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QI054

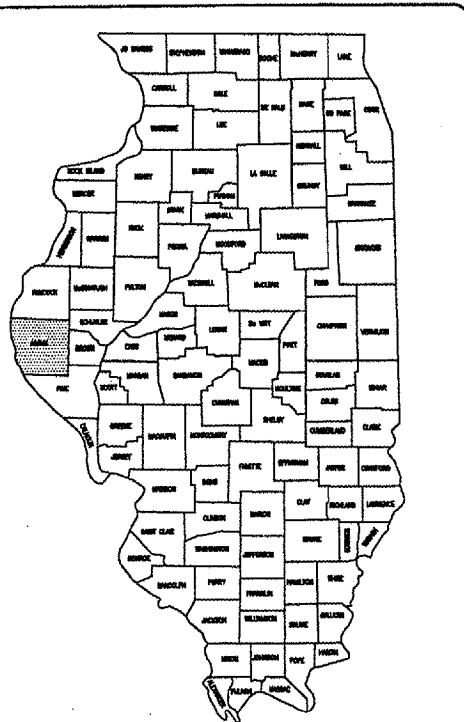
TOTAL SHEETS: 7

CONSTRUCTION PLANS FOR QUINCY REGIONAL AIRPORT - BALDWIN FIELD

QUINCY, ADAMS COUNTY, ILLINOIS REHABILITATE RUNWAY 18-36 PHASE I

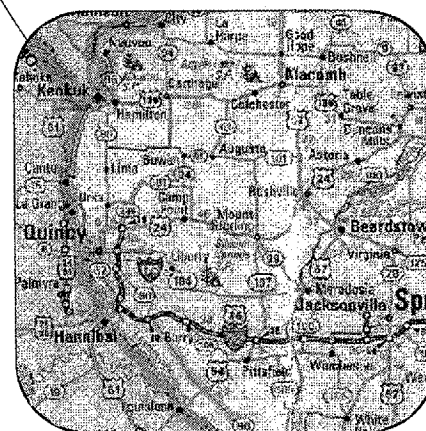
SCOPE OF WORK

THE PROJECT SCOPE CONSISTS OF THE REHABILITATION OF RUNWAY 18-36. THE PROJECT WILL INCLUDE RECONSTRUCTION OF THE CONCRETE JOINTS, REPAIR OF RANDOM CRACKS, AND REPAIR AND REPLACEMENT OF DAMAGED OR FAILED SLABS AS DESCRIBED IN THESE CONSTRUCTION PLANS.



LOCATION OF COUNTY

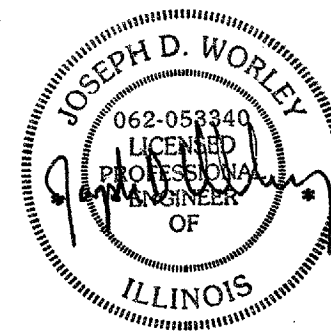
QUINCY REGIONAL AIRPORT



LOCATION MAP

ILL. PROJ. UIN-3336
A.I.P. PROJ. 3-17-0085-XX

LATITUDE: 39° 56' 33"
LONGITUDE: 91° 11' 40"
ELEVATION: 769.0' M.S.L.
DATE: March 4, 2005



Hanson Professional Services Inc.

Submitted by: Joseph D. Worley, P.E. ENGINEER

Date Submitted March 4, 2005

Lics. Exp. Date November 30, 2005

Approved [Signature] MAYOR

Date 3/28/05

Approved [Signature] CITY ENGINEER

Date 3/28/05

Approved [Signature] AIRPORT DIRECTOR

Date 3/28/05

REVISION	DATE	BY

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
ADAMS COUNTY, ILLINOIS
A.I.P. PROJ.: 3-17-0085-XX
ILL. PROJ.: UIN-3336



ILL. Project No.	Eligible \$	Scale	Date	LAYOUT	DATE	REVIEWED
82405CRKD	N/A	N/A		DAK	1/17/05	
				DAK	1/17/05	
				JDW	3/2/05	

HANSON
Hanson Professional Services Inc.
1020 S. State St.
Springfield, Illinois 62703-2886
Offices Nationwide



