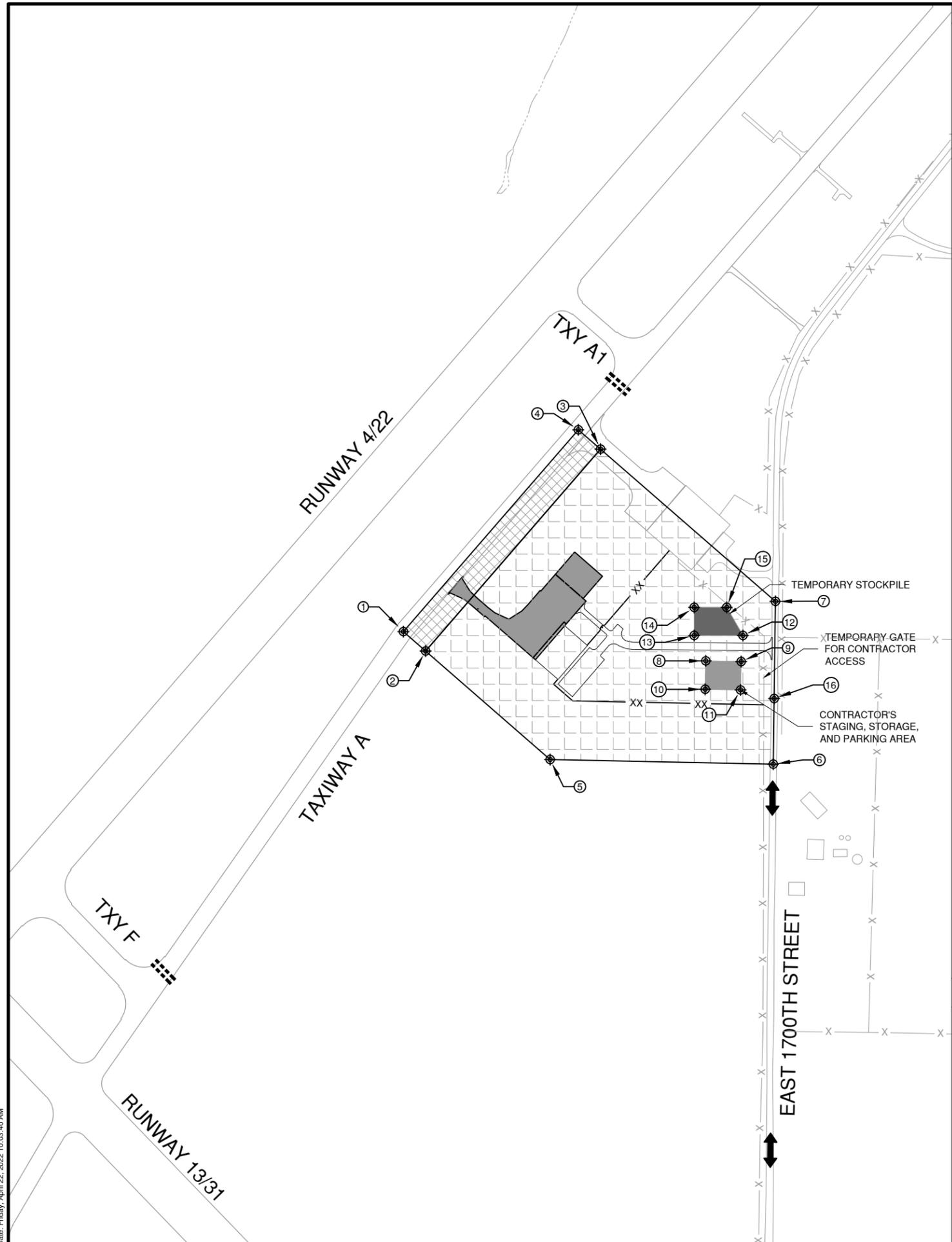
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SHEET TITLE

**CONSTRUCTION
ACTIVITY DETAILS 1**

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 Date: Friday, April 22, 2022 10:03:40 AM



GENERAL NOTES

1. THE CONTRACTOR SHALL PROVIDE 72 HOUR NOTICE TO THE AIRPORT PRIOR TO INITIATING WORK IN ANY WORK AREA.
2. CONTRACTOR ACCESS SHALL BE THROUGH A TEMPORARY GATE TO BE INSTALLED AT THE INDICATED LOCATION.
3. ALL WORK MAY BE PERFORMED CONCURRENTLY.
3. TAXIWAY A SHALL BE CLOSED BETWEEN TAXIWAYS F AND A1 WHEN WORK AREA A IS ONGOING.
4. THE CONTRACTOR SHALL PLACE ALL BARRICADES PRIOR TO STARTING WORK IN WORK AREA A.
5. BEAM BARRICADES SHALL BE PLACED AT 59 FEET FROM TAXIWAY CENTERLINES, AS SHOWN ON THE PLANS OR AS SPECIFIED BY THE RPR.
6. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ACTIVE PAVEMENTS DURING HAULING OPERATIONS AND AT THE END OF EACH WORKDAY.
7. AIRCRAFT & AIRPORT VEHICLES SHALL HAVE THE RIGHT OF WAY AT ALL TIMES.
8. THE CONTRACTOR SHALL MONITOR CTAF (FREQ. 123.0) AT ALL TIMES DURING CONSTRUCTION OPERATIONS.
9. SHOULD THE CONTRACTOR CHOOSE TO USE MULTIPLE CONSTRUCTION CREWS IN MULTIPLE LOCATIONS TO PERFORM THE WORK, MULTIPLE FLAGMEN / RADIO OPERATORS WILL BE REQUIRED FOR EACH CREW.
10. THE MAXIMUM ALLOWABLE HEIGHT OF STOCKPILED MATERIALS SHALL BE 10' ABOVE EXISTING GRADE.

CRITICAL POINT TABLE (FOR FAA USE ONLY)

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	ABOVE GROUND ELEVATION	DESCRIPTION
1	N39° 56' 38.91"	W91° 11' 19.96"	746	25'	771	WORK AREA A LIMITS
2	N39° 56' 38.28"	W91° 11' 18.98"	744	25'	769	WORK AREA A & B LIMITS
3	N39° 56' 45.09"	W91° 11' 11.46"	746	25'	771	WORK AREA A & B LIMITS
4	N39° 56' 45.73"	W91° 11' 12.44"	746	25'	771	WORK AREA A LIMITS
5	N39° 56' 34.70"	W91° 11' 13.50"	749	25'	774	WORK AREA B LIMITS
6	N39° 56' 34.63"	W91° 11' 03.78"	758	25'	783	WORK AREA B LIMITS
7	N39° 56' 40.07"	W91° 11' 03.77"	756	25'	781	WORK AREA B LIMITS
8	N39° 56' 38.05"	W91° 11' 06.78"	757	25'	782	CONTRACTORS STAGING AREA
9	N39° 56' 38.04"	W91° 11' 05.23"	757	25'	782	CONTRACTORS STAGING AREA
10	N39° 56' 37.11"	W91° 11' 06.79"	757	25'	782	CONTRACTORS STAGING AREA
11	N39° 56' 37.09"	W91° 11' 05.25"	758	25'	783	CONTRACTORS STAGING AREA
12	N39° 56' 38.92"	W91° 11' 05.17"	756	25'	781	TEMPORARY STOCKPILE
13	N39° 56' 38.90"	W91° 11' 07.29"	756	25'	781	TEMPORARY STOCKPILE
14	N39° 56' 39.84"	W91° 11' 07.31"	752	25'	777	TEMPORARY STOCKPILE
15	N39° 56' 39.85"	W91° 11' 05.89"	753	25'	778	TEMPORARY STOCKPILE
16	N39° 56' 36.82"	W91° 11' 03.78"	758	25'	783	TEMPORARY GATE

LEGEND

- WORK AREA A LIMITS
- WORK AREA B LIMITS
- CONTRACTOR'S STAGING, STORAGE & PARKING AREA
- TEMPORARY STOCKPILE
- BEAM BARRICADES
- CONTRACTORS ACCESS ROUTE

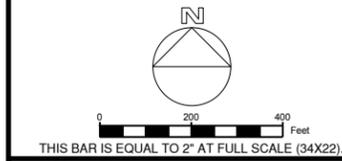
PAVEMENT STATUS

PHASE 1	
PAVEMENT	STATUS
RUNWAY 18/36	CLOSED
RUNWAY 4/22	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A	CLOSED NORTH OF TAXIWAY F AND SOUTH OF A1 WHEN AREA A IS ACTIVE
TAXIWAY A1	OPEN
TAXIWAY B	OPEN
TAXIWAY C	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY F	OPEN



License No. 184-000613

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SUB-CONSULTANTS



BID SUBMITTAL
APRIL 22, 2022

CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
ROADWAY

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: N/A
IL PROJ. NO: UIN-5025
CMT PROJECT NO: 19002002
CAD DWG FILE: 190020-02 GC100.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: CHK
APPROVED BY: APR
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN**

GC101
SHEET 7 OF 50



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CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
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CAD DWG FILE: 190020-02 CD000.DWG

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SHEET TITLE

EXISTING
CONDITIONS NOTES &
LEGENDS

CD000
SHEET 8 OF 50

AIRPORT LAYOUT LEGEND

- RSA —— RSA (RUNWAY SAFETY AREA)
- TSA —— TSA (TAXIWAY SAFETY AREA)
- ROFA —— ROFA (RUNWAY OBJECT FREE AREA)
- TOFA —— TOFA (TAXIWAY OBJECT FREE AREA)
- - - - - RPZ (RUNWAY PROTECTION ZONE)
- ////// ILS CRITICAL AREA

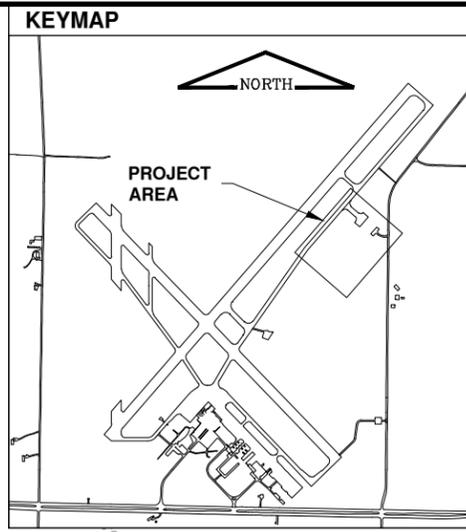
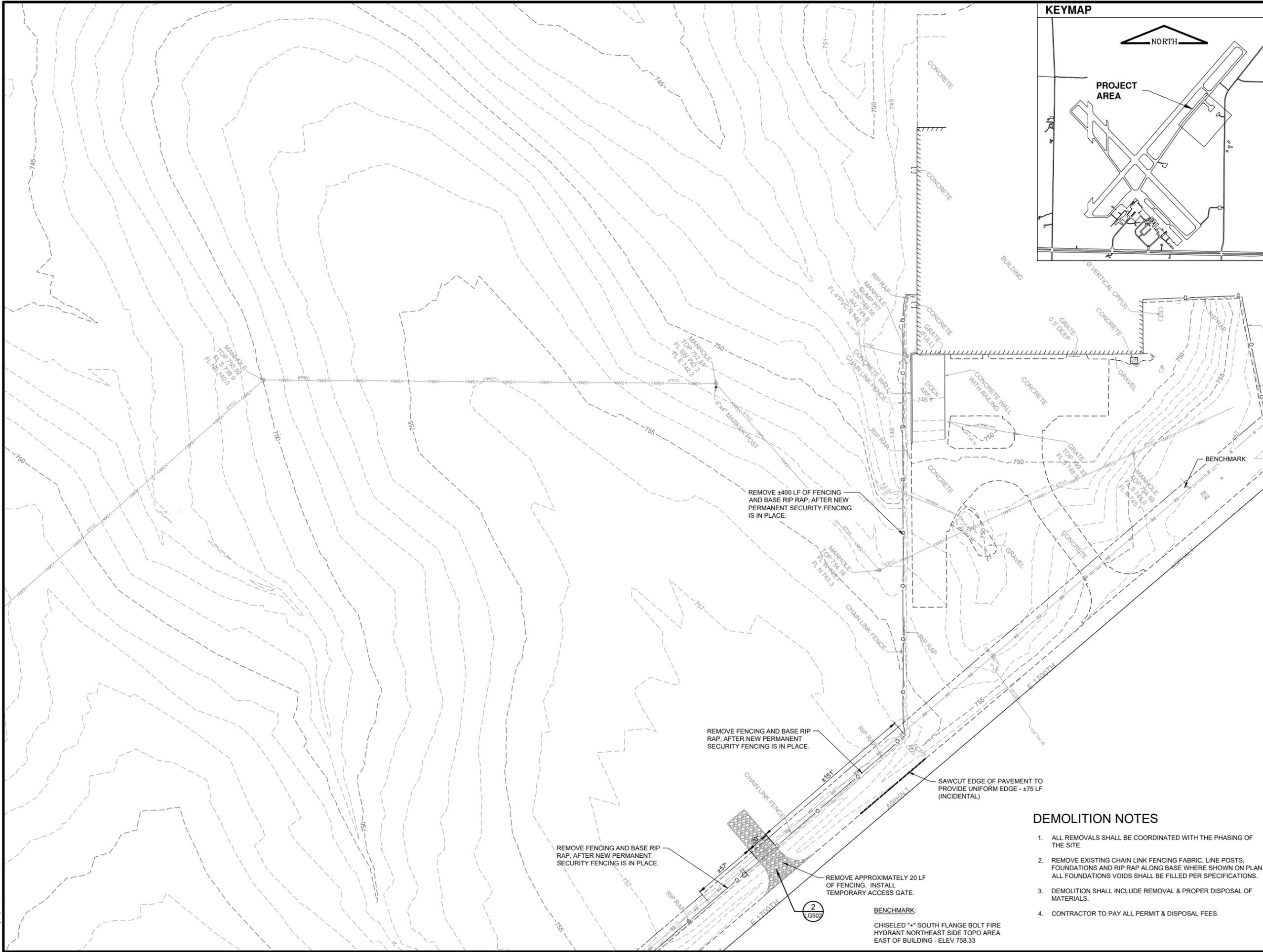
EXISTING CONDITIONS LEGEND

- | | | | |
|------------|---|--|---|
| — — — — — | EXIST. RUNWAY 4/22 LIGHTING CIRCUIT | | EXIST. HANDHOLE PLAZA |
| — — — — — | EXIST. RUNWAY 13/31 LIGHTING CIRCUIT | | EXIST. HANDHOLE |
| — — — — — | EXIST. TAXIWAY A1, A2, A NORTH LIGHTING CIRCUIT | | EXIST. RUNWAY THRESHHOLD BASE-MOUNTED LIGHT |
| — — — — — | EXIST. TAXIWAY A4 / E WEST LIGHTING CIRCUIT | | EXIST. RUNWAY BASE-MOUNTED EDGE LIGHT |
| — — — — — | EXIST. TAXIWAY E EAST CIRCUIT | | EXIST. RUNWAY STAKE-MOUNTED EDGE LIGHT |
| —— VASI —— | EXIST. VASI CIRCUIT | | EXIST. RUNWAY FLUSH-MOUNTED EDGE LIGHT |
| —— PAPI —— | EXIST. PAPI CIRCUIT | | EXIST. TAXIWAY BASE-MOUNTED EDGE LIGHT |
| —— REIL —— | EXIST. REIL CIRCUIT | | EXIST. TAXIWAY STAKE-MOUNTED EDGE LIGHT |
| —— RGL —— | EXIST. RGL CIRCUIT | | EXIST. RUNWAY GUARD LIGHTS (RGL) |
| —— X —— | EXIST. FENCE | | EXIST. AIRFIELD SIGN (TYPE VARIES) |
| —— UGE —— | EXIST. UNDERGROUND ELECTRIC | | EXIST. SPLICE CAN |
| —— FO —— | EXIST. FIBER OPTIC LINE | | EXIST. NAVAID VASI LIGHTS |
| —— FAA —— | EXIST. FAA POWER / CONTROL CABLE | | EXIST. NAVAID WINDCONE |
| —— WIND —— | EXIST. WINDCONE CIRCUIT | | EXIST. MANHOLE (TELECOMMUNICATIONS) |
| —— RLIM —— | EXIST. RWY LIGHT INTENSITY CABLE | | EXIST. MANHOLE (ELECTRICAL) |
| —— W —— | EXIST. WATER LINE | | EXIST. TELEPHONE SPLICE BOX |
| —— ST —— | EXIST. STORM SEWER LINE | | EXIST. OVERHEAD LIGHT |
| —— UD —— | EXIST. UNDERDRAIN | | EXIST. WATER VALVE |
| —— SS —— | EXIST. SANITARY SEWER | | EXIST. FIRE HYDRANT |
| —— G —— | EXIST. GAS LINE | | EXIST. UNDERDRAIN CLEANOUT |
| | | | EXIST. STORM SEWER MANHOLE |
| | | | EXIST. STORM SEWER INLET |
| | | | EXIST. STOP SIGN & "DO NOT PROCEED" SIGN |
| | | | REMOVAL |
| | | | MISC. MANHOLE |
| | | | EXIST. PAPI |

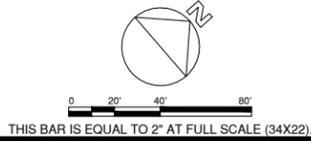
UTILITY DISCLAIMER

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.



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CONSULTANTS



KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
DESIGN FIRM NO. 184-2738

FINAL SUBMITTAL
APRIL, 22, 2022

CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
ROADWAY

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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CAD DWG FILE: PLAN SHEETS.DWG
DESIGNED BY: CSW
DRAWN BY: CSW
CHECKED BY: EBB
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SHEET TITLE
**EXIST. CONDITIONS &
REMOVALS -
LANDSIDE**

CD102
SHEET 10 OF 50

DEMOLITION NOTES

- ALL REMOVALS SHALL BE COORDINATED WITH THE PHASING OF THE SITE.
- REMOVE EXISTING CHAIN LINK FENCING FABRIC, LINE POSTS, FOUNDATIONS AND RIP RAP ALONG BASE WHERE SHOWN ON PLAN. ALL FOUNDATIONS VOIDS SHALL BE FILLED PER SPECIFICATIONS.
- DEMOLITION SHALL INCLUDE REMOVAL & PROPER DISPOSAL OF MATERIALS.
- CONTRACTOR TO PAY ALL PERMIT & DISPOSAL FEES.

REMOVE ±400 LF OF FENCING AND BASE RIP RAP. AFTER NEW PERMANENT SECURITY FENCING IS IN PLACE.

REMOVE FENCING AND BASE RIP RAP. AFTER NEW PERMANENT SECURITY FENCING IS IN PLACE.

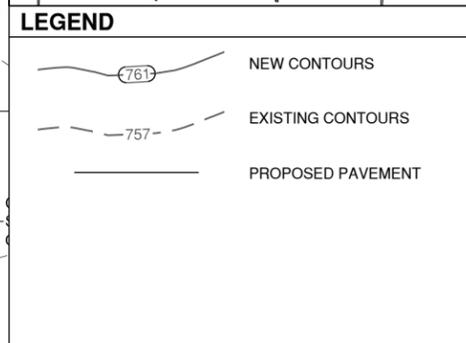
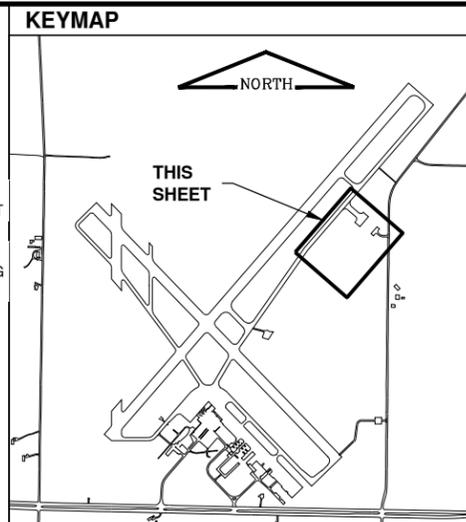
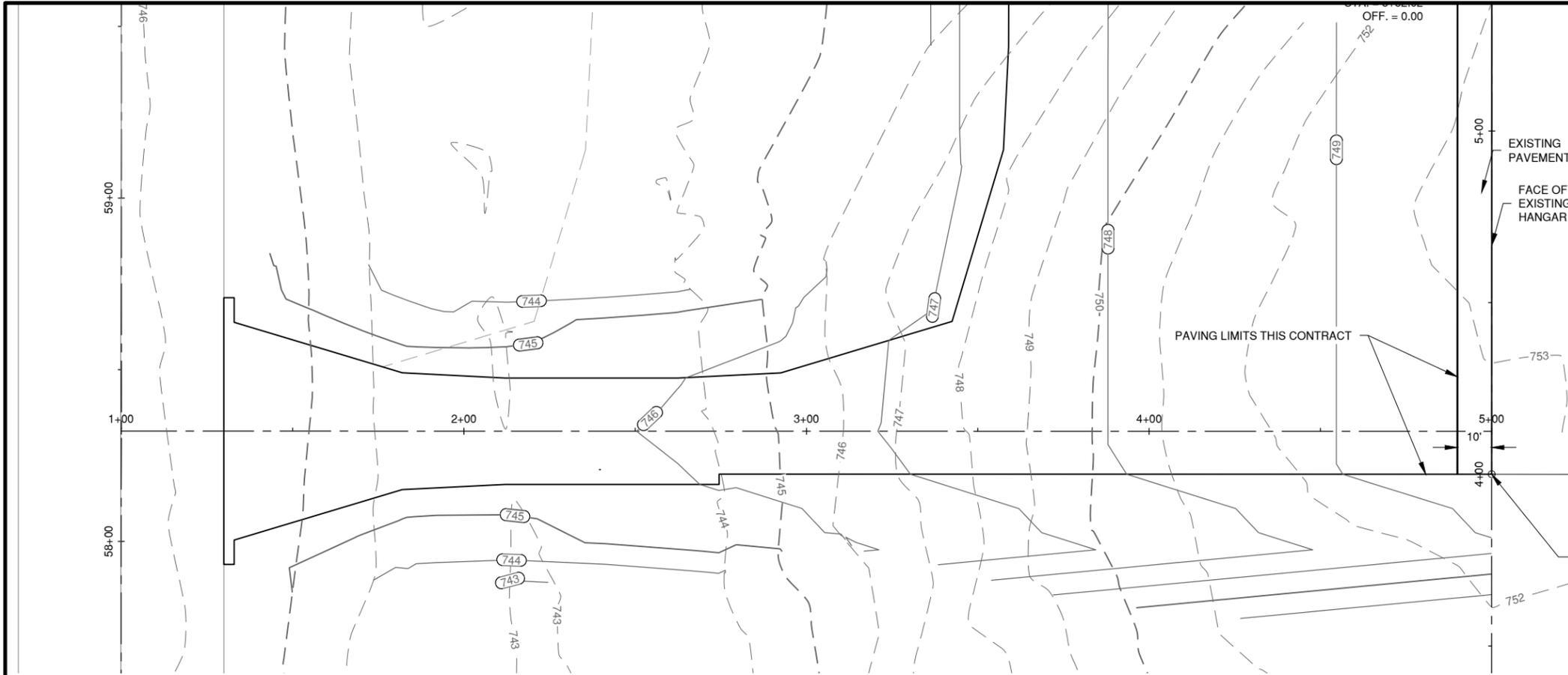
REMOVE FENCING AND BASE RIP RAP. AFTER NEW PERMANENT SECURITY FENCING IS IN PLACE.

