QU093

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QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 5-23 OVERLAY, PHASE I
ILL. MLI-3374
SHEET 6 OF 63

PROPOSED TYPICAL SECTION

RUNWAY 5-23, STA. 43+95 TO STA. 46+10

TAXIWAY B, RIGHT STA. 58+60 TO STA. 59+35

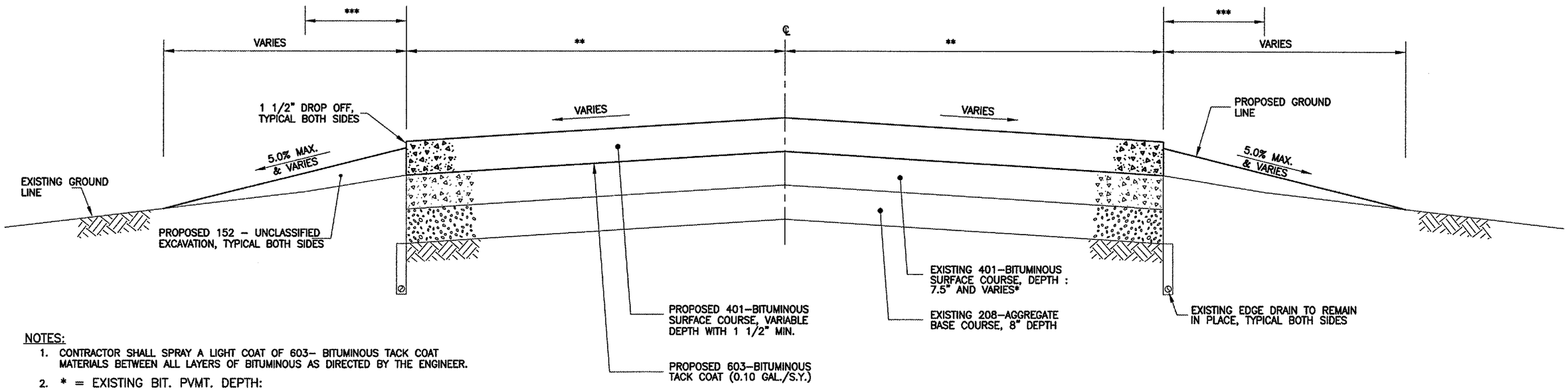
TAXIWAY C, STA. 31+10 TO STA. 32+50

VARIABLE DEPTH BITUMINOUS OVERLAY

RUNWAY 5-23:

AIRCRAFT APPROACH CATEGORY B
AIRPLANE DESIGN GROUP III
VISUAL RUNWAY

EXISTING DESIGN GROUP III RUNWAY 5-23 SAFETY AREA = 300'
EXISTING DESIGN GROUP III TAXIWAY B SAFETY AREA = 118'
EXISTING DESIGN GROUP IV TAXIWAY C SAFETY AREA = 171'



NOTES:

1. CONTRACTOR SHALL SPRAY A LIGHT COAT OF 603- BITUMINOUS TACK COAT MATERIALS BETWEEN ALL LAYERS OF BITUMINOUS AS DIRECTED BY THE ENGINEER.
2. * = EXISTING BIT. PVMT. DEPTH:
   STA. 15+40 TO STA. 45+55 : 7.5"
   STA. 45+55 TO STA. 49+05 : VARIES FROM 7.5" TO 16"
   STA. 49+05 TO STA. 51+30 : 16" (RUNWAY 9-27)
   STA. 51+30 TO STA. 53+80 : VARIES FROM 16" TO 7.5"
   STA. 53+80 TO STA. 63+83.25 : 7.5"
   TAXIWAY B : 16"
   TAXIWAY C : 18"
3. ** = EXISTING PVMT. DIMENSIONS:
   RUNWAY 5-23 : 75'
   TAXIWAY B : 37.5'
   TAXIWAY C : 50'
4. *** = EXISTING SHOULDER DIMENSIONS:
   RUNWAY 5-23 : 20' (GROUP III)
   TAXIWAY B : 20' (GROUP III)
   TAXIWAY C : 25' (GROUP IV)
5. 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.
6. 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