REHABILITATE
RUNWAY 18-36
COVER SHEET

QI054

\$FILES \$DATE\$ \$USERS\$

SUMMARY OF QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1.0
AR150540	HAUL ROUTE	L.S.	1.0
AR800567	PARTIAL DEPTH SPALL REPAIR	SF	10,000.0
AR800568	FULL DEPTH SPALL REPAIR	SF	4,000.0
AR800569	PAVEMENT REMOVAL & REPLACEMENT	SY	600.0
AR800570	CONCRETE JOINT REHABILITATION	LF	60,000.0
AR800571	CONCRETE SURFACE CLEANING	LF	25,000.0
AR800572	SURFACE POPOUT REPAIR	EA	60.0

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX OF SHEETS
3	PROPOSED SAFETY PLAN
4	EXISTING SITE PLAN
5	CONSTRUCTION PLAN 128+00 TO 144+80
6	CONSTRUCTION PLAN 161+20 TO 176+00
7	CONSTRUCTION DETAILS

REHABILITATE RUNWAY 18-36 SUMMARY OF QUANTITIES AND INDEX OF SHEETS	 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Offices Nationwide	HEL Project No. 82405CRKD Filenames: \$FILES\$ Scale: \$SCALE\$ Date: \$DATE\$	QUINCY REGIONAL AIRPORT BALDWIN FIELD ADAMS COUNTY, ILLINOIS	A.I.P. PROJ.: 3-17-0085-XX I.L. PROJ.: UNI-3336
		LAYOUT: DAK DRAWN: DAK REVIEWED: JDW	1/17/05 1/17/05 3/2/05	
2 2 of 7 sheets	 QUINCY REGIONAL AIRPORT BALDWIN FIELD ADAMS COUNTY, ILLINOIS	REVISION DATE	BY	DATE

HORIZONTAL AND VERTICAL CONTROL POINTS						
NO.	DESCRIPTION	STATION	OFFSET	NORTHING	NORTHING	ELEV.
1	CENTER INLET GRATE	168+07	300' RT.	1,196,841.74	2,007,378.99	757.33
2	CENTER INLET GRATE	172+33	282' RT.	1,197,267.18	2,007,361.18	756.01
3	REBAR W/ALUMINUM CAP	176+00	302' LT.	1,197,634.47	2,006,777.32	-
4	REBAR W/CAP	176+01	409' RT.	1,197,635.44	2,007,487.47	-
5	REBAR W/CAP	186+00	305' LT.	1,198,634.46	2,006,773.84	-
6	REBAR W/CAP	185+95	354' RT.	1,198,629.42	2,007,432.76	-
7	RR SPIKE IN TREE	185+95	657' RT.	1,198,629.42	2,007,735.76	742.64

SCOPE OF WORK
 THE PROJECT SCOPE CONSISTS OF THE REHABILITATION OF RUNWAY 18-36. THE PROJECT WILL INCLUDE RECONSTRUCTION OF THE CONCRETE JOINTS, REPAIR OF RANDOM CRACKS, AND REPAIR AND REPLACEMENT OF DAMAGED OR FAILED SLABS AS DESCRIBED IN THESE CONSTRUCTION PLANS.

AIRPORT SECURITY NOTE
 AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE TO THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

UTILITY NOTE
 THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

HEIGHT OF CONSTRUCTION EQUIPMENT
 THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI TRUCK WITH TRAILER IN THE UP POSITION.

HAUL ROUTE AND EQUIPMENT PARKING
 THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SAFETY PLAN. THE PROPOSED PARKING AREA WILL BE 200' X 200'. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE AND REPAIR THE HAUL ROAD AND GRADE, FERTILIZE, SEED, AND MULCH THE PARKING AREA AS NEEDED TO RESTORE IT TO ITS PRE CONSTRUCTION STATE TO THE SATISFACTION OF THE RESIDENT ENGINEER. MAINTENANCE AND RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING ALL PERTINENT PERMITS AND APPROVAL TO USE THE TOWNSHIP ROADS.