REMOVE APPROXIMATELY 20 LF OF FENCING. INSTALL TEMPORARY ACCESS GATE.

SAWCUT EDGE OF PAVEMENT TO PROVIDE UNIFORM EDGE - ±75 LF (INCIDENTAL)

BENCHMARK:
CHISELED "*" SOUTH FLANGE BOLT FIRE HYDRANT NORTHEAST SIDE TOPO AREA EAST OF BUILDING - ELEV 758.33

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NOTES

CMT
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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).
 SUB-CONSULTANTS

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors

BID SUBMITTAL
 APRIL 22, 2022

CONSTRUCT AIRPORT
 GENERAL AVIATION APRON &
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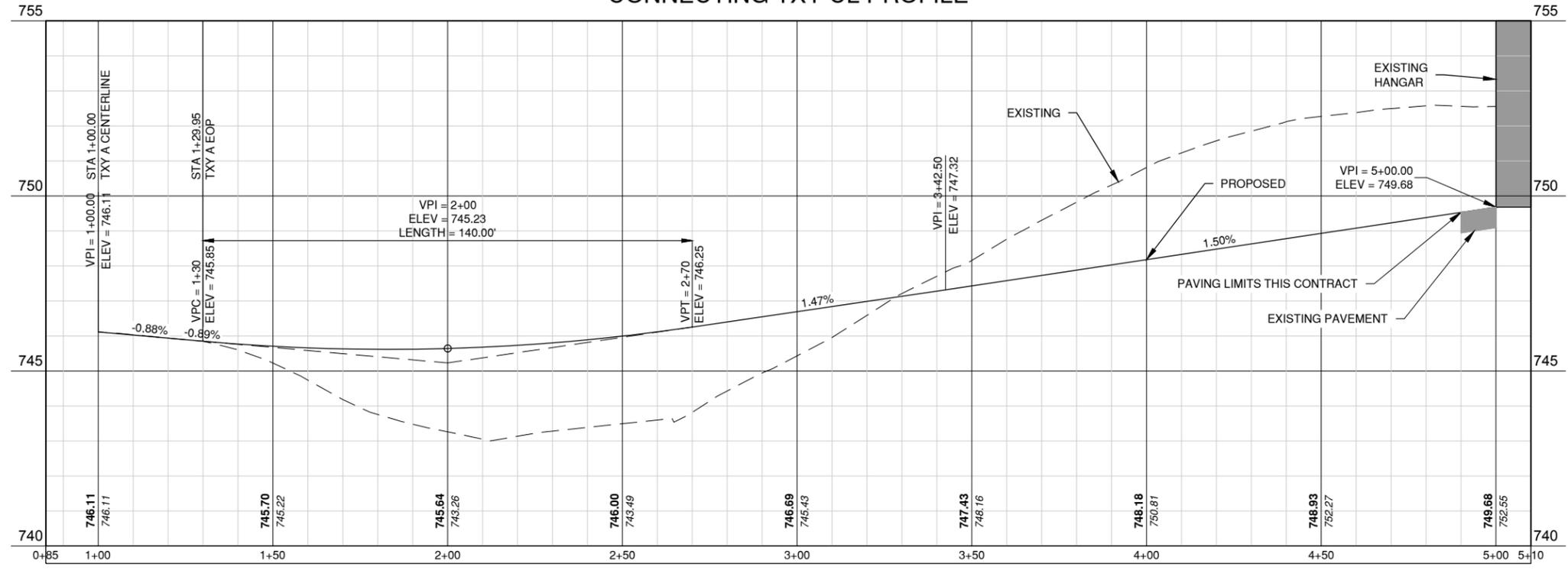
OWNER

CITY OF QUINCY
 QUINCY REGIONAL AIRPORT
 QUINCY, IL

MARK	DATE	DESCRIPTION

SHEET TITLE
**TAXIWAY PLAN &
 PROFILE - AIRSIDE**

CONNECTING TXY CL PROFILE



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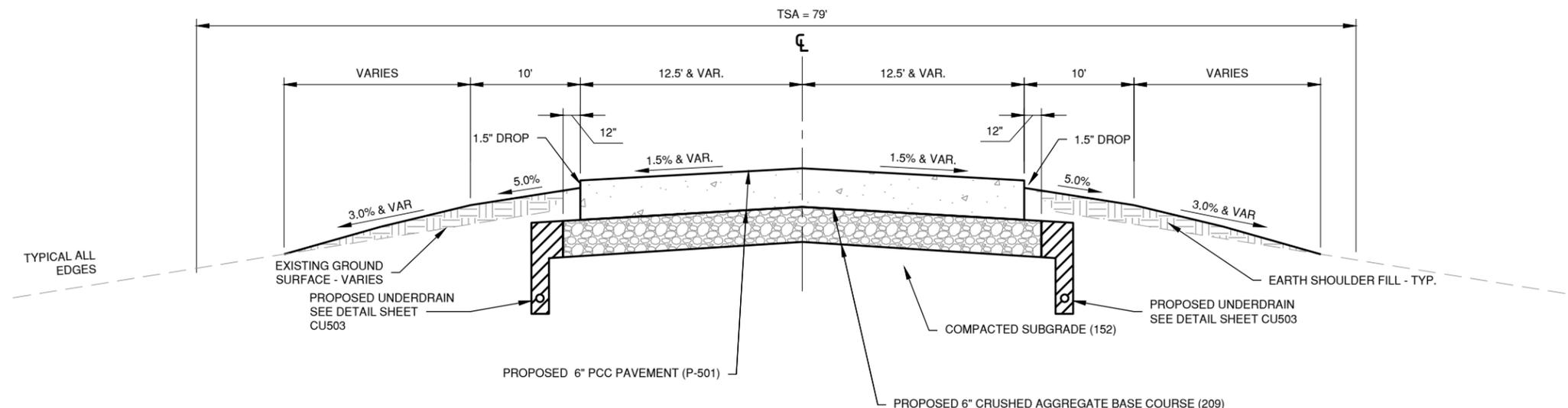
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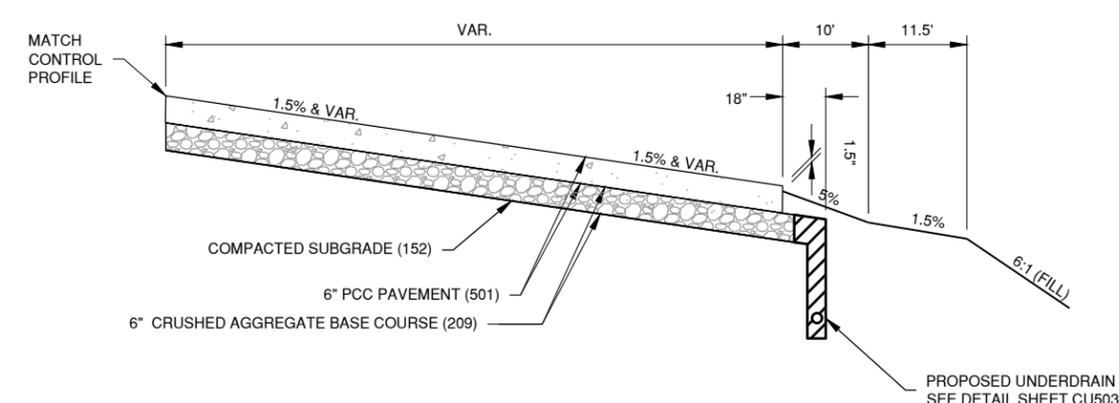
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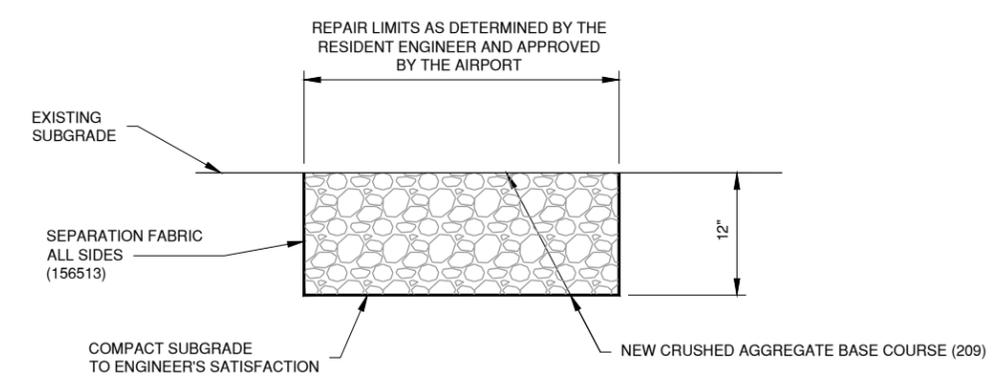
**TYPICAL SECTIONS &
DETAILS - AIRSIDE**



1 TYPICAL CONNECTING TAXIWAY SECTION A-A
N.T.S.
STA. 1+30 +/- TO STA. 3+42 +/-



2 TYPICAL APRON SECTION B-B
N.T.S.



3 SUBGRADE REPAIR
N.T.S.

SUBGRADE REPAIR NOTES:

1. THE REMOVAL AREA SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BY THE RESIDENT ENGINEER.
2. THE FOLLOWING SHALL BE THE STEPS TAKEN TO REPAIR THE SUBGRADE:
 - 2.1. REMOVE SOIL SUBGRADE TO A DEPTH OF 12" OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - 2.2. COMPACT THE SUBGRADE TO THE SATISFACTION OF THE RESIDENT ENGINEER.
 - 2.3. PLACE SEPARATION FABRIC ITEM 156513 ON TOP OF THE COMPACTED SUBGRADE AND UP THE SIDES OF THE EXCAVATION.
 - 2.4. PLACE AND CONSOLIDATE AGGREGATE BASE ITEM 208 TO THE SATISFACTION OF THE RESIDENT ENGINEER.
3. THE FOLLOWING SHALL BE INCIDENTAL TO THE SUBGRADE UNDERCUT PAY ITEM (AR152515):
 - 3.1. UNCLASSIFIED EXCAVATION
 - 3.2. SUBGRADE PREPARATION
 - 3.3. SEPARATION FABRIC
 - 3.4. AGGREGATE BASE

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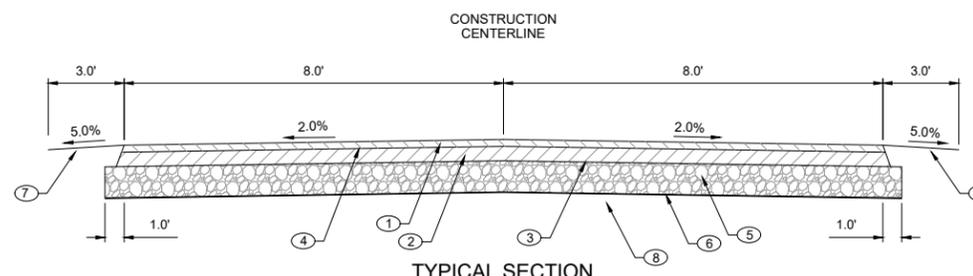
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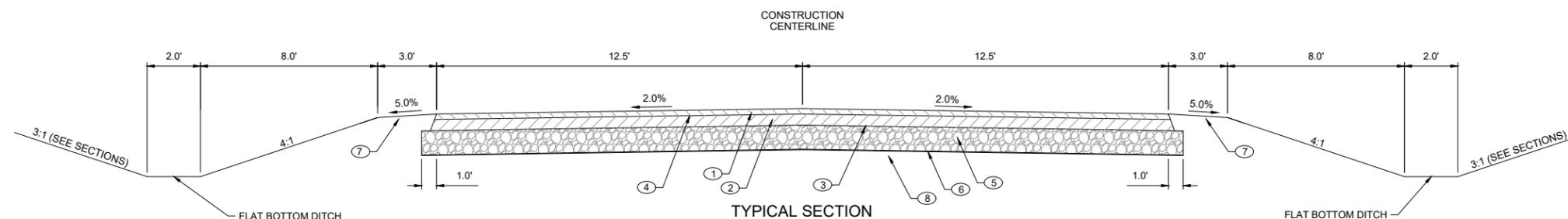
OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL



TYPICAL SECTION
STA. 504+19 TO STA. 505+24
SEE PROP. PAVEMENT GEOMETRY - LANDSIDE SHEET FOR INFORMATION
ON AREAS NOT COVERED BY TYPICAL SECTION



TYPICAL SECTION
STA. 505+76.92 TO STA. 510+64.29
SEE PROP. PAVEMENT GEOMETRY - LANDSIDE SHEET FOR INFORMATION
ON AREAS NOT COVERED BY TYPICAL SECTION

PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC YEAR: 2042
PV=88 SU=9 MU=3
CLASS IV ROAD - FLEXIBLE DESIGN
PERCENT OF ADT FOR TWO LANES:
PV=88% SU=9% MU=3%
FLEXIBLE TRAFFIC FACTOR = N/A FOR CLASS IV
SELECTED DESIGN PG BINDER = PG 64-22

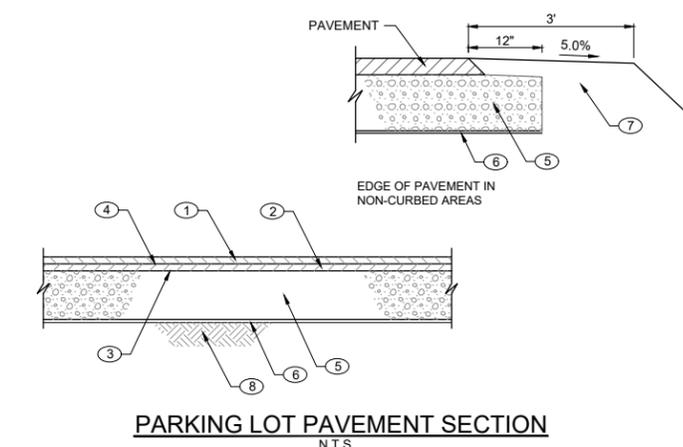
LOCATION(S):	BITUMINOUS BASE COURSE	BITUMINOUS SURFACE COURSE
MIXTURE USE(S)	PG 64 - 22	PG 64 - 22
AC/PG:	PG 64 - 22	PG 64 - 22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0	IL 9.5
FRICTION AGGREGATE:	N/A	MIX "C"

RATE OF APPLICATION TABLE

AGGREGATE (SURFACE, BASE, BASE, OR BACKFILL)	2.05 TON/CU YD
BITUMINOUS PAVEMENT:	
SURFACE COURSE (1 1/4")	0.072 TON/SQ YD
BASE COURSE (2 1/4")	0.129 TON/SQ YD
BITUMINOUS PRIME COAT	0.001125 TON/SQ YD (on aggregate)
BITUMINOUS TACK COAT	0.225 POUND/SQ YD (on pavement)

PROPOSED SECTION LEGEND

- ① BITUMINOUS SURFACE COURSE, MIX C, N50 (1 1/4")
- ② BITUMINOUS BASE COURSE N50 (2 1/4")
- ③ BITUMINOUS PRIME COAT (MC-30)
- ④ BITUMINOUS TACK COAT (SS-1)
- ⑤ AGGREGATE BASE COURSE, TYPE A, 9"
- ⑥ SEPARATION FABRIC (4 OZ/SY)
- ⑦ EARTHEN SHOULDER
- ⑧ COMPACTED SUBBASE



PARKING LOT PAVEMENT SECTION
N.T.S.

MARK	DATE	DESCRIPTION

AIP PROJ. NO: N/A

IL PROJ. NO: UIN-5025

CMT PROJECT NO: 19002002

CAD DWG FILE: PLAN SHEETS.DWG

DESIGNED BY: CSW

DRAWN BY: CSW

CHECKED BY: EBB

APPROVED BY:

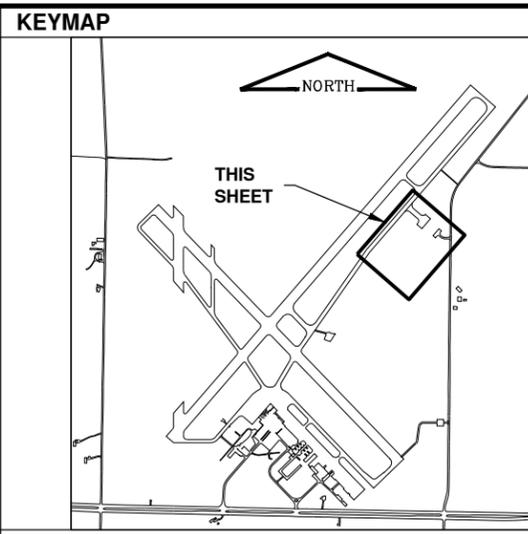
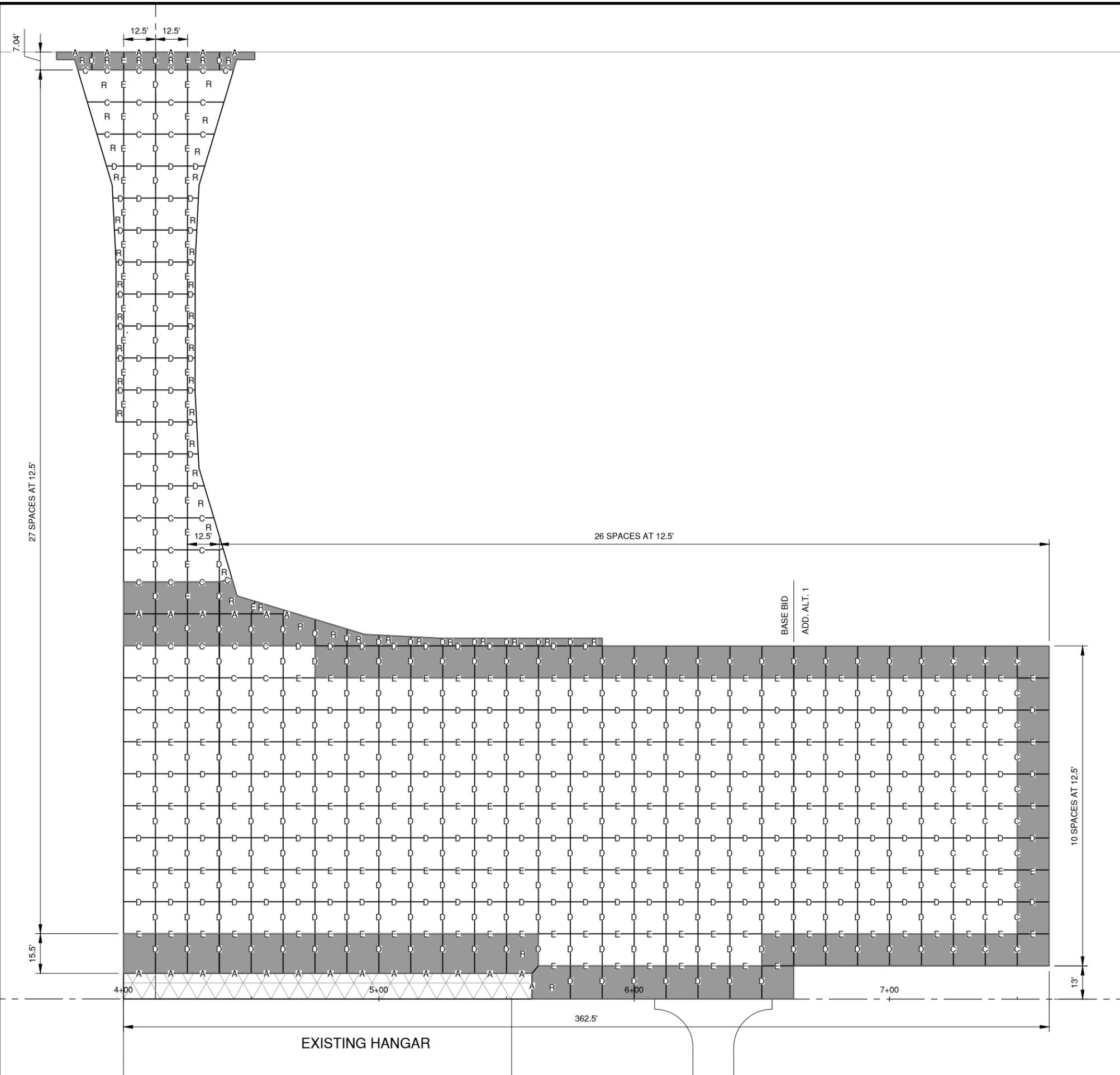
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SHEET TITLE

**TYPICAL SECTIONS
AND DETAILS -
LANDSIDE**

CP302
SHEET 16 OF 50

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 Date: Friday, April 22, 2022 10:06:45 AM



- LEGEND**
- EXISTING JOINTS
 - A — TYPE A THICKENED ISOLATION JOINT (3/4")
 - C — TYPE C DOWELED CONTRACTION JOINT
 - E — TYPE E DOWELED CONSTRUCTION JOINT
 - R — REINFORCED PANEL
 - THICKENED EDGE
 - D — DUMMY CONTRACTION JOINT

NOTES

1. THE CONTRACTOR MAY SUBMIT AN ALTERNATE JOINTING/PAVING PLAN FOR REVIEW AND CONSIDERATION NOT LESS THAN 14 DAYS PRIOR TO INITIATING THE PAVING OPERATIONS. THE PAVING PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO, THE CONTRACTOR'S PROPOSED CHANGES TO PAVING DIRECTION, PROPOSED CHANGES TO PAVING LANE WIDTHS, PROPOSED CHANGES TO THE JOINTING TYPE, CONTRACTOR'S PLAN FOR "BOXING OUT" AROUND INLETS, LIGHTS, HAND-HOLES, OR OTHER PAVEMENT PENETRATIONS, PLANS TO PREVENT PREMATURE CRACKING IN "BOXED OUT" PANELS, CONTRACTOR'S PLAN FOR PAVING AGAINST ADJACENT STRUCTURES, AND ANY OTHER REVISION OR ALTERATION THAT THE CONTRACTOR SHOULD PROPOSE THAT DIFFERS FROM THE PLAN SHEETS.

CMT
 License No. 184-000613
 CONSULTANTS

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors

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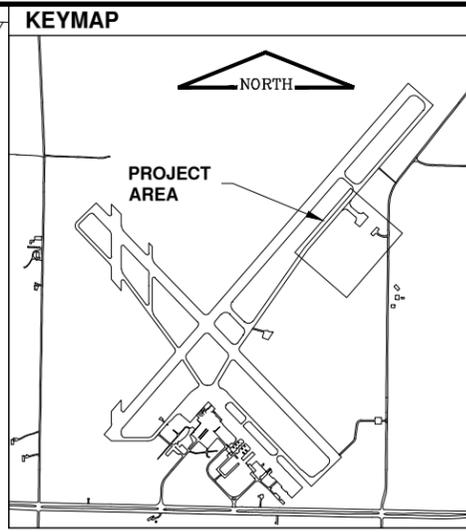
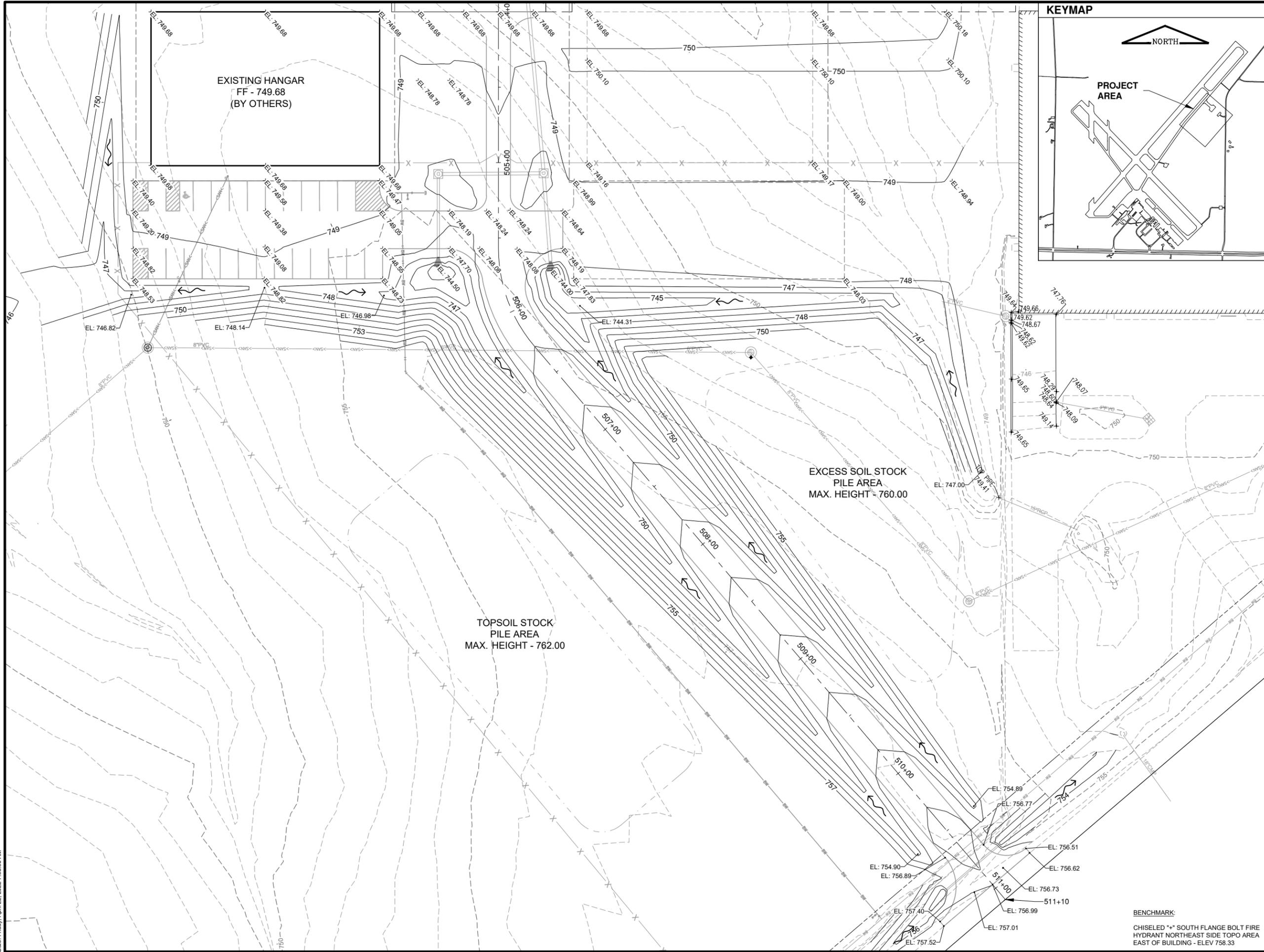
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JOINTING PLAN



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**GRADING AND
DRAINAGE PLAN -
LANDSIDE**

CG102
SHEET 22 OF 50

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 Date: Friday, April 22, 2022 7:35:39 AM

BENCHMARK:
CHISELED "*" SOUTH FLANGE BOLT FIRE
HYDRANT NORTHEAST SIDE TOPO AREA
EAST OF BUILDING - ELEV 758.33



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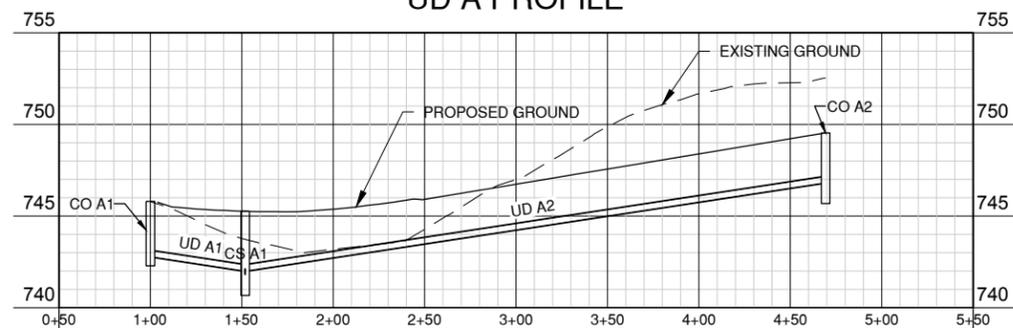
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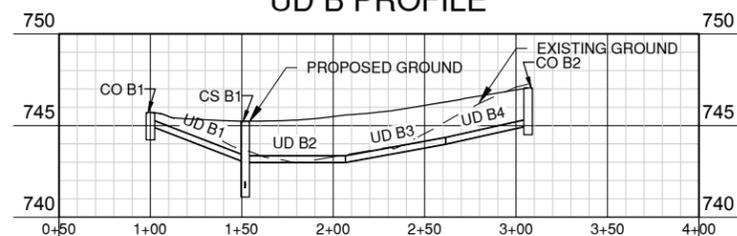


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QUINCY, IL

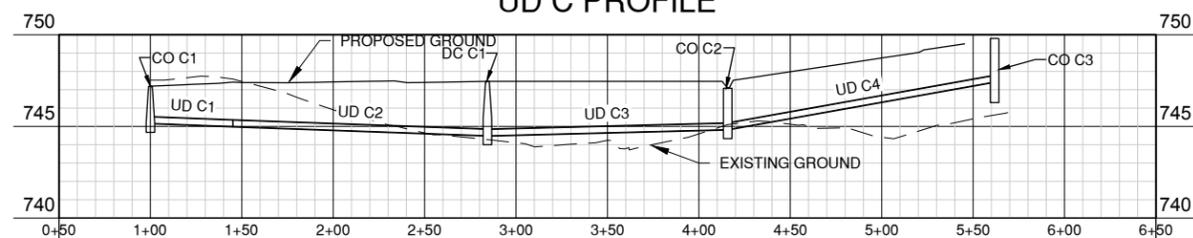
UD A PROFILE



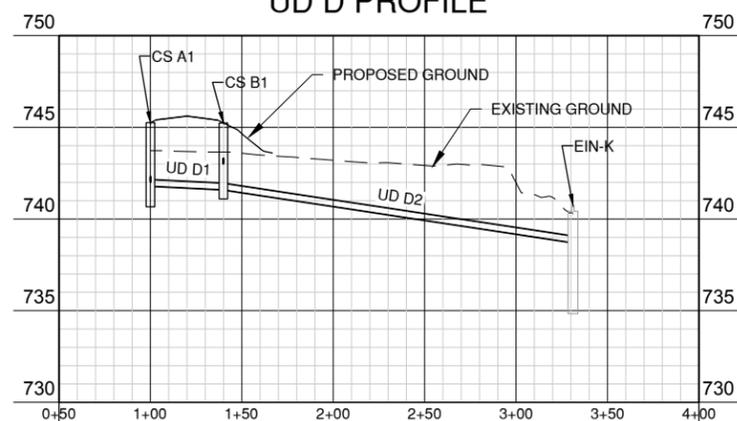
UD B PROFILE



UD C PROFILE



UD D PROFILE



MARK | DATE | DESCRIPTION

AIP PROJ. NO: N/A

IL PROJ. NO: UIN-5025

CMT PROJECT NO: 19002002

CAD DWG FILE: 190020-02 CU201.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: CHK

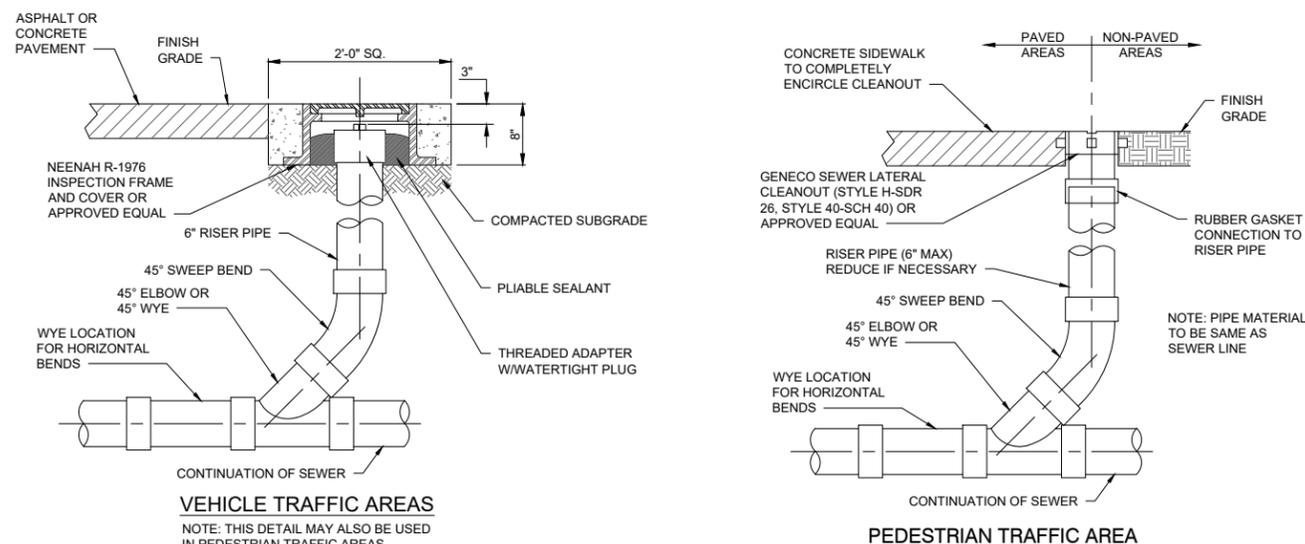
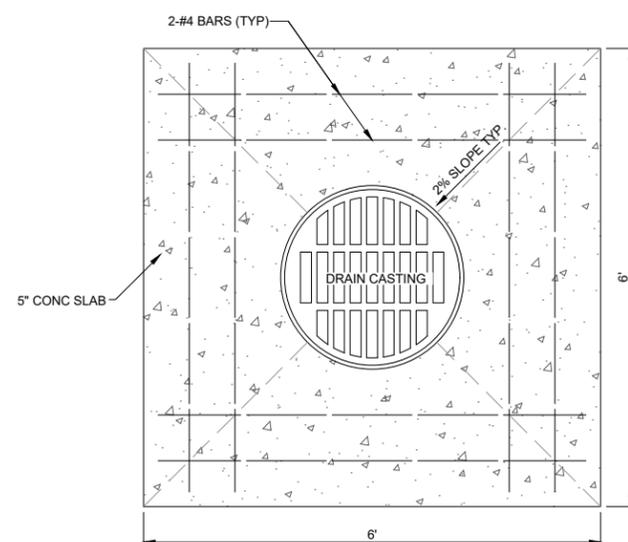
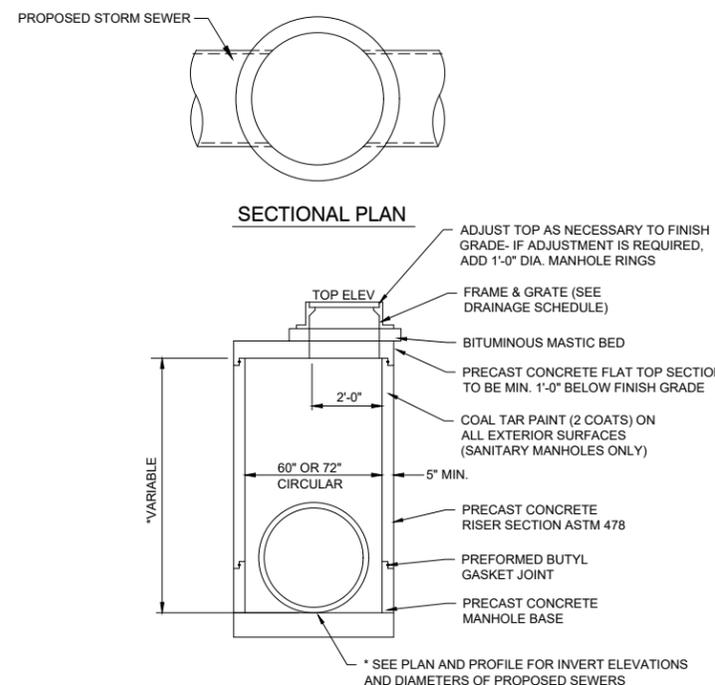
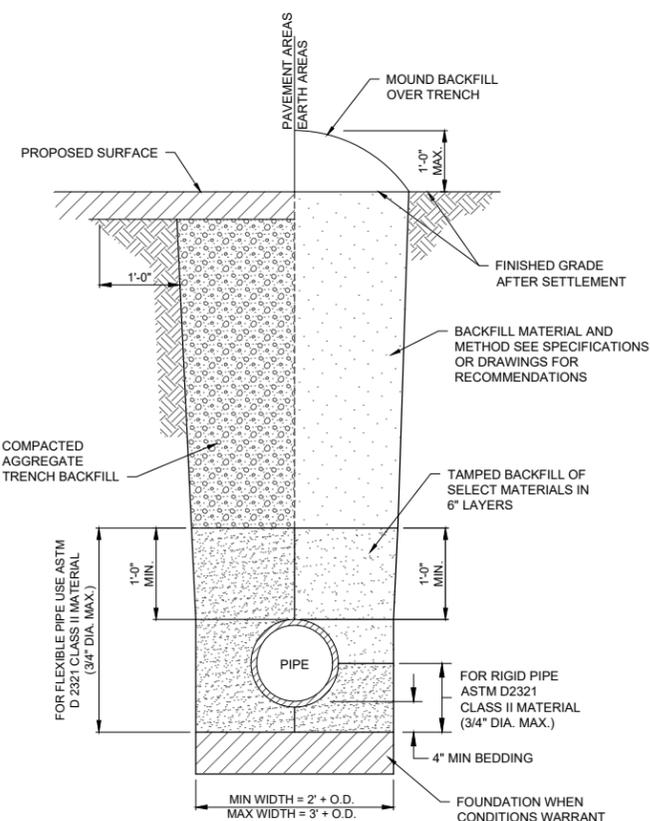
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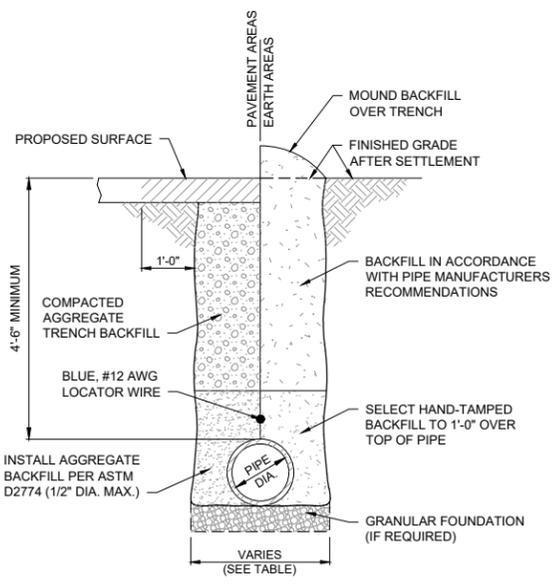
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UNDERDRAIN PROFILES

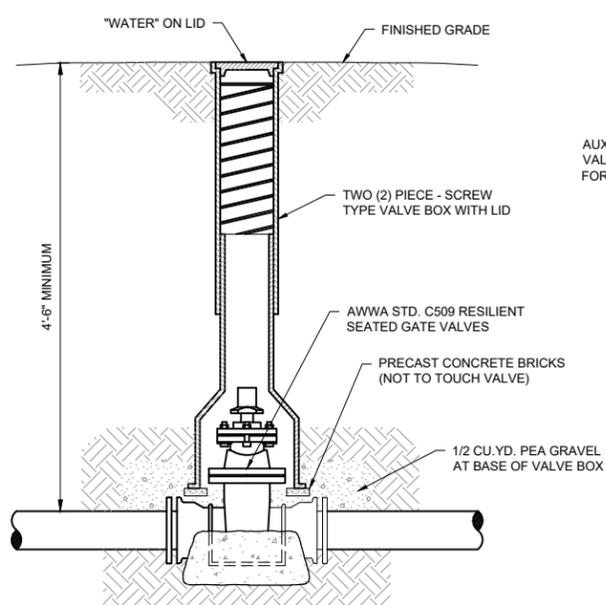
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SHEET 26 OF 50



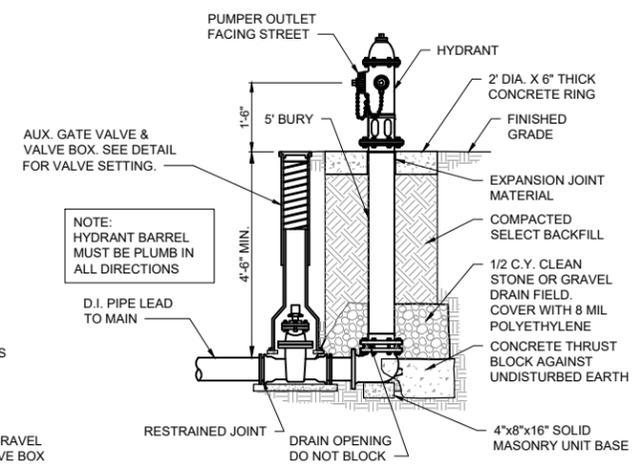


PIPE DIA.	MAXIMUM	MINIMUM
2"	26"	10"
4"	28"	12"
6"	30"	14"
8"	32"	16"

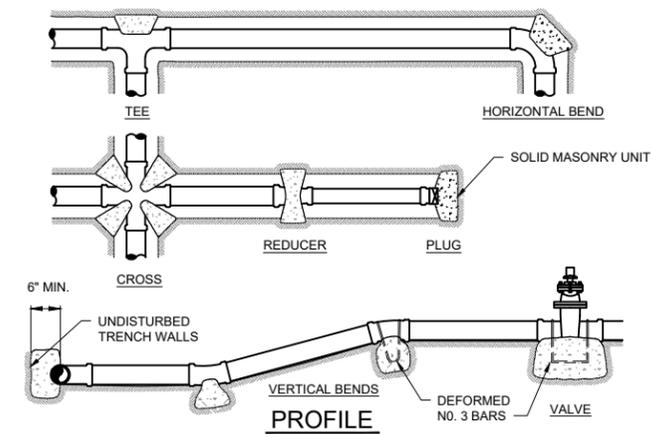
1 WATER PIPE INSTALLATION
N.T.S.