CONTRACTOR RESPONSIBILITIES
 THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES NECESSARY FOR CONSTRUCTION WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR SHALL KEEP ONE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

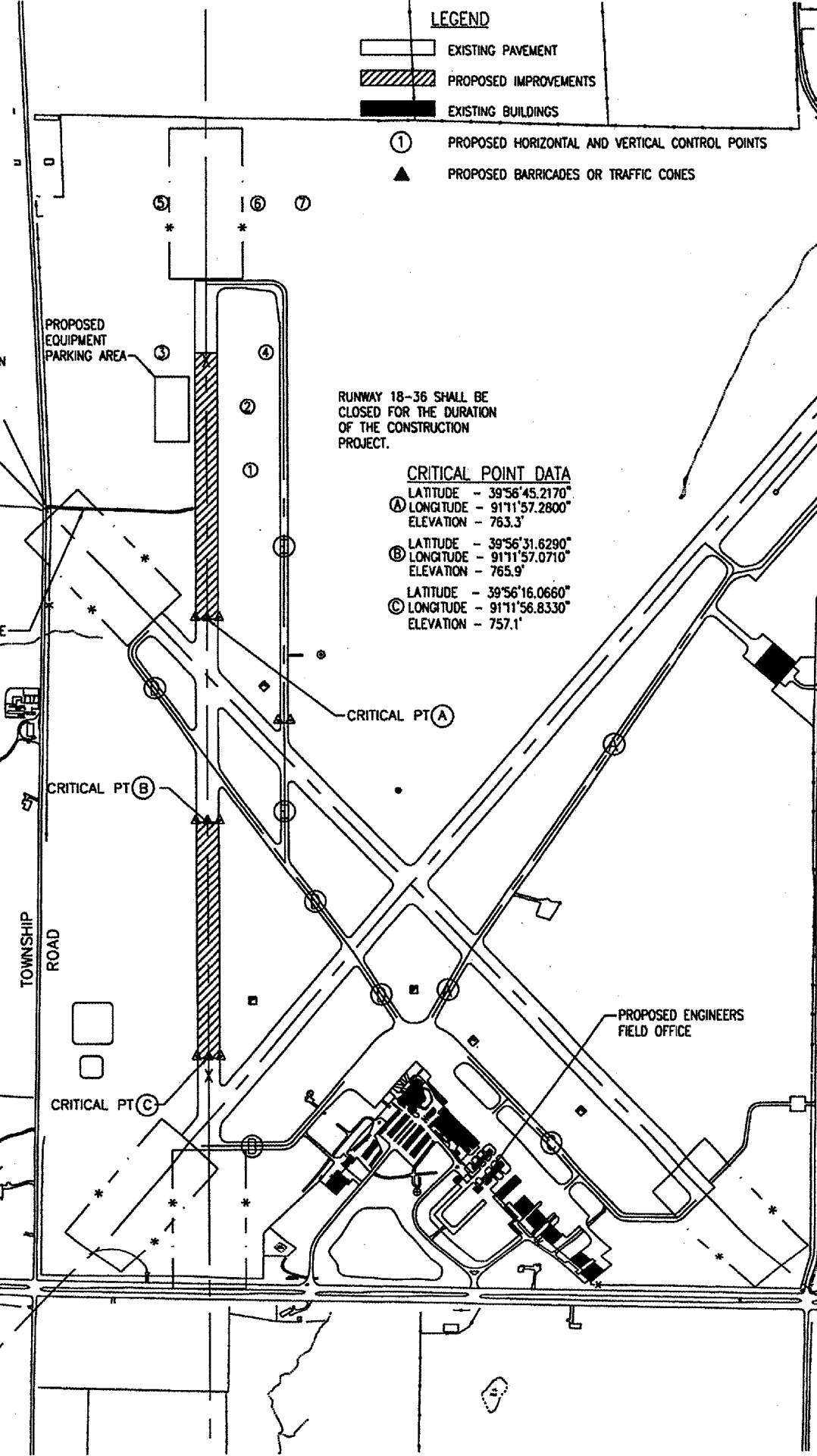
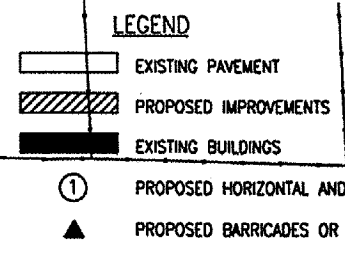
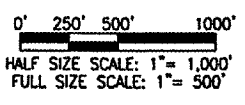
ALL WORK PERFORMED SHALL BE DONE IN AN ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT UNLESS APPROVED BY THE AIRPORT DIRECTOR.

THE CONTRACTOR IS REQUIRED TO LIMIT THE USE OF CONSTRUCTION EQUIPMENT ON THE EXISTING PAVEMENTS. ONLY EQUIPMENT NEEDED TO COMPLETE THE SPECIFIC WORK ON THE EXISTING PAVEMENT WILL BE PERMITTED. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

ENGINEER'S FIELD OFFICE
 THE ENGINEER'S FIELD OFFICE WILL BE LOCATED AS SHOWN ON THIS SAFETY PLAN.

J.U.L.I.E. INFORMATION
 COUNTY: ADAMS
 CITY: QUINCY
 TOWNSHIP: GLIMER
 SECTION NO.: 34
 ADDRESS: QUINCY REGIONAL AIRPORT - BALDWIN FIELD
 1645 HIGHWAY 104
 QUINCY, ILLINOIS 62301



CRITICAL POINT DATA

LATITUDE - 39°56'45.2170"
 LONGITUDE - 91°11'57.2800"
 ELEVATION - 763.3'

LATITUDE - 39°56'31.6290"
 LONGITUDE - 91°11'57.0710"
 ELEVATION - 765.9'

LATITUDE - 39°56'16.0660"
 LONGITUDE - 91°11'56.8330"
 ELEVATION - 757.1'

RUNWAY AND TAXIWAY CLOSURE

A RUNWAY MUST BE CLOSED ANYTIME CONSTRUCTION PERSONNEL OR EQUIPMENT ARE WITHIN 250-FT OF THE RUNWAY'S CENTERLINE. RUNWAY 18-36 SHALL BE CLOSED FOR THE DURATION OF THE PROJECT. RUNWAY'S 4-22 AND 13-31 WILL NOT REQUIRE CLOSURE.

WHEN CROSSING ACTIVE RUNWAYS, THE CONTRACTOR IS REQUIRED TO USE RADIO CONTACT WITH THE AIRPORT UNICOM. CROSSING ACTIVE RUNWAYS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION SCHEDULE TO LIMIT THE CROSSING OF ACTIVE RUNWAYS TO A MINIMUM. THE CONTRACTOR'S PERSONNEL WILL NOT BE ALLOWED TO FREELY CROSS THE RUNWAYS UNLESS THE RUNWAY IS CLOSED.

A TAXIWAY MUST BE CLOSED AT ANYTIME CONSTRUCTION PERSONNEL OR EQUIPMENT ARE WITHIN 72-FT OF A TAXIWAY CENTERLINE. VARIOUS TAXIWAY CLOSURE MAY BE REQUIRED THROUGHOUT THE PROJECT.

RUNWAY CLOSURE REQUIRES PLACEMENT OF YELLOW CROSSES OVER THE DESIGNATION NUMERALS AS DETAILED ON THIS SAFETY PLAN. BARRICADES AND TRAFFIC CONES SHALL BE PLACED AS SHOWN AND AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES MUST BE EQUIPPED WITH RED FLASHING LIGHTS.

PLACEMENT, MAINTENANCE, AND REMOVAL OF BARRICADES AND TRAFFIC CONES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION ALLOWED.

CROSSES MAY BE PLACED OVER THE NUMERALS OR OFF THE RUNWAY END AS DETAILED.

THE CONTRACTOR IS REQUIRED TO PLACE THE RUNWAY CLOSURE CROSS ON RUNWAY NUMERALS AS DETAILED WHEN RUNWAY CLOSURE IS NECESSARY.

RUNWAY CLOSURE PROCEDURES:

- CONTACT THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE
- ISSUANCE OF NOTAM BY THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET)
- PLACEMENT OF LIGHTED BARRICADES. ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 200 FT. OF THE AFFECTED RUNWAY CENTERLINE BEGIN.