2 VALVE SETTING
N.T.S.



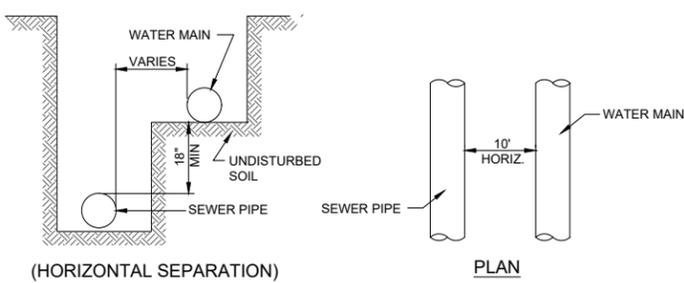
3 FIRE HYDRANT INSTALLATION
N.T.S.



PIPE DIA.	MINIMUM SIZE THRUST BLOCK REQUIRED (SQ.FT.)			
	11 1/4" & 22 1/2"	45"	90"	CROSS, TEE, PLUG AND VALVE
2"	0.25	0.5	1	0.25
8"	2	4	7	2.75

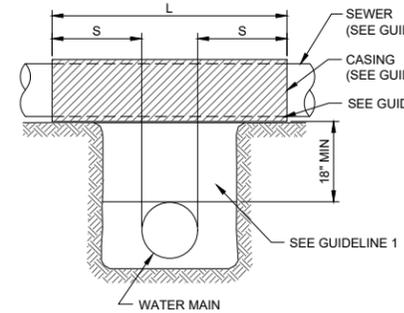
1. MINIMUM COMPRESSIVE STRENGTH OF CONCRETE = 3000 PSI.
2. DESIGN TEST PRESSURE = 100 PSI + 50% FOR IMPACT.
3. DESIGN SOIL BEARING CAPACITY = 2000 PSF.
4. CONCRETE FOR THRUST BLOCKS BASED ON SOIL HAVING A SAFE LOAD BEARING OF 2000 PSF. FOR SOFT SOIL, INCREASE BEARING AREA AND VOLUME OF THRUST BLOCK.

4 THRUST BLOCK
N.T.S.



WHEN SEWER IS LOCATED LESS THAN 10 FEET FROM WATER, DETAIL ABOVE SHALL APPLY.

A - WATER AND SEWER SEPARATION REQUIREMENTS

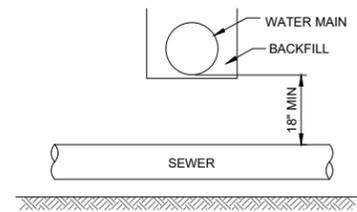


B - WATER AND SEWER SEPARATION REQUIREMENTS

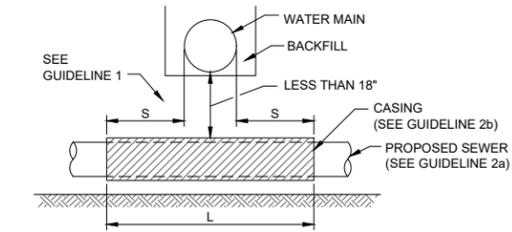
- GUIDELINES**
1. IF SELECT GRANULAR BACKFILL EXISTS. REMOVE WITHIN WIDTH OF SEWER TRENCH & REPLACE WITH SELECT EXCAVATED MATL (CLASS IV) & COMPACT.
 2. OMIT SELECT GRANULAR EMBEDMENT & GRANULAR BACKFILL TO (1) FOOT OVER TOP OF SEWER & USE SELECT EXCAVATED MATL (CLASS IV) & COMPACT THE LENGTH OF "L" FEET.
 3. a. CONSTRUCT "L" FEET OF SEWER OF WATER MAIN MATL AND PRESSURE TEST, (OR);
b. USE "L" FEET OF WATER MAIN MATL FOR CASING OF PROPOSED SEWER & SEAL ENDS OF CASING

NOTE: "S" IS THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO THE EXISTING WATER MAIN

5 WATER & SEWER SEPARATION REQUIREMENTS
N.T.S.



C - WATER AND SEWER SEPARATION REQUIREMENTS



- GUIDELINES**
1. OMIT SELECT GRANULAR EMBEDMENT & GRANULAR WITHIN BACKFILL TO (1) FOOT OVER TOP OF SEWER & USE SELECT EXCAVATED MATL (CLASS IV) & COMPACT FOR "S" FT. ON EA. SIDE OF WATER MAIN
 2. a. CONSTRUCT "L" FEET OF SEWER OF WATER MAIN MATL & PRESSURE TEST, (OR);
b. USE "L" FEET OF WATER MAIN MATL FOR CASING OF SEWER & SEAL ENDS OF CASING
 3. PROVIDE ADEQUATE SUPPORT FOR WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

NOTE: "S" IS THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO THE WATER MAIN

D - WATER AND SEWER SEPARATION REQUIREMENTS

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CITY OF QUINCY
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QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: N/A

IL PROJ. NO: UIN-5025

CMT PROJECT NO: 19002002

CAD DWG FILE: 190020-02 CU503.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: CHK

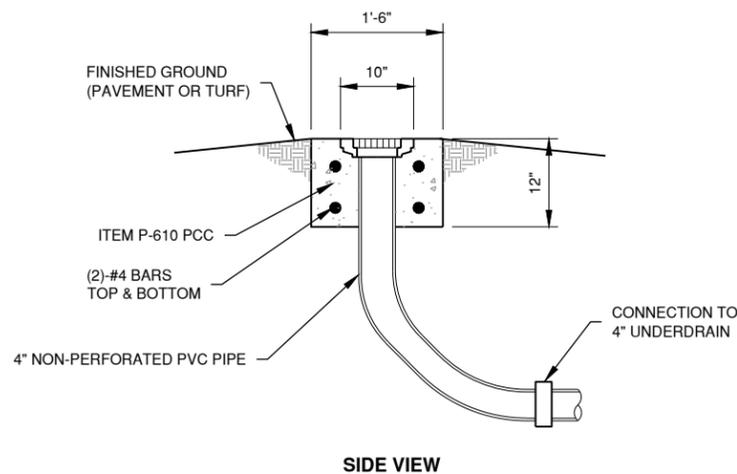
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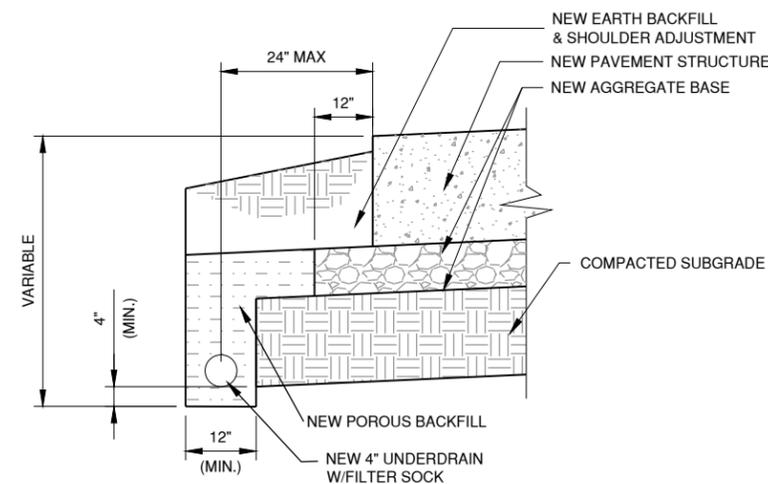
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**UNDERDRAIN
DETAILS 1**

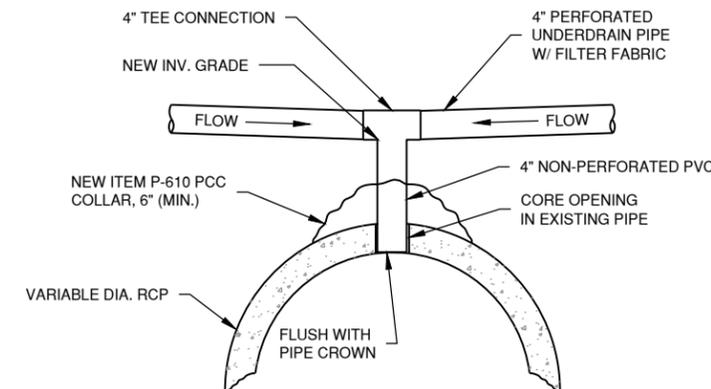
CU503
SHEET 29 OF 50



1 UNDERDRAIN CLEAN-OUT DETAIL - TYPE 1
N.T.S.



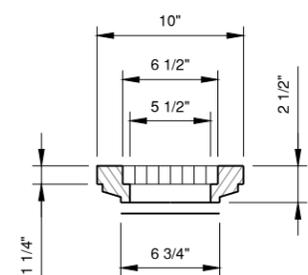
2 TYPICAL UNDERDRAIN DETAIL PAVEMENT EDGE
N.T.S.



3 UNDERDRAIN DIRECT TOP CONNECTION DETAIL
N.T.S.

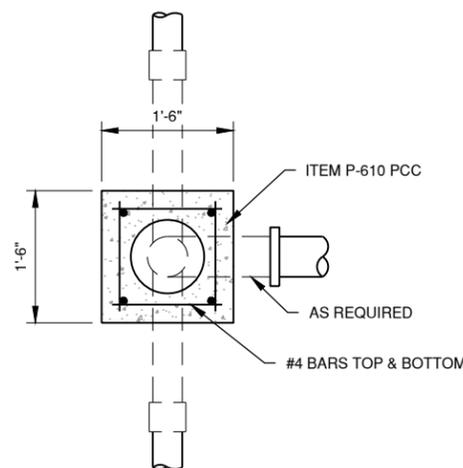
NOTE:

- CONNECT NEW UNDERDRAIN TO EXISTING RCP A MINIMUM OF 10' FROM EDGE OF NEW PAVEMENT SO AS NOT TO UNDERMINE EDGE OF NEW PAVEMENT.



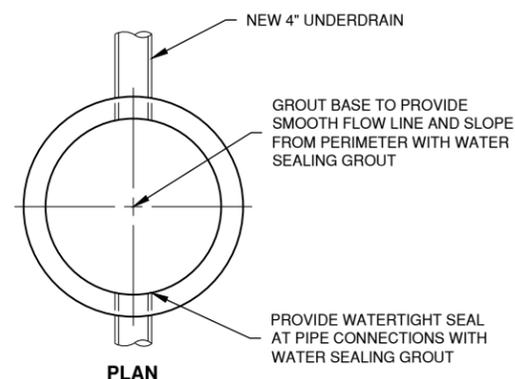
CAST IRON FRAME & COVER
(SIMILAR TO NEENAH R-6013 OR
APPROVED EQUAL)

FRAME & LID



PLAN

4 UNDERDRAIN CLEAN-OUT DETAILS
N.T.S.

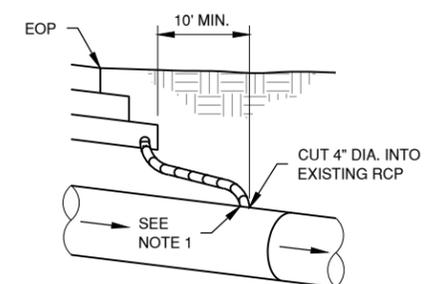


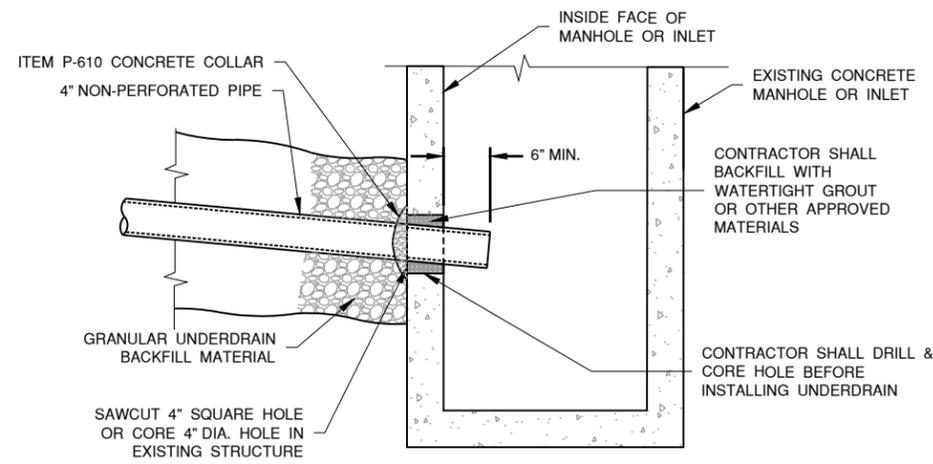
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NOTE:

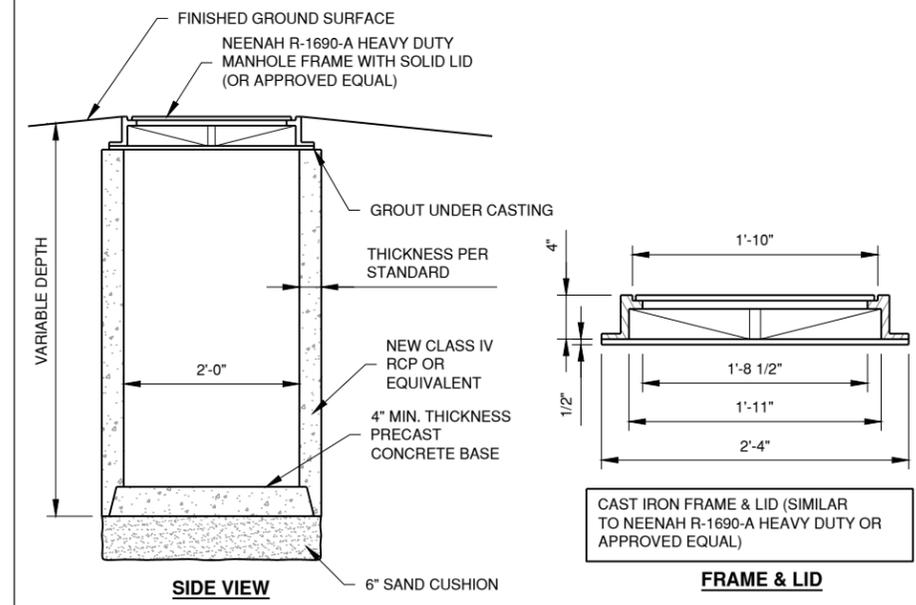
- DIRECT CONNECTION SHALL BE INSTALLED A MINIMUM OF 5' FROM ANY EXISTING PIPE JOINT

5 UNDERDRAIN TERMINATION DIRECT CONNECTION DETAIL
N.T.S.

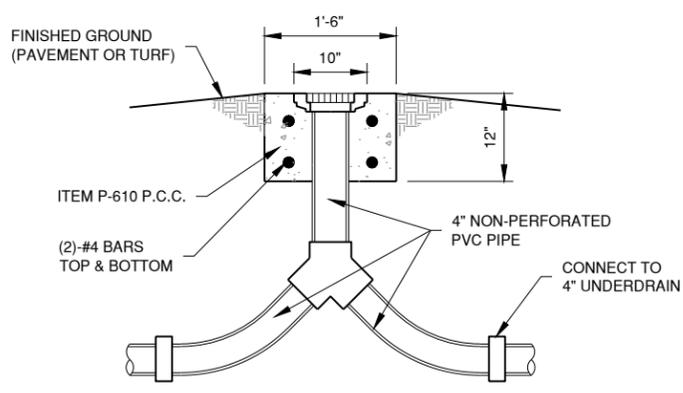




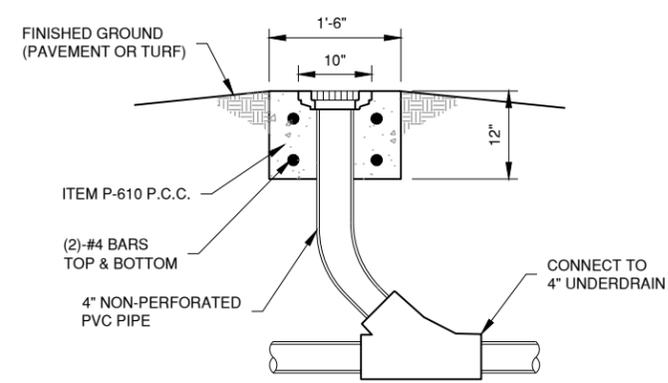
6 UNDERDRAIN DIRECT CONNECTION TO STRUCTURE
N.T.S.



9 UNDERDRAIN COLLECTION STRUCTURE
N.T.S.



7 UNDERDRAIN CLEAN-OUT TYPE 2
N.T.S.



8 UNDERDRAIN CLEAN-OUT TYPE 3
N.T.S.

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IL PROJ. NO:	UIN-5025
CMT PROJECT NO:	19002002
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CHECKED BY:	CHK
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**UNDERDRAIN
DETAILS 2**

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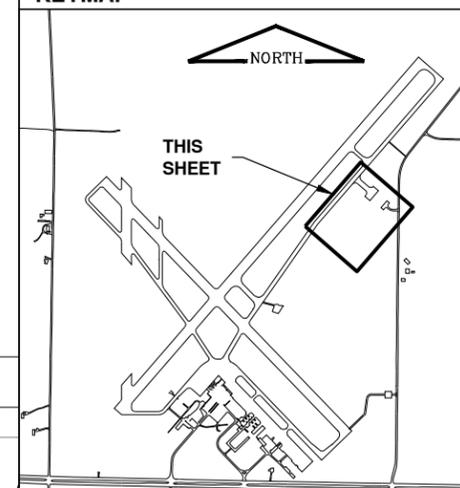
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 QUINCY, IL

KEYMAP

LEGEND

EXISTING	NEW	
		TXY EDGE LIGHT - BASE MOUNTED
		DUCT BANK
		DUCT MARKER
		EXISTING TXY A CIRCUIT
		NEW TXY A CIRCUIT

GENERAL NOTES

- EDGE LIGHTS SHALL BE LOCATED NO MORE THAN 10' AND NO LESS THAN 2' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE.
- THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE R.E. PRIOR TO INSTALLING.
- LIGHTS SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE P.T. OR P.C. OR TAPER POINT.

CIRCUIT LEGEND

EXISTING	NEW	TXY A

CABLE NOTES

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

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CAD DWG FILE: 190020-02 EL101.DWG

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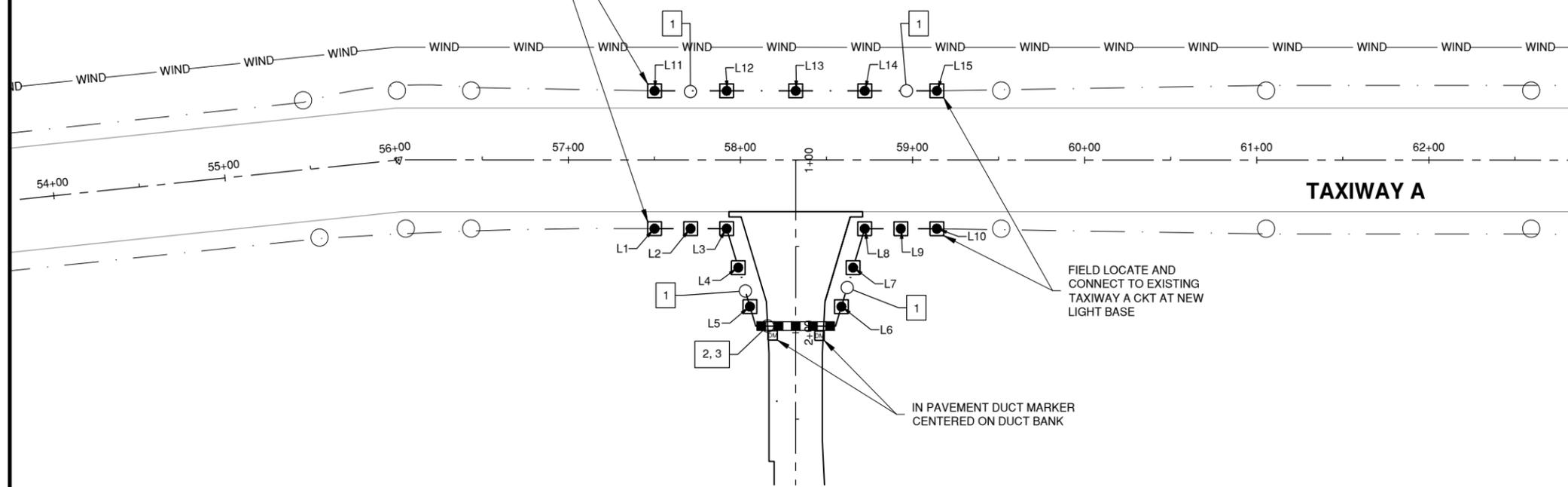
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ELECTRICAL PLAN

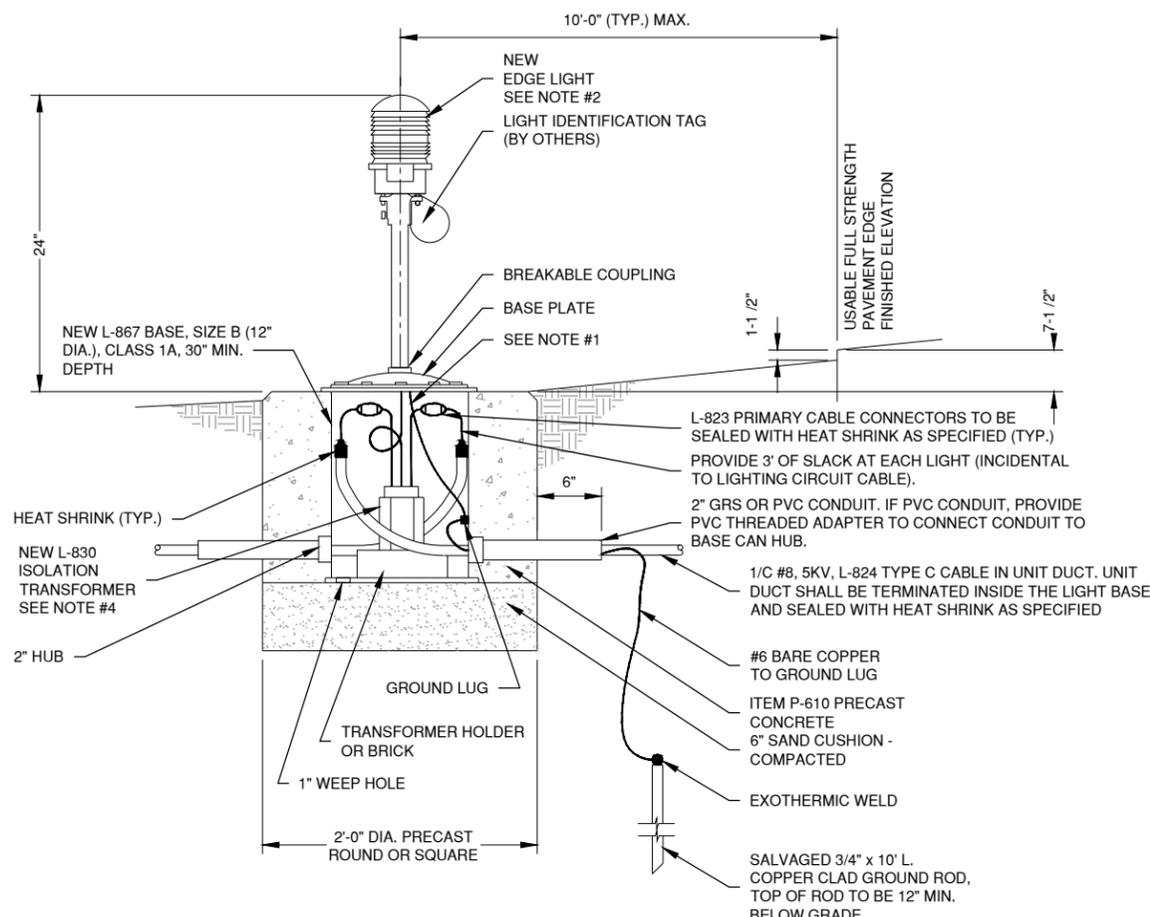
 EL101
 SHEET 31 OF 50

 FIELD LOCATE AND
 CONNECT TO EXISTING
 TAXIWAY A CKT AT NEW
 LIGHT BASE

**FIXTURE TABLE
ELECTRICAL**

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
L1	L-861T (QUARTZ)	TXY A CENTERLINE STA 57+50.11
L2	L-861T (QUARTZ)	TXY A CENTERLINE STA 57+71.05
L3	L-861T (QUARTZ)	TXY A CENTERLINE STA 57+92.00
L4	L-861T (QUARTZ)	CONNECTING TXY CL STA 1+62.31
L5	L-861T (QUARTZ)	CONNECTING TXY CL STA 1+84.87
L6	L-861T (QUARTZ)	CONNECTING TXY CL STA 1+84.87
L7	L-861T (QUARTZ)	CONNECTING TXY CL STA 1+62.31
L8	L-861T (QUARTZ)	TXY A CENTERLINE STA 58+72.23

**FIXTURE TABLE
ELECTRICAL**

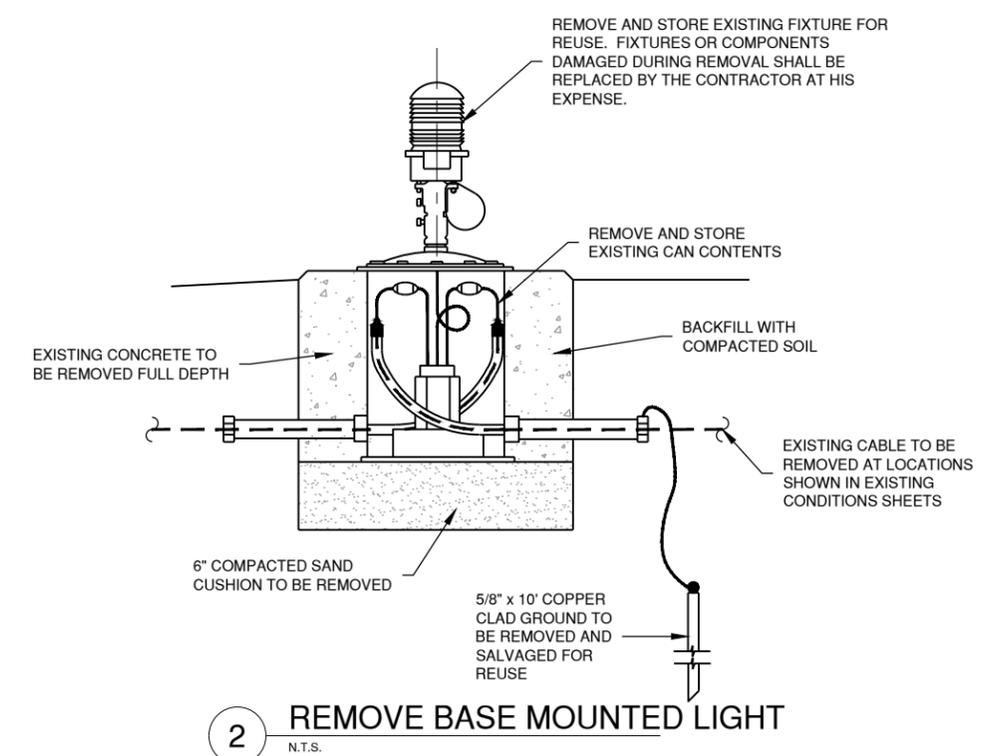
FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
L9	L-861T (QUARTZ)	TXY A CENTERLINE STA 58+93.17
L10	L-861T (QUARTZ)	TXY A CENTERLINE STA 59+14.11
L11	L-861T (QUARTZ)	TXY A CENTERLINE STA 57+50.11
L12	L-861T (QUARTZ)	TXY A CENTERLINE STA 57+92.00
L13	L-861T (QUARTZ)	TXY A CENTERLINE STA 58+32.11
L14	L-861T (QUARTZ)	TXY A CENTERLINE STA 58+72.23
L15	L-861T (QUARTZ)	TXY A CENTERLINE STA 59+14.11



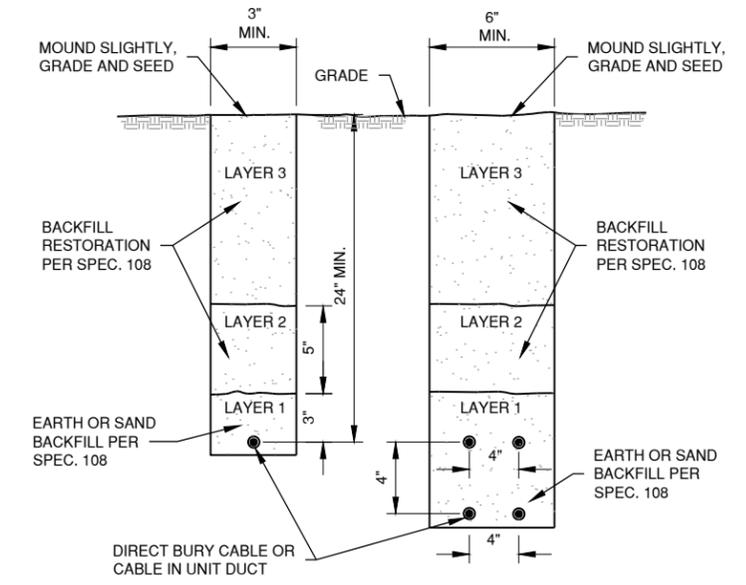
1 BASE MOUNTED ELEVATED LIGHT
N.T.S.

EDGE LIGHT NOTES

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



2 REMOVE BASE MOUNTED LIGHT
N.T.S.



NOTES:

1. CABLES SHALL NOT BE PLACED LESS THAN 24" DEEP IN ANY ONE TRENCH UNLESS PERMITTED BY ENGINEER.
2. WHERE PERMITTED, CONTRACTOR MAY INSTALL CABLE IN UNIT DUCT BY PLOWING METHOD.

3 CABLE TRENCH
N.T.S.

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APRIL 22, 2022

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CITY OF QUINCY
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QUINCY, IL

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CHECKED BY: CHK

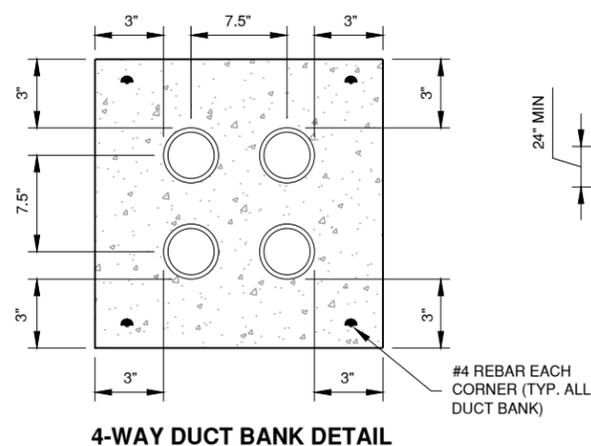
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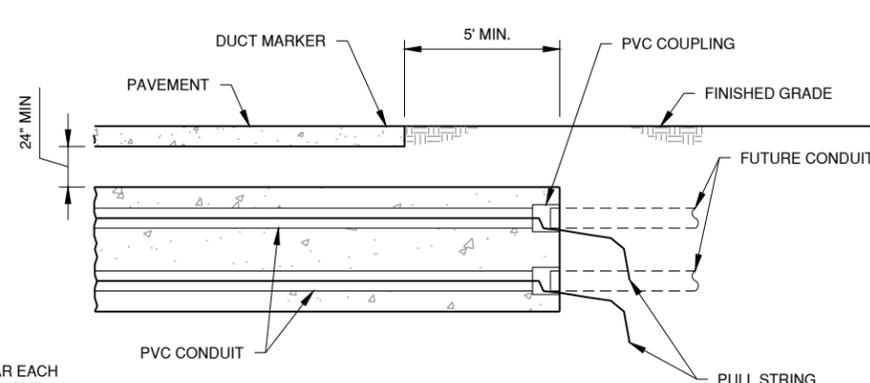
SHEET TITLE

ELECTRICAL DETAILS
2

EL502
SHEET 33 OF 50



4-WAY DUCT BANK DETAIL

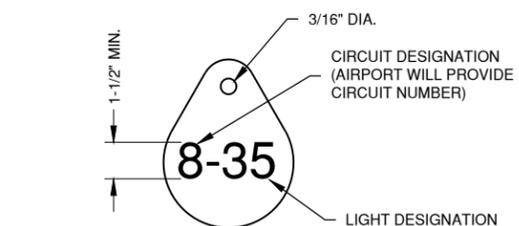


TYPICAL SECTION

1 4-WAY DUCT BANK DETAIL
N.T.S.

DUCT BANK NOTES

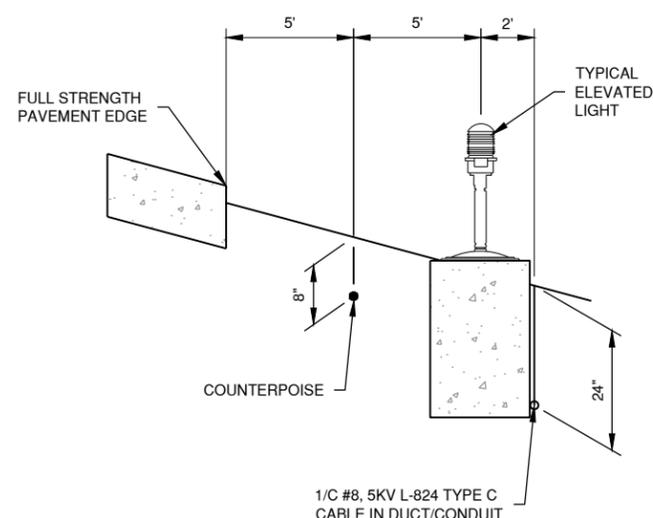
- DIMENSIONS SHOWN ARE MINIMUM.
- TOP OF CONCRETE ENCASUREMENT SHALL BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE BELOW PAVEMENTS AND NOT LESS THAN 24" BELOW FINISHED GRADE IN UNPAVED AREAS, EXCEPT WHERE DIRECTED OTHERWISE BY ENGINEER. AVOID ALL CONFLICTS WITH OTHER UTILITIES (UNDERDRAINS, WATER LINES, SEWER LINES, TELEPHONE, ELECTRICAL) OR OTHER OBSTACLES, ADJUSTING DEPTH AS NECESSARY.
- CONCRETE SHALL BE ITEM P-610.
- CONDUIT FOR CONCRETE ENCASUREMENT SHALL BE SCHEDULE 40 PVC, 4" NOMINAL DIAMETER, OR AS INDICATED ON THE PLANS.
- CONCRETE ENCASUREMENT SHALL EXTEND A MINIMUM OF 5'-0" BEYOND EDGES OF PAVEMENT, OR AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
- #4 REBAR SHALL BE INSTALLED CONTINUOUS THE LENGTH OF THE CONCRETE ENCASUREMENT.
- DUCT BANK SHALL BE STACKED NO MORE THAN THREE CONDUITS HIGH UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- AT ENDS OF DUCT BANKS, INSTALL A PVC COUPLING FLUSH WITH END OF CONCRETE FOR CONNECTING FUTURE CONDUIT. INSTALL POLYETHYLENE PULL STRING, GREENLEE, OR EQUIVALENT. PLUG THE ENDS OF UNUSED SPARE CONDUITS WITH WOODEN PLUGS.
- HIGH VOLTAGE WIRING, RUNWAY & TAXIWAY SERIES CIRCUIT WIRING, ETC., AND POWER WIRING OVER 480V SHALL BE INSTALLED IN SEPARATE CONDUITS FROM LOW VOLTAGE WIRING, 480V OR LESS.
- IF POSSIBLE, INSTALL FIBER OPTIC CABLES AND COMMUNICATION CABLES (FAA, ETC.) IN THEIR OWN CONDUITS; OTHERWISE, INSTALL THEM IN THE CONDUITS WITH LOW VOLTAGE WIRING.
- DEPTH AS REQUIRED TO NOT IMPACT EDGE DRAIN.



2 LIGHT IDENTIFICATION TAG
N.T.S.

NOTES:

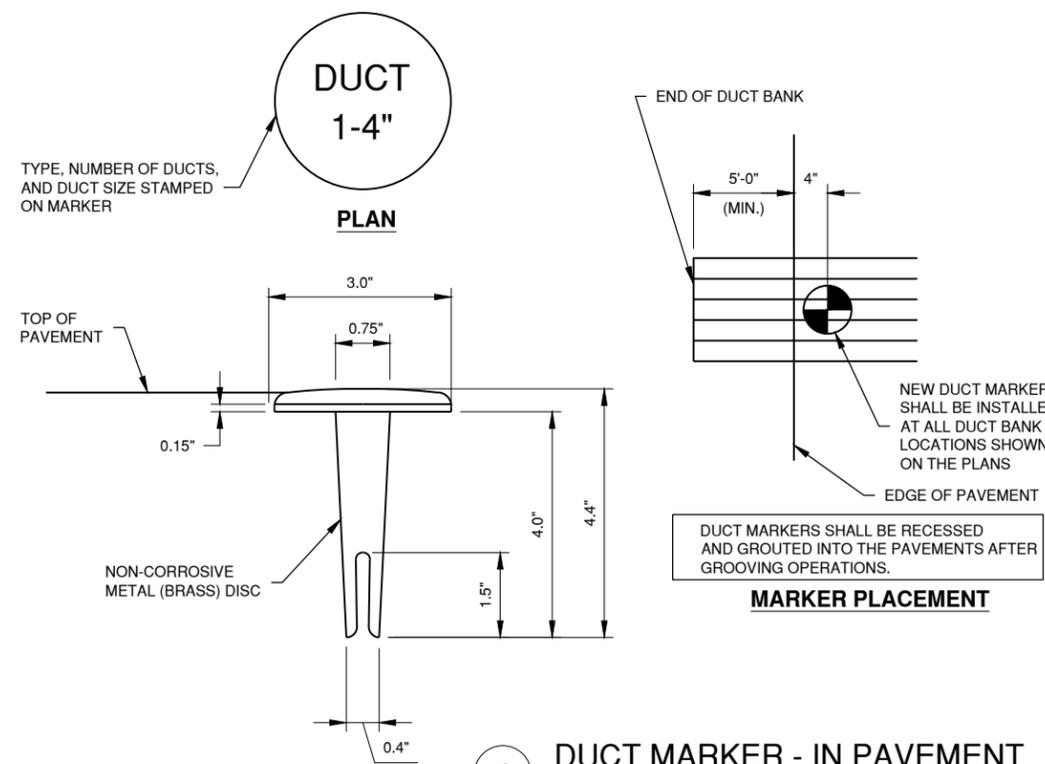
- INSTALL A NON-CORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH SET SCREW.
- LEGENDS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR TO COORDINATE LEGEND WITH AIRPORT.
- THE CONTRACTOR SHALL NUMBER THE EXISTING/ PROPOSED LIGHTS AND SIGNS IN EACH CIRCUIT STARTING AT THE HOMERUN CONTINUING AROUND THE ENTIRE CIRCUIT BACK TO THE HOMERUN.
- AIRFIELD SIGNS SHALL BE TAGGED & NUMBERED.



3 COUNTERPOISE LOCATION
N.T.S.

NOTES:

- #6 BARE COUNTERPOISE WITH 3/4" x 10' GROUND ROD INSTALLED AT MAX. 500' SPACING. ALSO USE GROUND ROD TO TERMINATE THE COUNTERPOISE AT BOTH ENDS OF DUCT. GROUND RODS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.



4 DUCT MARKER - IN PAVEMENT
N.T.S.

DUCT MARKERS SHALL BE RECESSED AND GROUTED INTO THE PAVEMENTS AFTER GROOVING OPERATIONS.