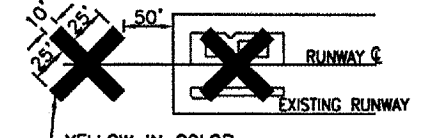
RUNWAY REOPENING PROCEDURES:

- REMOVE CROSSES
- REMOVE LIGHTED BARRICADES
- NOTIFY THE AIRPORT MANAGER OR HIS REPRESENTATIVE TO CANCEL THE NOTAM.
- CANCELLATION OF THE NOTAM. A CLOSED RUNWAY WILL NOT BE REOPENED UNTIL ALL EQUIPMENT AND WORK ARE FURTHER THAN 200 FT. FROM THE AFFECTED RUNWAY CENTERLINE.

THE PROPOSED CONSTRUCTION AREA WILL BE BLOCKED BY BARRICADES AND TRAFFIC CONES AS SHOWN ON THIS SAFETY PLAN. THE CONTRACTOR IS RESPONSIBLE FOR PLACING, MAINTAINING, RELOCATING, AND REMOVING BARRICADES, TRAFFIC CONES, AND SIGNAGE NECESSARY TO SUCCESSFULLY AND SAFELY CLOSE A RUNWAY AND/OR A TAXIWAY. THE CONTRACTOR MUST POSSESS ENOUGH BARRICADES AND TRAFFIC CONES TO CLOSE THE CONSTRUCTION AREA IN ACCORDANCE WITH THE CONSTRUCTION DRAWINGS AND THE SPECIAL PROVISIONS.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE AIRPORT MANAGER, THROUGH THE RESIDENT ENGINEER, SEVEN (7) DAYS IN ADVANCE OF COMMENCEMENT OF WORK. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROPERLY MARK AND BARRICADE THE CLOSED CONSTRUCTION AREA AND TO REMOVE THE BARRICADES AND CONES WHEN THE WORK IS COMPLETED AND THE CONCRETE HAS CURED. IT IS THE AIRPORT MANAGER'S RESPONSIBILITY TO ISSUE ALL NOTAM'S REQUIRED THROUGHOUT THE CONSTRUCTION OF THE PROJECT.

TRAFFIC CONTROL IN ALL FACETS OF THE PROPOSED PROJECT IS THE RESPONSIBILITY OF THE CONTRACTOR.



DETAIL OF CROSS FOR CLOSED RUNWAY
 "NOT TO SCALE"

NOTE:
 COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PROPOSED SAFETY PLAN
 GENERAL - THE QUINCY REGIONAL AIRPORT IS COMPRISED OF THREE PAVED RUNWAYS AND THEIR ASSOCIATED TAXIWAY SYSTEM.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3") FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.00 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE QUINCY REGIONAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

EROSION CONTROL
 THIS PROJECT WILL NOT DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A N.P.D.E.S. PERMIT WILL NOT BE REQUIRED. A STORM WATER POLLUTION PREVENTION PLAN IS NOT INCLUDED IN THESE CONSTRUCTION PLANS.

BY	
REVISION	
DATE	

QUINCY REGIONAL AIRPORT
 BALDWIN FIELD
 ADAMS COUNTY, ILLINOIS



HEB Project No. B2405CRKID	DATE	1/17/05
Scale	SCALE	DATE
LAYOUT	DKK	1/17/05
DRAWN	DKK	1/17/05
REVIEWED	JDW	3/2/05



Hanson Professional Services Inc.
 1625 South Sixth Street
 Springfield, Illinois 62703-2886
 Offices Nationwide

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 J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