NEW DUCT MARKER SHALL BE INSTALLED AT ALL DUCT BANK LOCATIONS SHOWN ON THE PLANS

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CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
ROADWAY

OWNER



CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: N/A

IL PROJ. NO: UIN-5025

CMT PROJECT NO: 19002002

CAD DWG FILE: 190020-02 EL501.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: CHK

APPROVED BY: APR

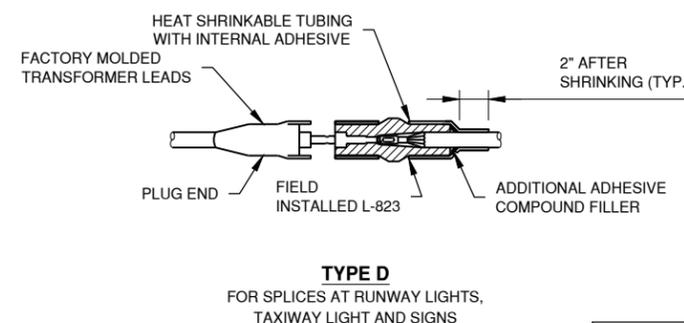
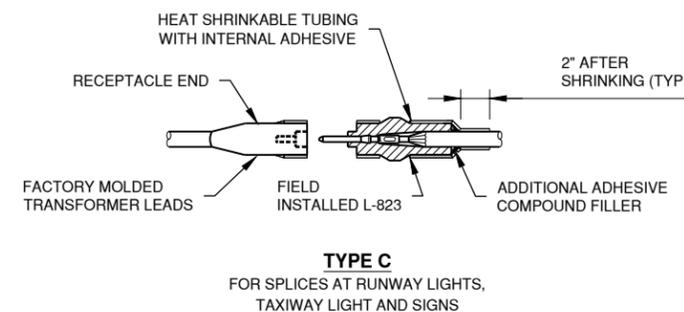
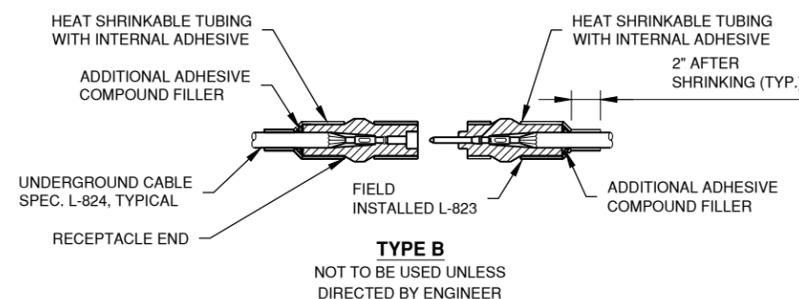
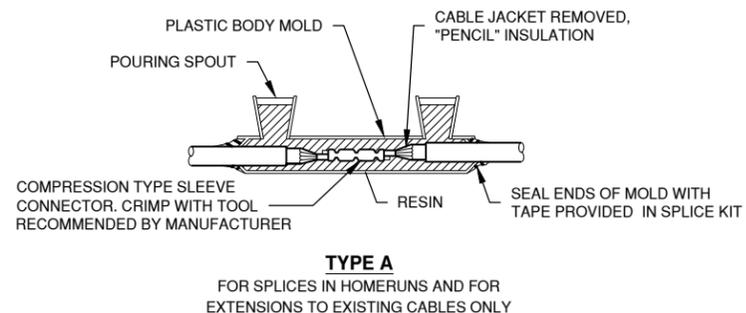
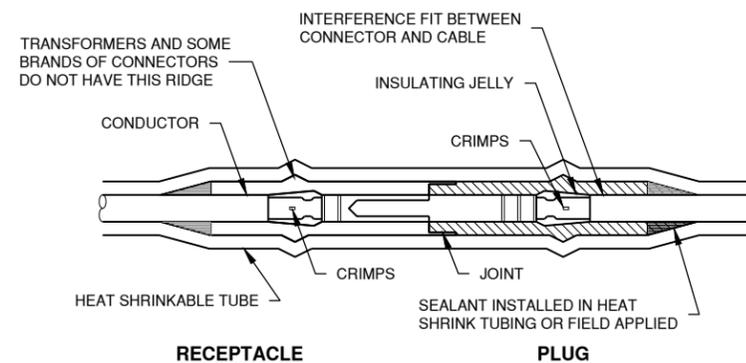
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SHEET TITLE

ELECTRICAL DETAILS

3

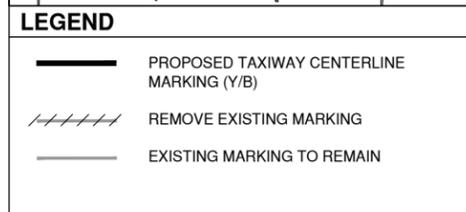
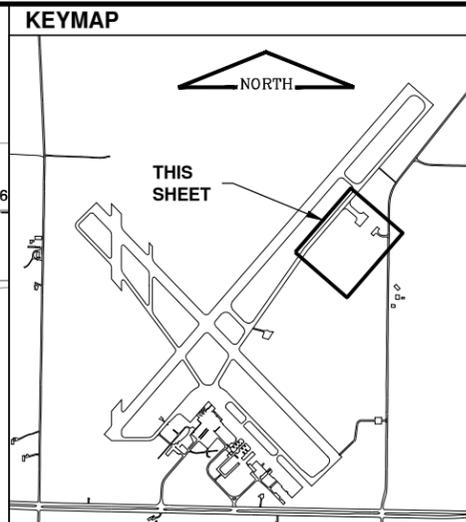
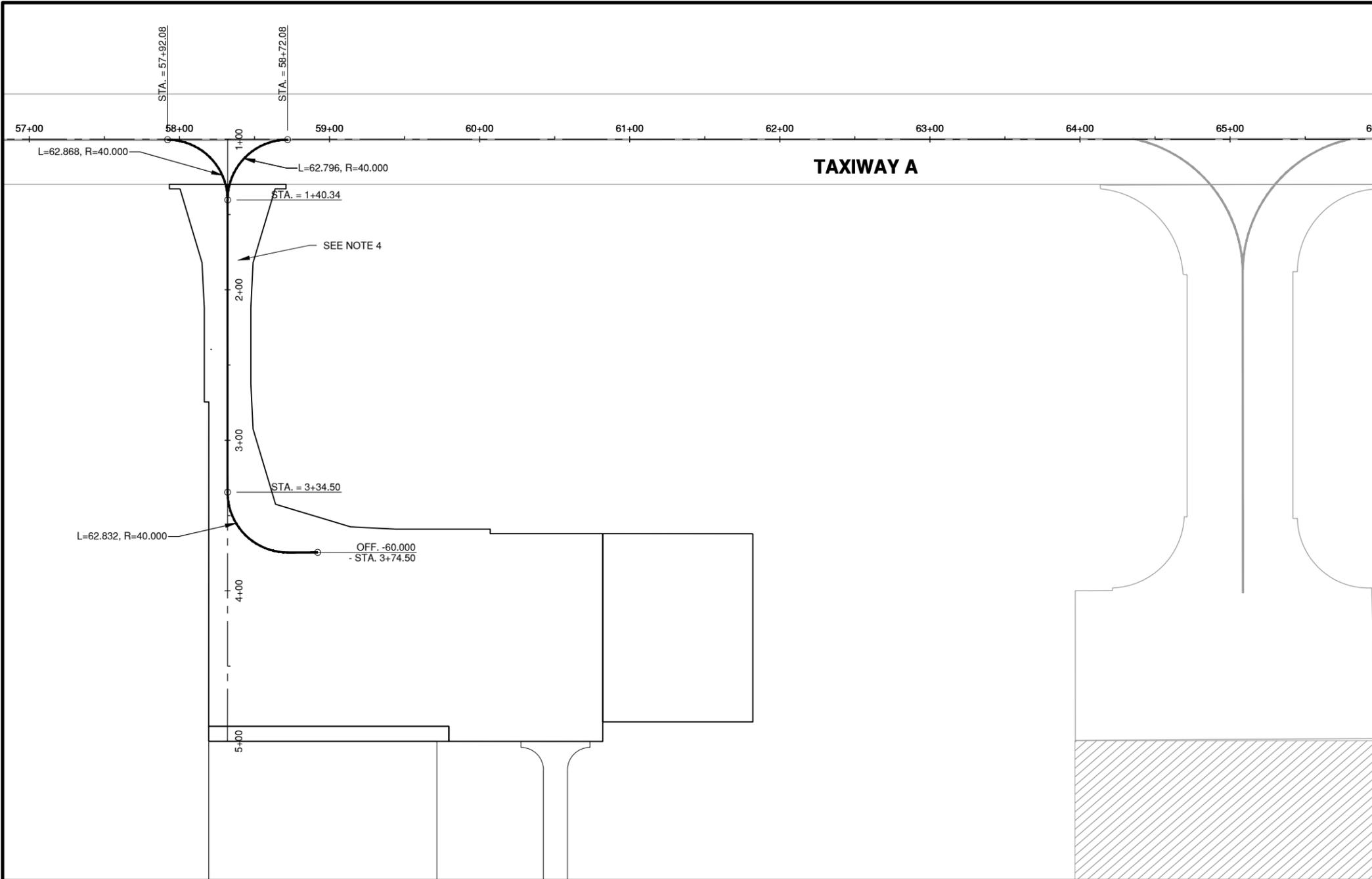
SHEET **34** OF **50**
EL503



1 CABLE SPLICES
N.T.S.

NOTES

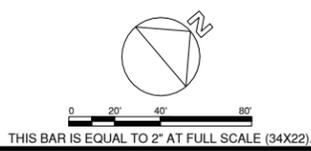
1. MATCH THE OUTSIDE DIAMETER OF CABLE INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.



- NOTES**
1. PAINT SHALL BE APPLIED IN TWO COATS.
 2. GLASS BEADS SHALL BE APPLIED TO WHITE, YELLOW, AND RED PAINT AT THE DIFFERENT RATES SPECIFIED IN P-620.
 3. BLACK PAINT SHALL NOT RECEIVE GLASS BEADS.
 4. FIRST CONTINUOUS LINE IN THE MOVEMENT AREA MARKING ON THE TAXIWAY SIDE SHALL BE 81' FROM THE MARKED TAXIWAY CENTERLINE.



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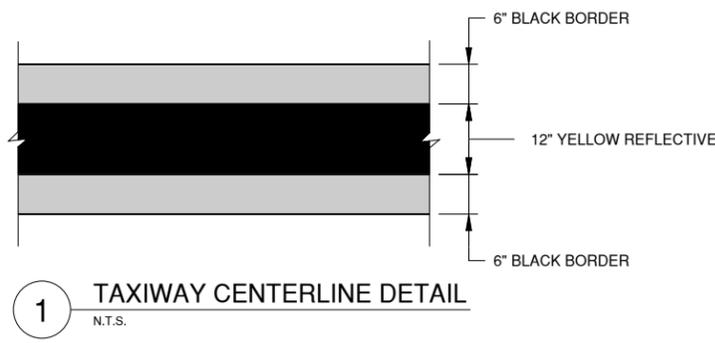
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QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

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IL PROJ. NO:	UIN-5025
CMT PROJECT NO:	19002002
CAD DWG FILE:	190020-02 CM101.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	###
APPROVED BY:	###
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SHEET TITLE
**MARKING PLAN -
AIRSIDE**

SHEET **35** OF **50**



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GENERAL AVIATION APRON &
ROADWAY

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CITY OF QUINCY
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QUINCY, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: N/A

IL PROJ. NO: UIN-5025

CMT PROJECT NO: 19002002

CAD DWG FILE: 190020-02 CF501.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

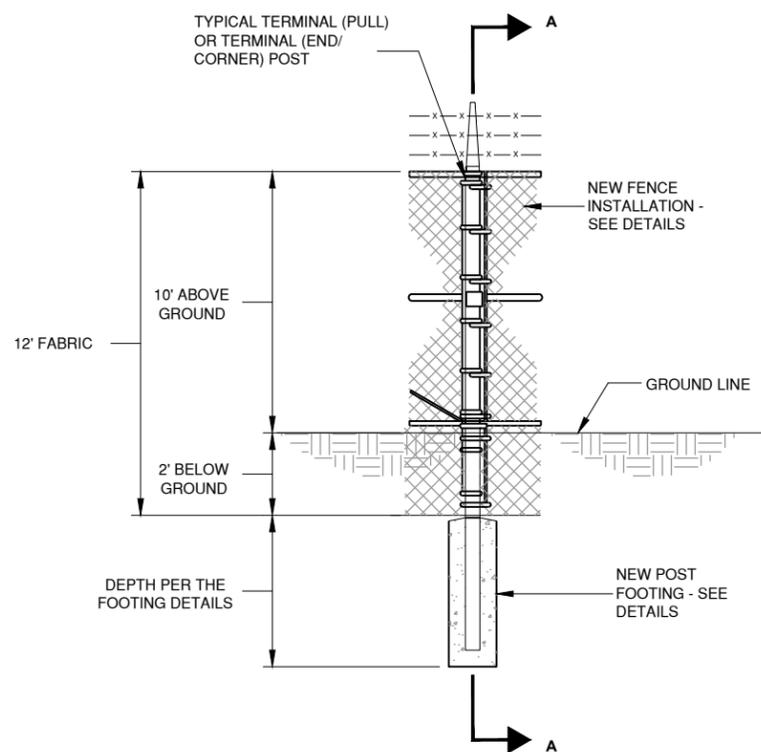
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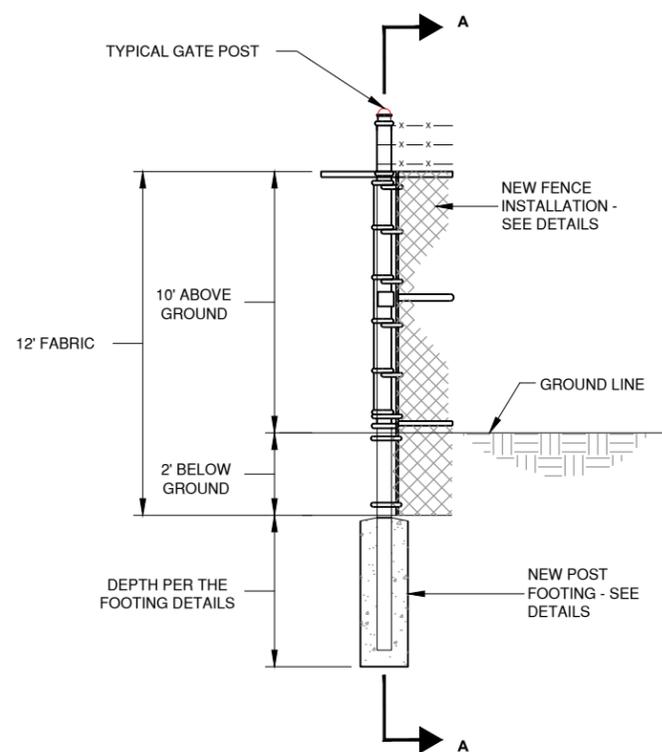
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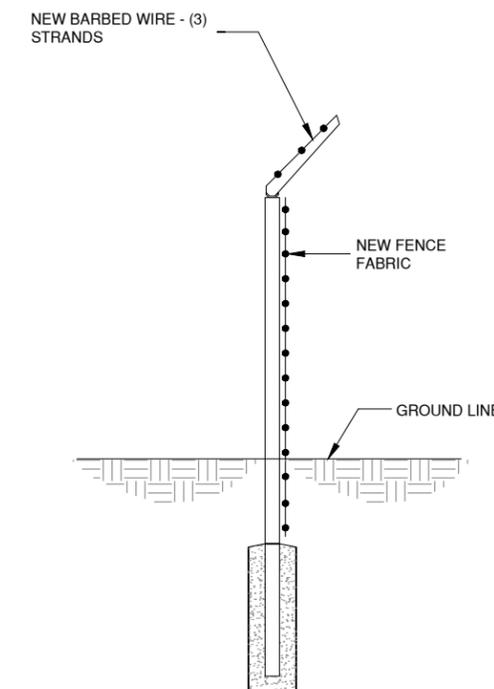
FENCING DETAILS 2



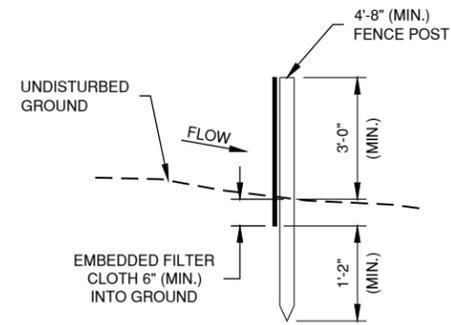
1 NEW 10' FENCE WITH 2' BURIED - TERMINAL POST
N.T.S.



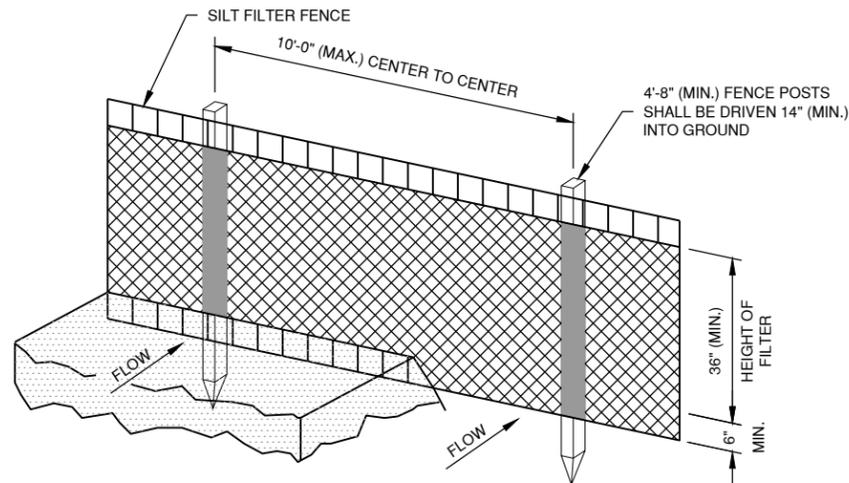
2 NEW 10' FENCE WITH 2' BURIED - GATE POST
N.T.S.