CONCRETE SURFACE CLEANING

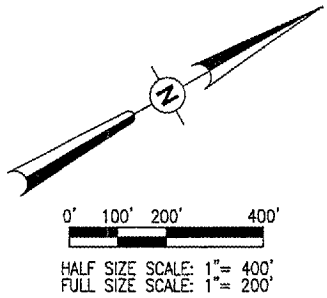
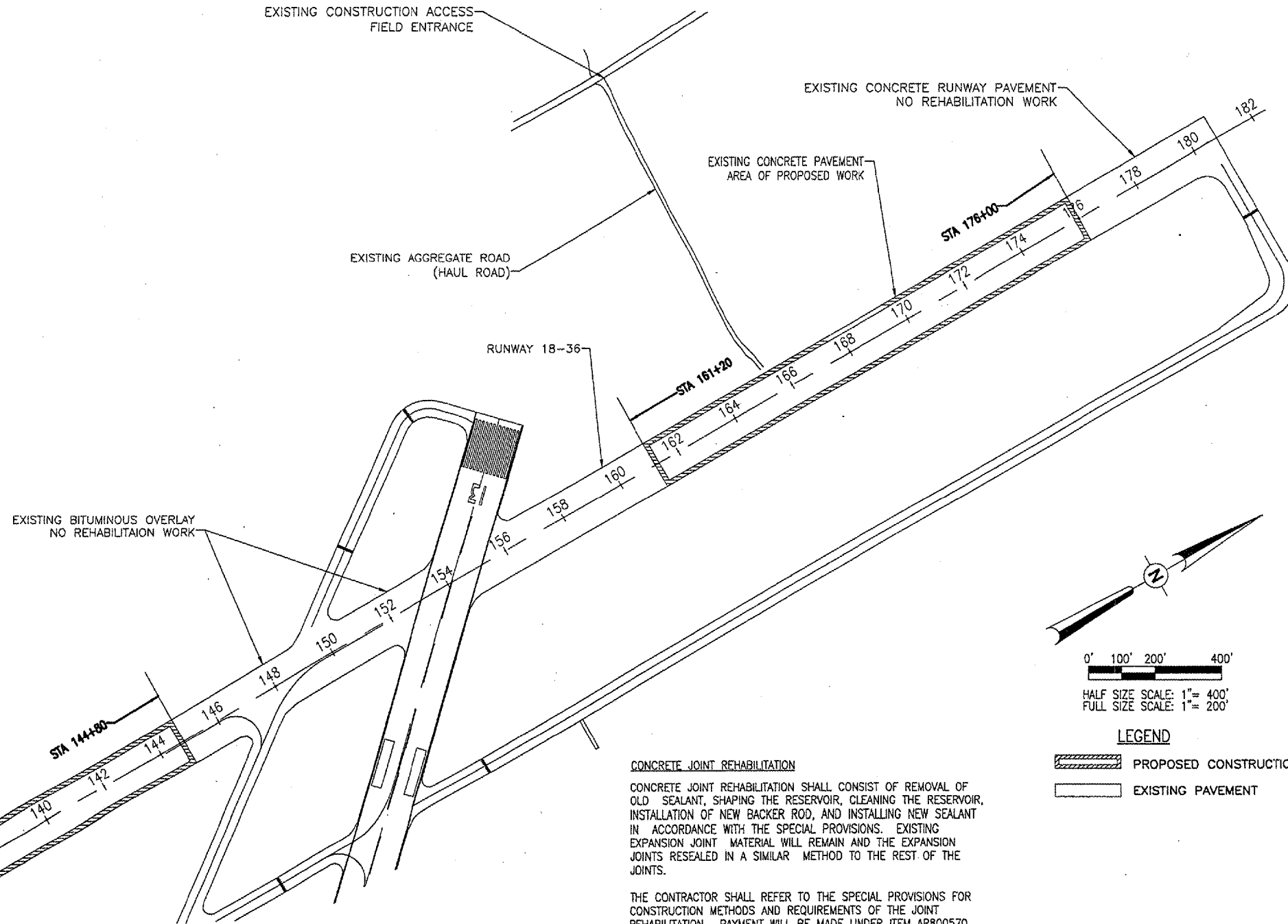
CONCRETE SURFACE CLEANING SHALL CONSIST OF THE REMOVAL OF OLD JOINT SEALANT FROM THE CONCRETE SURFACE ADJACENT TO SOME OF THE EXISTING JOINTS USING A SANDBLASTING OPERATION IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THESE LOCATIONS ARE NOT UNIFORM AND ARE APPROXIMATELY THREE INCHES WIDE ON EITHER SIDE OF THE EXISTING JOINT.

PAYMENT WILL BE MADE UNDER ITEM AR800571 CONCRETE SURFACE CLEANING PER LINEAR FOOT.

SURFACE POPOUT REPAIR

SURFACE POPOUT REPAIR SHALL CONSIST OF THE CLEANING AND FILLING OF SMALL HOLES OR CAVITIES IN THE CONCRETE SURFACE THAT HAVE RESULTED FROM ENTRAPMENT OF AIR BUBBLES, UNSOUND AGGREGATE OR A CONTAMINATING MATERIAL SUCH AS MUD, WOOD OR GLASS. REPAIR METHODS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE HOLES TYPICALLY DO NOT EXCEED 3/4 INCH IN DIAMETER AND ARE LOCATED SPORADICALLY THROUGHOUT THE PROJECT LIMITS.

PAYMENT WILL BE MADE UNDER ITEM AR800572 SURFACE POPOUT REPAIR PER EACH.



LEGEND

	PROPOSED CONSTRUCTION LIMITS
	EXISTING PAVEMENT

PARTIAL DEPTH SPALL REPAIR

PARTIAL DEPTH REPAIR SHALL CONSIST OF THE REPAIR OF MINOR CRACKS AND SPALLING AT SLAB CORNERS AND JOINTS IN THE CONCRETE PAVEMENT. THIS METHOD WILL BE USED WHERE THE SPALLING OR CRACK IS LOCALIZED TO THE UPPER ONE-THIRD TO ONE-HALF OF THE CONCRETE THICKNESS. THE DETERIORATED CONCRETE WILL BE REMOVED, THE PATCH AREA CLEANED, PATCH MATERIAL PLACED AND THE JOINT SYSTEM WILL BE REFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THE RESIDENT ENGINEER, WITH THE ASSISTANCE OF THE CONTRACTOR, WILL IDENTIFY WHAT THEY BELIEVE TO BE PARTIAL DEPTH SPALL REPAIR AREAS USING VISUAL INSPECTION AND SOUNDING TECHNIQUES. THE RESIDENT ENGINEER WILL LAYOUT THE REPAIR LIMITS BY PAINTING A SQUARE OR TRIANGULAR BOUNDARY OF THE AREA TO BE REPAIRED.

THE EXTENT OF THE DETERIORATION WILL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND THE RESIDENT ENGINEER. DURING THE REPAIR PROCEDURE, IF DETERIORATION DEPTH OF AN AREA IS FOUND TO EXCEED FOUR (4) INCHES, THE RESIDENT ENGINEER SHALL DIRECT THE CONTRACTOR TO CONTINUE REMOVING THE PAVEMENT FULL DEPTH WITHIN THIS REPAIR AREA IN ACCORDANCE WITH ITEM AR800568 - FULL DEPTH SPALL REPAIR. ALL WORK ASSOCIATED WITH THAT RESPECTIVE REPAIR AREA WILL BE PAID UNDER ITEM AR800568 PER SQUARE FOOT.

THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CONSTRUCTION METHODS AND REQUIREMENTS OF THE PARTIAL DEPTH SPALL REPAIR. PARTIAL DEPTH SPALL REPAIR WILL BE PAID PER SQUARE FOOT UNDER ITEM AR800567.

CONCRETE JOINT REHABILITATION

CONCRETE JOINT REHABILITATION SHALL CONSIST OF REMOVAL OF OLD SEALANT, SHAPING THE RESERVOIR, CLEANING THE RESERVOIR, INSTALLATION OF NEW BACKER ROD, AND INSTALLING NEW SEALANT IN ACCORDANCE WITH THE SPECIAL PROVISIONS. EXISTING EXPANSION JOINT MATERIAL WILL REMAIN AND THE EXPANSION JOINTS RESEALED IN A SIMILAR METHOD TO THE REST OF THE JOINTS.

THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CONSTRUCTION METHODS AND REQUIREMENTS OF THE JOINT REHABILITATION. PAYMENT WILL BE MADE UNDER ITEM AR800570 CONCRETE JOINT REHABILITATION PER LINEAR FOOT.