3 SECTION A-A
N.T.S.



SECTION



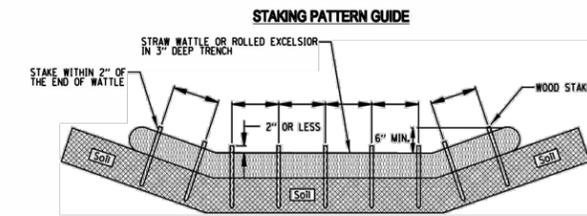
PERSPECTIVE VIEW

1 SILT FENCE
N.T.S.

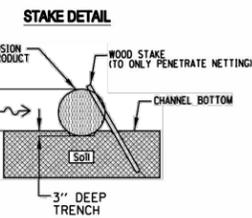
EROSION CONTROL FABRIC FENCE NOTES

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

ROLLED EROSION CONTROL PRODUCTS



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



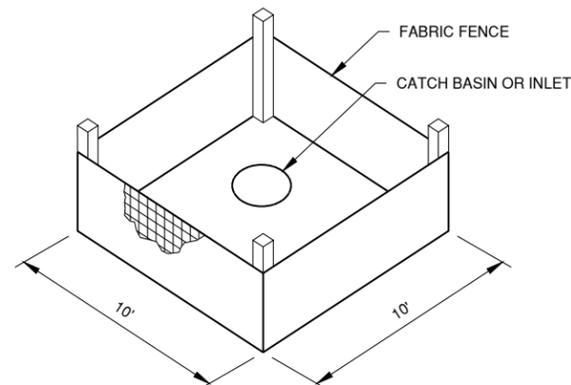
- NOTES:**
1. DRAWINGS ARE NOT TO SCALE.
 2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
 3. RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG.
 4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
 5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL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

REFERENCE	
Project	Date
Designed	Date
Checked	Date
Approved	Date

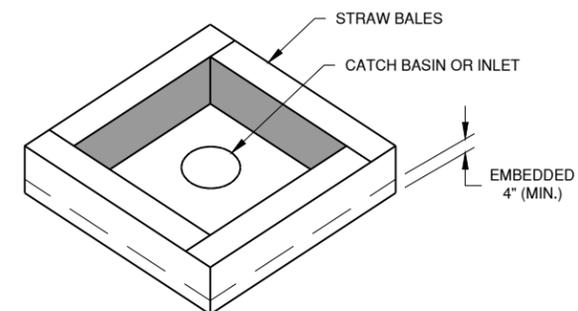


STANDARD DWG. NO.	IUM-514
SHEET	1 OF 1
DATE	08-2-2019

2 DITCH CHECK
N.T.S.



3 INLET PROTECTION WITH FABRIC
N.T.S.



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

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APRIL 22, 2022

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GENERAL AVIATION APRON &
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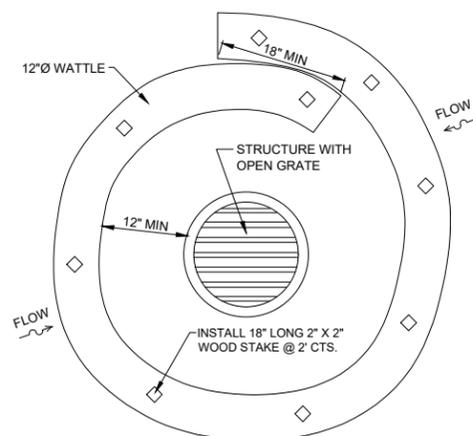


CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

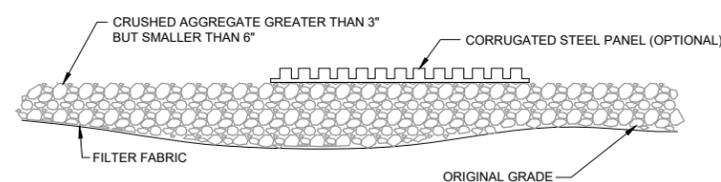
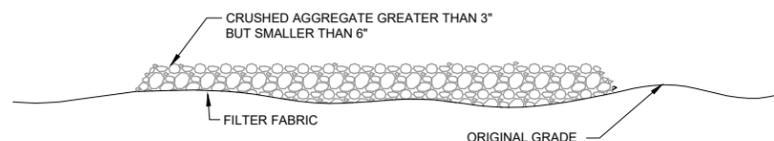
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IL PROJ. NO:	UIN-5025
CMT PROJECT NO:	19002002
CAD DWG FILE:	190020-02 LG501.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
APPROVED BY:	APR
COPYRIGHT:	

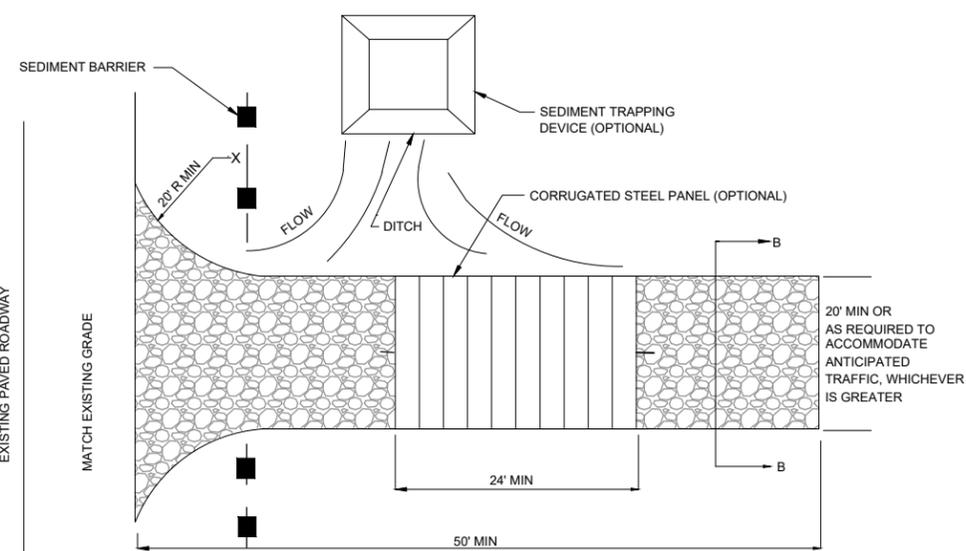
**EROSION CONTROL
DETAILS**



1 INLET PROTECTION DETAILS
N.T.S.

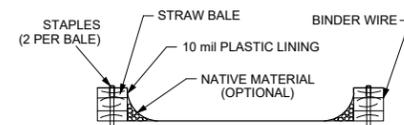


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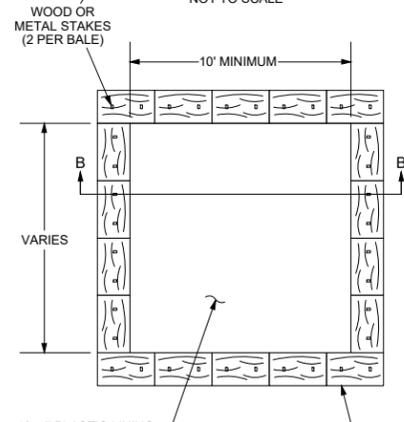


PLAN

2 CONSTRUCTION ENTRANCE/EXIT
N.T.S.



SECTION B-B
NOT TO SCALE

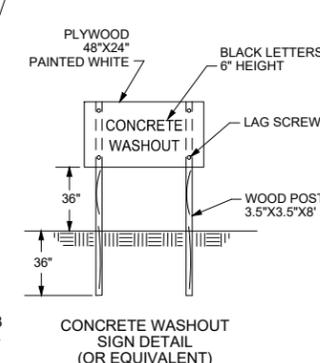


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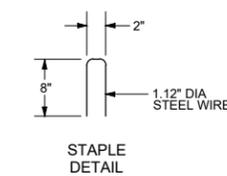
TYPE "ABOVE GRADE" WITH STRAW BALES

NOTES

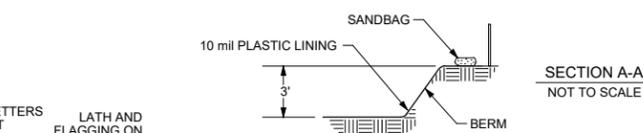
1. ACTUAL LAYOUT TO BE DETERMINED IN THE FIELD.
2. A CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. MATERIALS USED TO CONSTRUCT TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE REMOVED FROM THE SITE OF THE WORK AND DISPOSED OF OR RECYCLED.
4. HOLES, DEPRESSIONS OR OTHER GROUND DISTURBANCE CAUSED BY THE REMOVAL OF THE TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE BACKFILLED, REPAIRED, AND STABILIZED TO PREVENT EROSION.



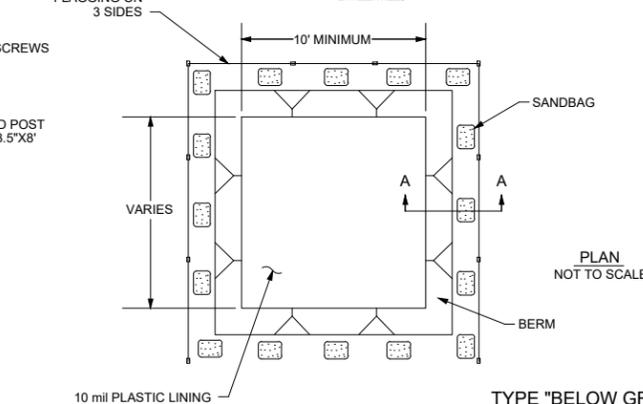
**CONCRETE WASHOUT
SIGN DETAIL
(OR EQUIVALENT)**



**STAPLE
DETAIL**

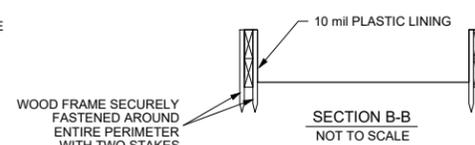


SECTION A-A
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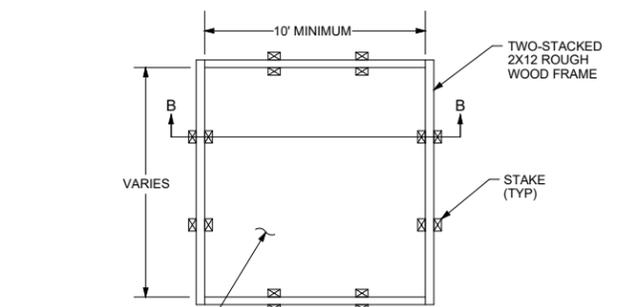


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TYPE "BELOW GRADE"



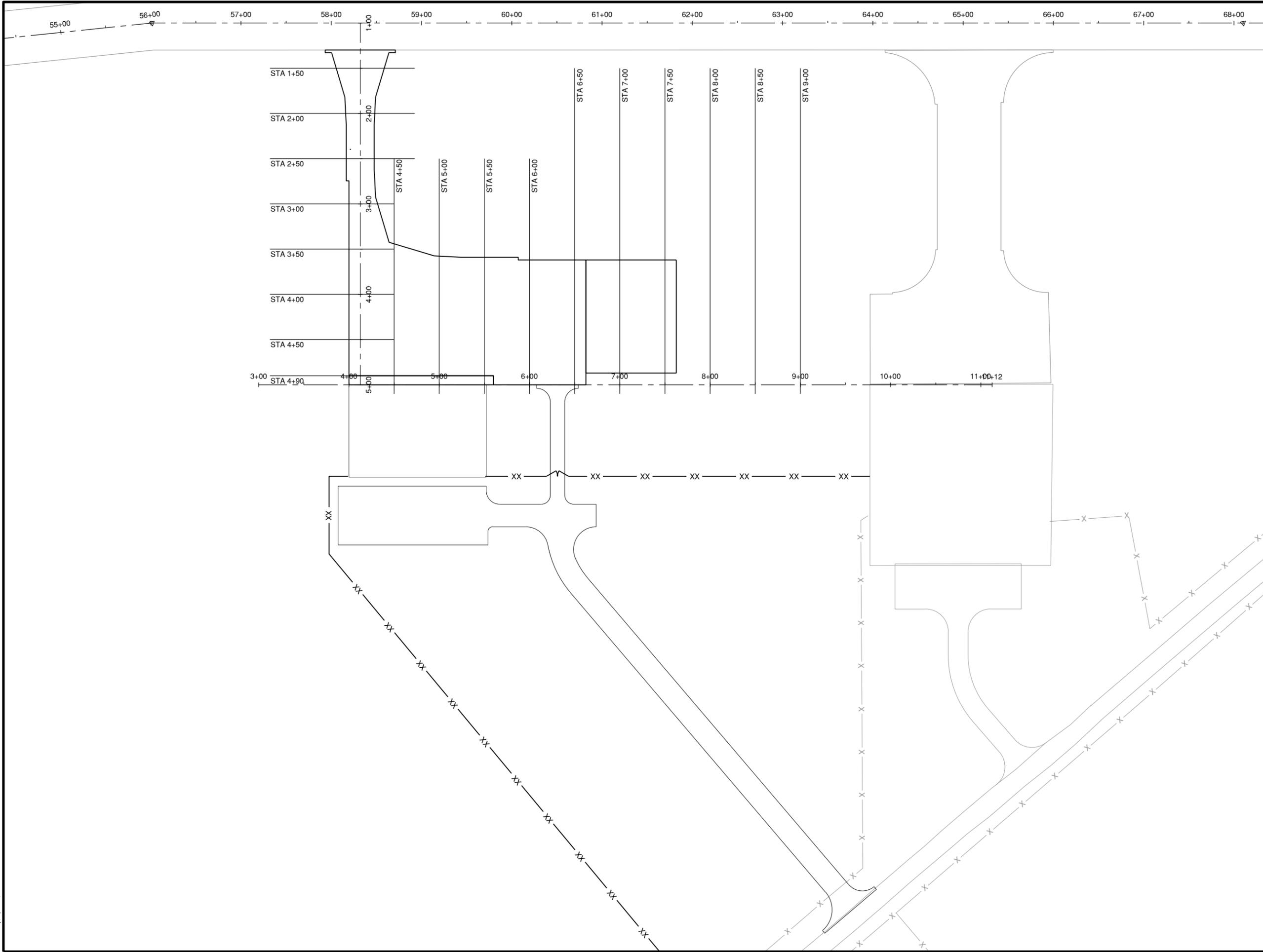
SECTION B-B
NOT TO SCALE



PLAN
NOT TO SCALE

**TYPE "ABOVE GROUND"
WITH WOOD PLANKS**

3 (INCIDENTAL TO THE PROJECT)
CONCRETE WASH OUT DETAIL
N.T.S.



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CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

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IL PROJ. NO:	UIN-5025
CMT PROJECT NO:	19002002
CAD DWG FILE:	190020-02 CG600.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	CHK
APPROVED BY:	APR
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SHEET TITLE
**CROSS SECTION
INDEX - AIRSIDE**

CG600
SHEET 44 OF 50

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APRIL 22, 2022

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OWNER



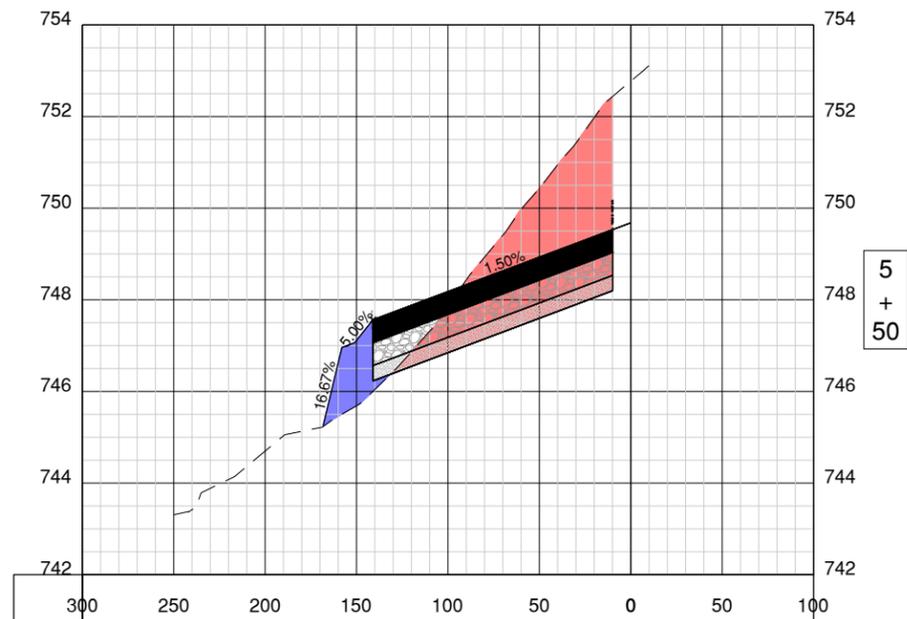
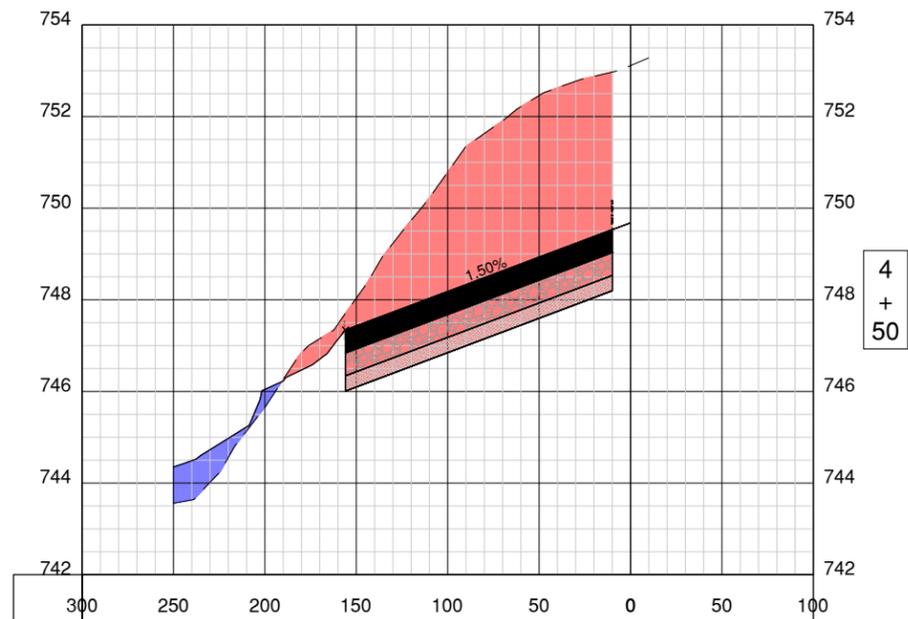
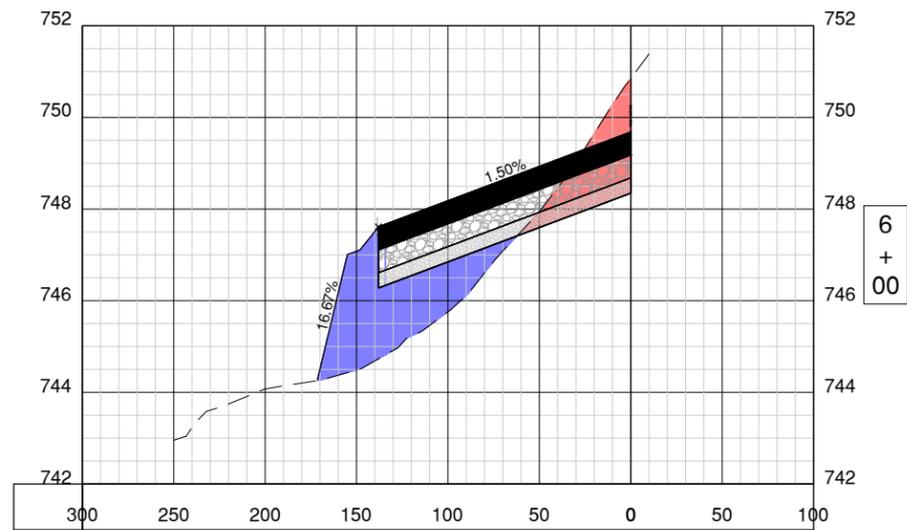
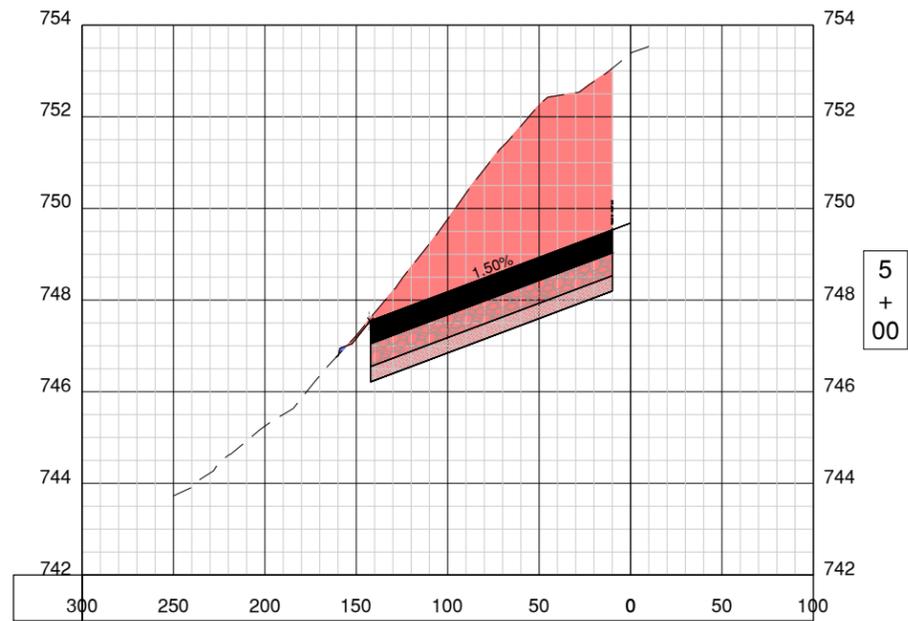
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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SHEET TITLE
**APRON CROSS
SECTIONS 1**

CG601
SHEET 45 OF 50





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GENERAL AVIATION APRON &
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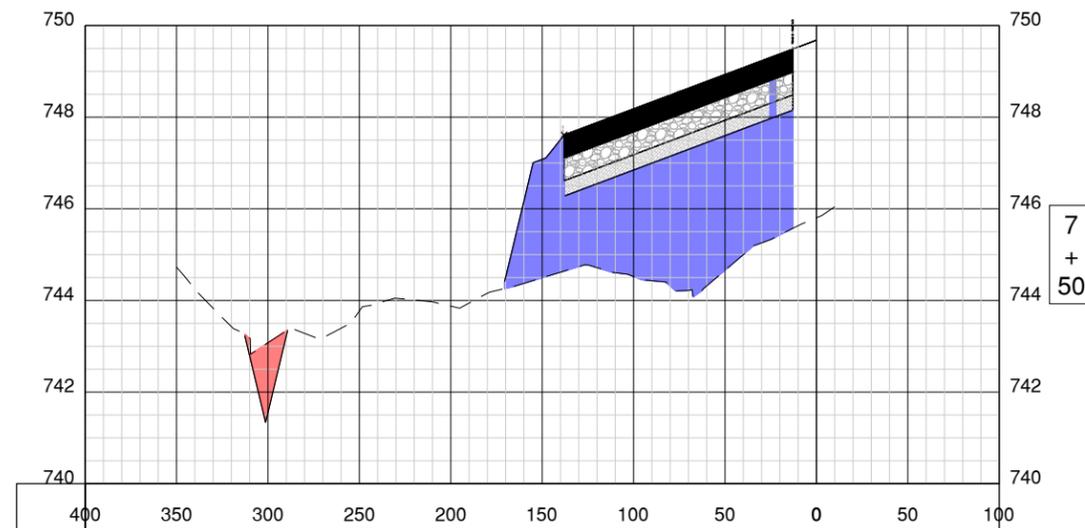
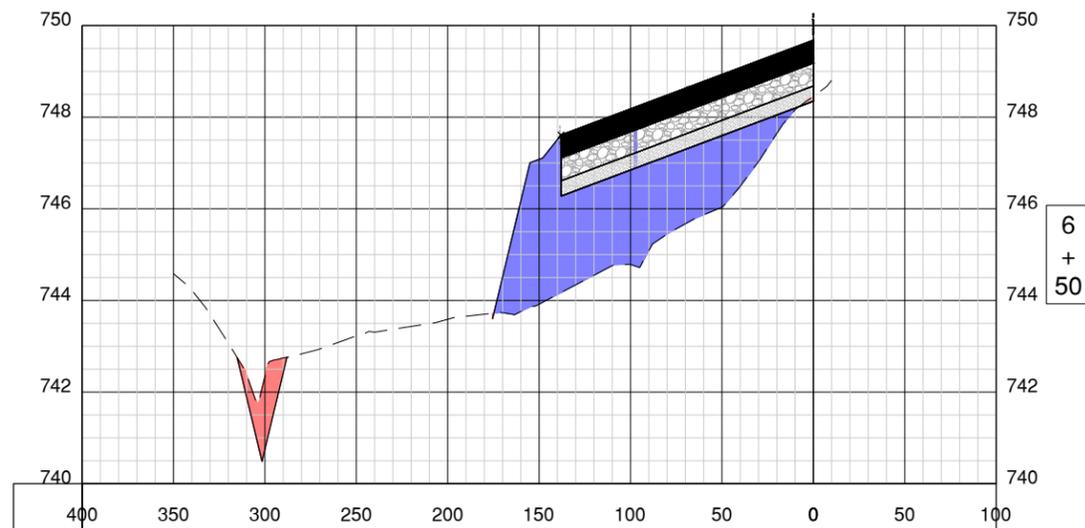
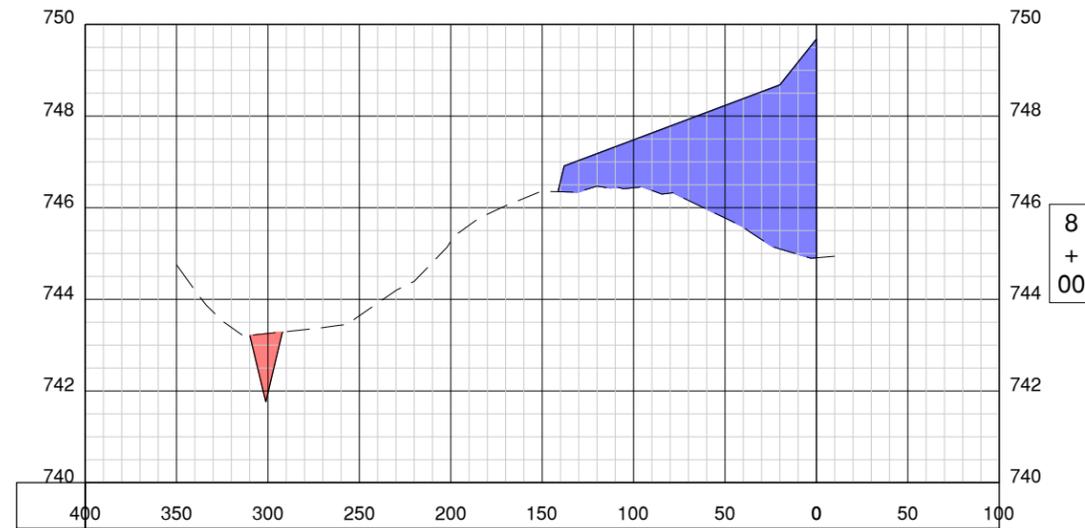
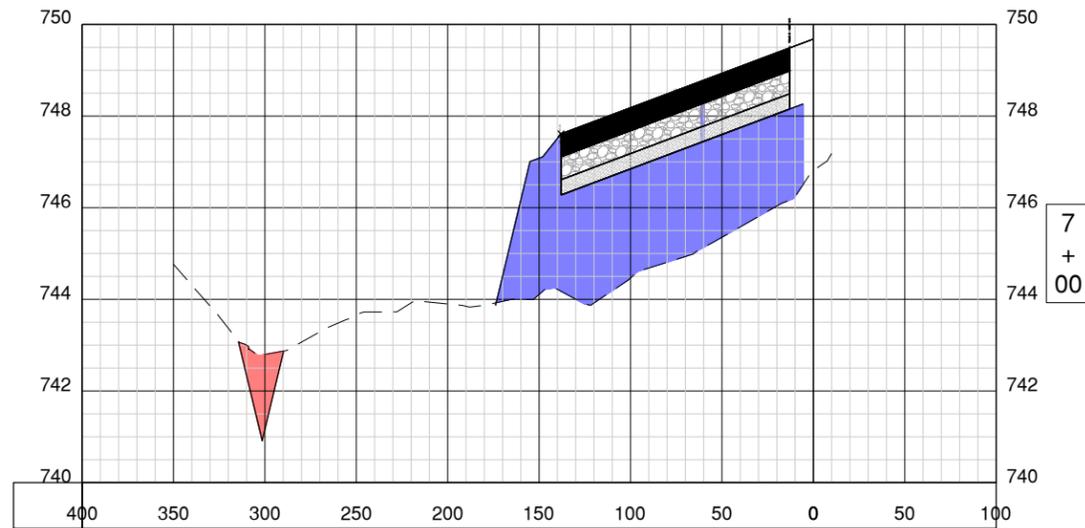
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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SHEET TITLE
**APRON CROSS
SECTIONS 2**

CG602
SHEET 46 OF 50



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APRON EARTHWORK						
CONTROL STATION	COMPACTED FILL			CUT (IN-SITU)		
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5+50.00	0.3	1	56	485.7	900	2029
6+50.00	34.4	64	120	262.1	486	2515
7+50.00	143.5	266	386	73.5	137	2652
8+50.00	296.1	549	935	22.9	43	2695
9+00.00	401.1	743	1678	23.6	44	2739
10+50.00	406.4	753	2431	19.1	36	2775
11+50.00	297.4	551	2982	13.6	26	2801
12+50.00	60.6	113	3095	124	230	3031
13+00.00	1.8	4	3099	410.8	761	3792



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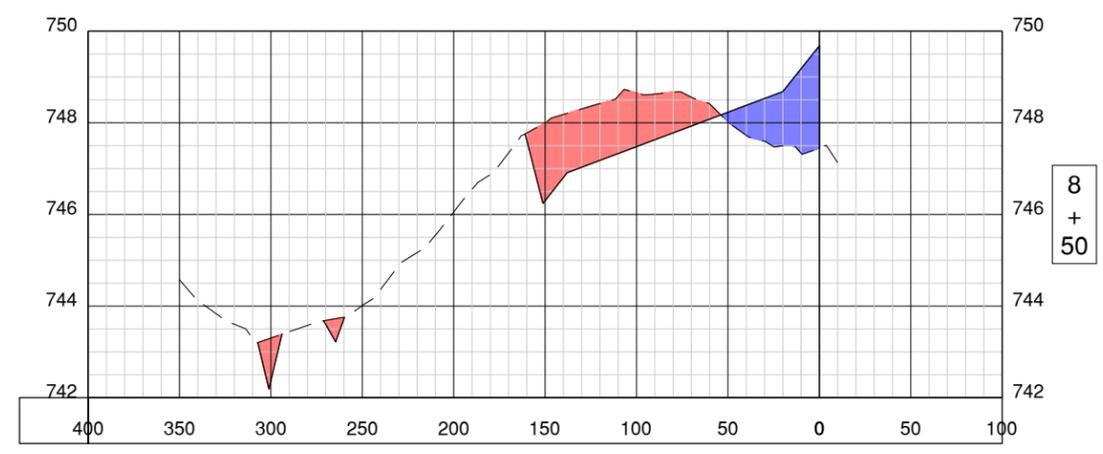
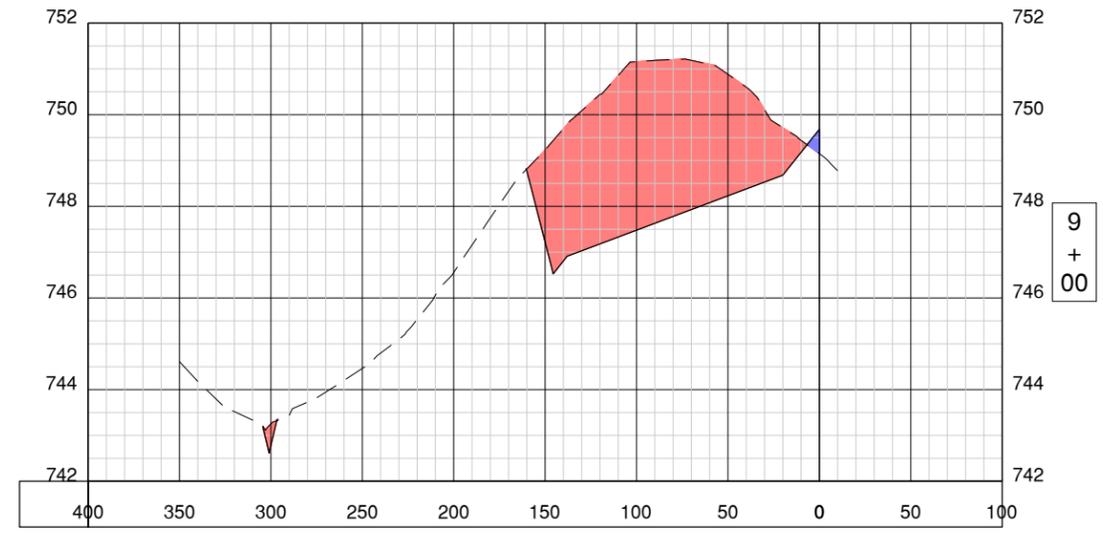
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

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CMT PROJECT NO: 19002002
CAD DWG FILE: 190020-02 CG601.DWG
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DRAWN BY: DPA
CHECKED BY: CHK
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SHEET TITLE
**APRON CROSS
SECTIONS 3**

CG603
SHEET 47 OF 50



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Date: Friday, April 22, 2022 10:11:01 AM

TAXIWAY STATION	TAXIWAY EARTHWORK CALCS					
	COMPACTED FILL			CUT (IN-SITU)		
	AREA (SF)	VOL (CY)	CUM VOL (CY)	AREA (SF)	VOL (CY)	CUM VOL (CY)
1+50.00	4	8	8	55.4	103	103
2+00.00	106.8	198	206	0.1	1	104
2+50.00	118.7	220	426	0	0	104
3+00.00	23.3	44	470	6.3	12	116
3+50.00	0	0	470	140.4	260	376
4+00.00	0	0	470	303.7	563	939
4+50.00	0	0	470	363	673	1612
4+90.00	0	0	470	339	628	2240



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APRIL 22, 2022

CONSTRUCT AIRPORT
GENERAL AVIATION APRON &
ROADWAY

OWNER



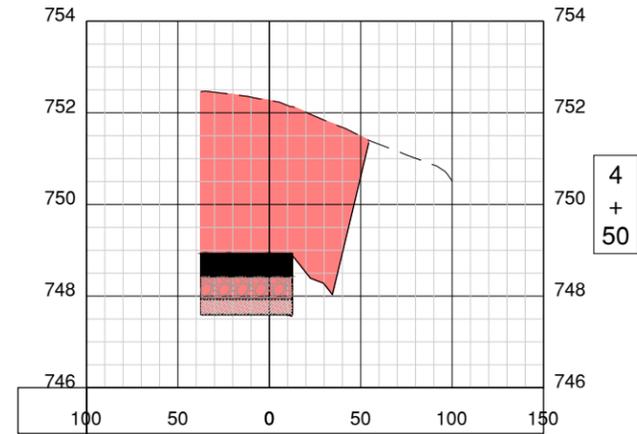
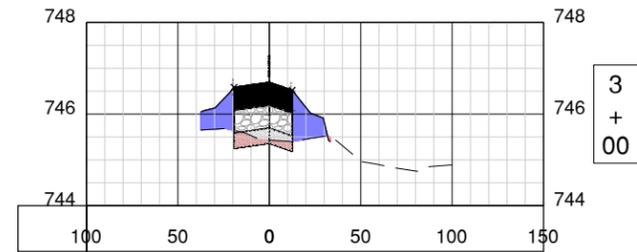
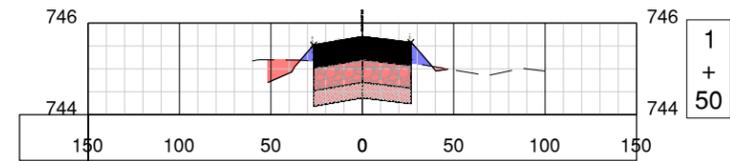
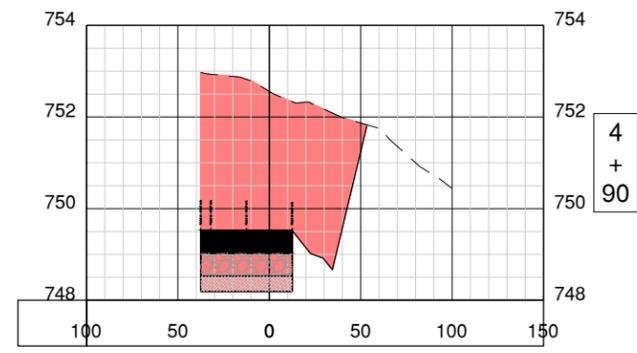
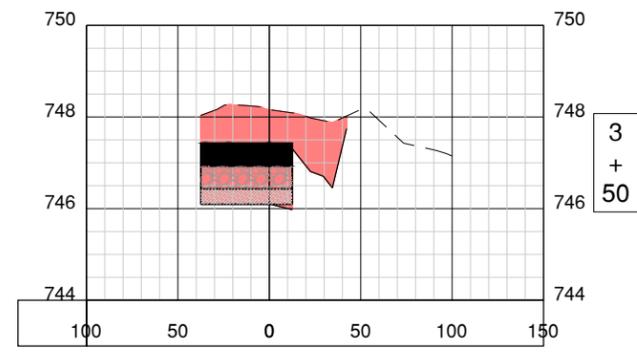
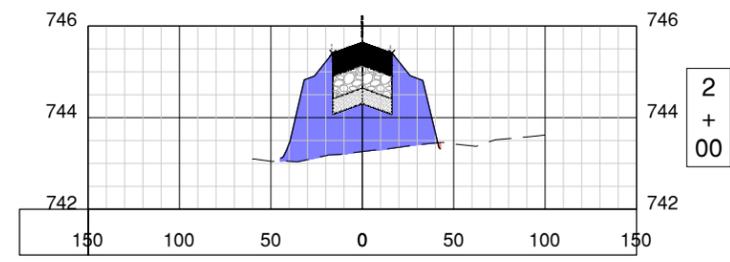
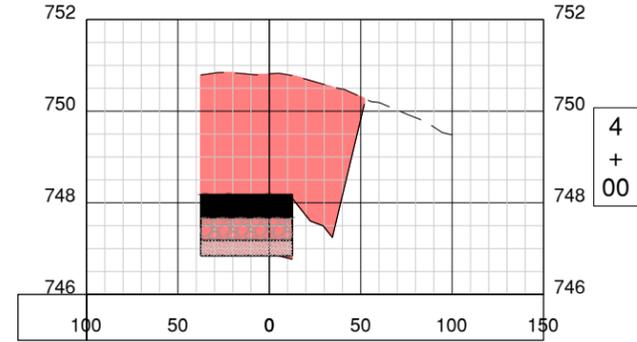
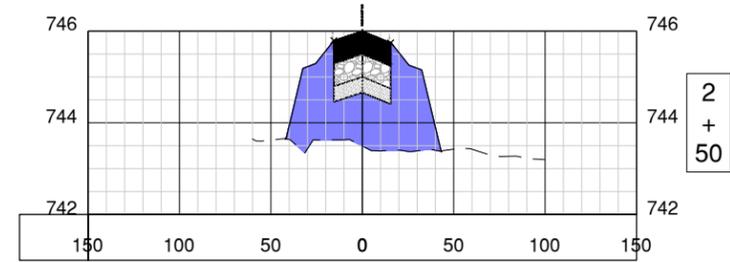
CITY OF QUINCY
QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK	DATE	DESCRIPTION

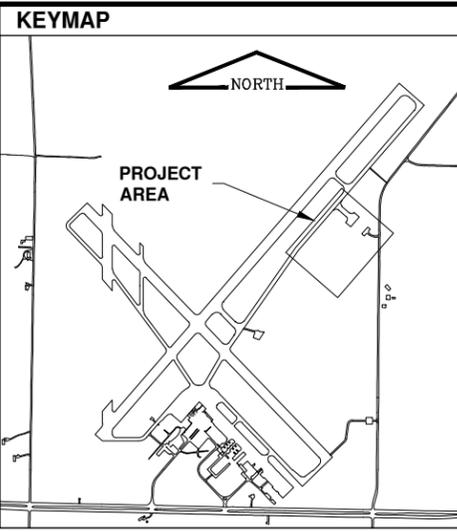
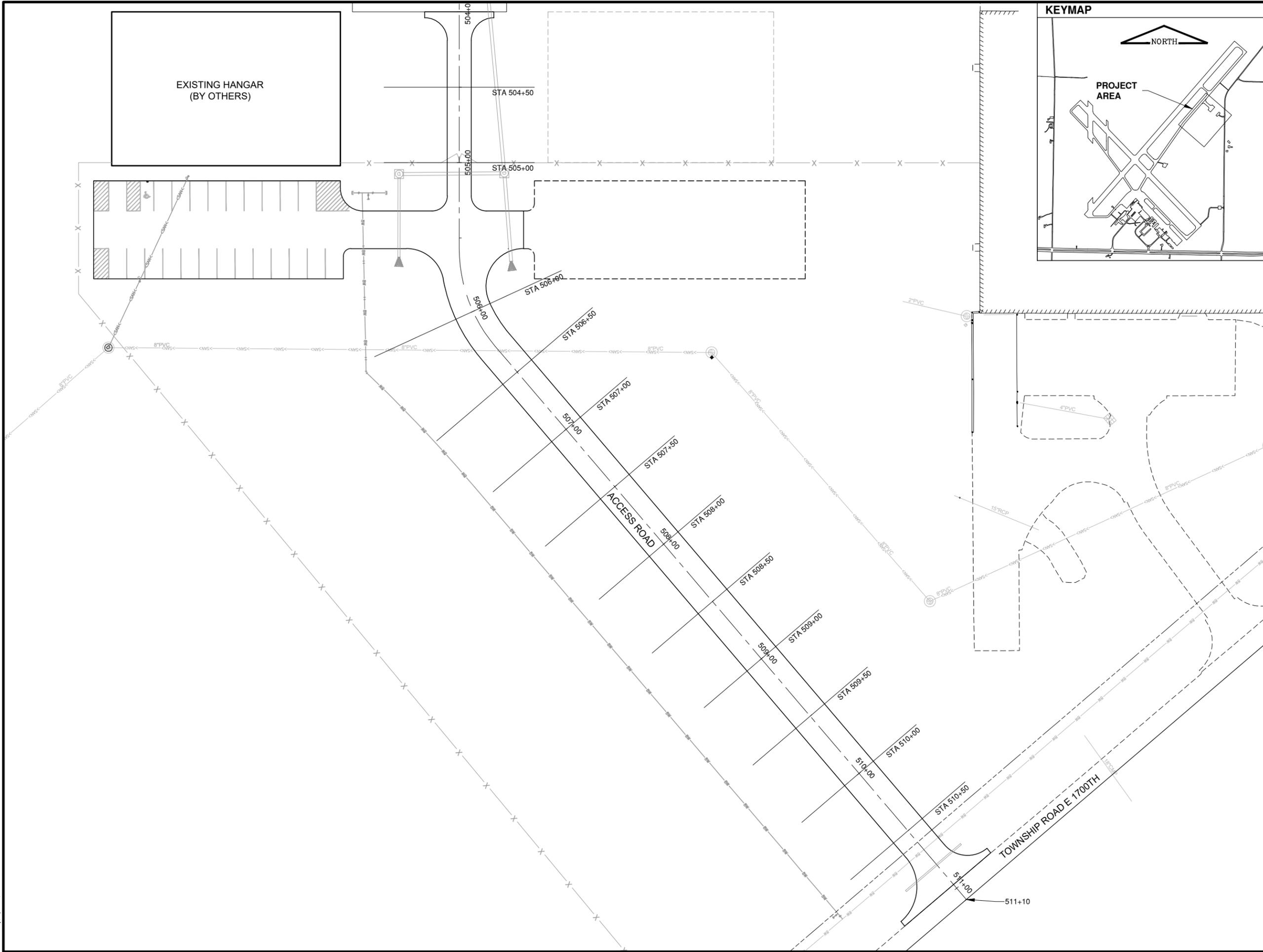
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DRAWN BY:	DPA
CHECKED BY:	CHK
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SHEET TITLE
TAXIWAY CROSS SECTIONS

CG604
SHEET 48 OF 50



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FINAL SUBMITTAL
APRIL, 22, 2022

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GENERAL AVIATION APRON &
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OWNER



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QUINCY REGIONAL AIRPORT
QUINCY, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: N/A
IL PROJ. NO: UIN-5025
CMT PROJECT NO: 19002002
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SHEET TITLE
**CROSS SECTION
INDEX - LANDSIDE**

CG800
SHEET 49 OF 50

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