FULL DEPTH SPALL REPAIR

REPAIR OF EXISTING SLABS THAT BEGAN AS PARTIAL DEPTH REPAIR BUT WERE FOUND TO HAVE SPALLING OR CRACKS DEEPER THAN FOUR INCHES AND A PARTIAL-DEPTH REPAIR WAS NOT ADEQUATE SHALL BE ESCALATED TO A FULL DEPTH REPAIR AS DESCRIBED IN THE SPECIAL PROVISIONS. FULL-DEPTH REPAIRS WILL REQUIRE ADDITIONAL SAWING AND THE REMOVAL AND REPLACEMENT OF PORTIONS OF CONCRETE SLABS TO THE BOTTOM OF THE PAVEMENT TO RESTORE THE DETERIORATED AREAS. THE DETERIORATED CONCRETE WILL BE REMOVED, THE PATCH AREA PREPARED, LOAD TRANSFER DOWELS INSTALLED, PATCH MATERIAL PLACED AND THE JOINT SYSTEM REFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE EXTENT OF THE DETERIORATION WILL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND THE RESIDENT ENGINEER.

THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CONSTRUCTION METHODS AND REQUIREMENTS OF THE FULL DEPTH SPALL REPAIR. PAVEMENT AREAS THAT REQUIRE FULL DEPTH SPALL REPAIR SHALL BE PAID UNDER ITEM AR800568 FULL DEPTH SPALL REPAIR PER SQUARE FOOT.

PAVEMENT REMOVAL & REPLACEMENT

PAVEMENT REMOVAL AND REPLACEMENT SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF SHATTERED SLABS, PAVEMENT SLABS THAT HAVE STRUCTURAL FAILURE, JOINT DETERIORATION, CORNER BREAKS, AND RANDOM TRANSVERSE OR LONGITUDINAL CRACKS THAT EXTEND THROUGH THE DEPTH OF THE CONCRETE PAVEMENT. THE PAVEMENTS SHALL BE REMOVED FULL-DEPTH AND REPLACED IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE REPAIR METHOD WILL REQUIRE REMOVAL AND REPLACING COMPLETE AND PORTIONS OF CONCRETE SLABS TO THE BOTTOM OF THE PAVEMENT TO RESTORE THE DETERIORATED AREAS. THE DETERIORATED CONCRETE WILL BE REMOVED, THE PATCH AREA PREPARED, PATCH MATERIAL PLACED, DOWELS INSTALLED AND THE JOINT SYSTEM WILL BE REFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RESIDENT ENGINEER WILL IDENTIFY THE PAVEMENTS REQUIRING REMOVAL AND REPLACEMENT IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CONSTRUCTION METHODS AND REQUIREMENTS OF THE PAVEMENT REMOVAL AND REPLACEMENT. THESE PAVEMENT AREAS SHALL BE PAID UNDER ITEM AR800569 PAVEMENT REMOVAL & REPLACEMENT PER SQUARE YARD.

\$USERS \$DATES \$FILES

REVISION	DATE

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
ADAMS COUNTY, ILLINOIS

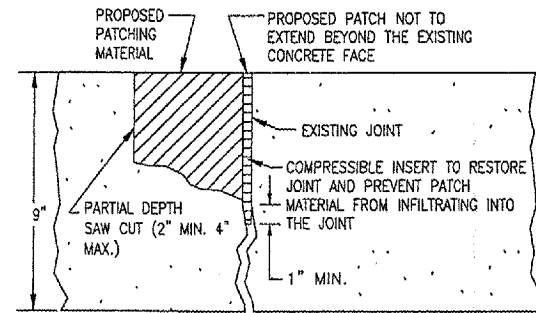
A.I.P. PROJ.: 3-17-0085-XX
ILL. PROJ.: UNI-3336

HEL Project No. 82405CRKD	ELI Project No. 1/17/05
ELI Project No. 1/17/05	ELI Project No. 1/17/05
Scale: 1" = 200'	Scale: 1" = 200'
Date: 3/2/05	Date: 3/2/05
LAYOUT: DAK	DRAWN: DAK
REVIEWED: JOW	DATE: 3/2/05

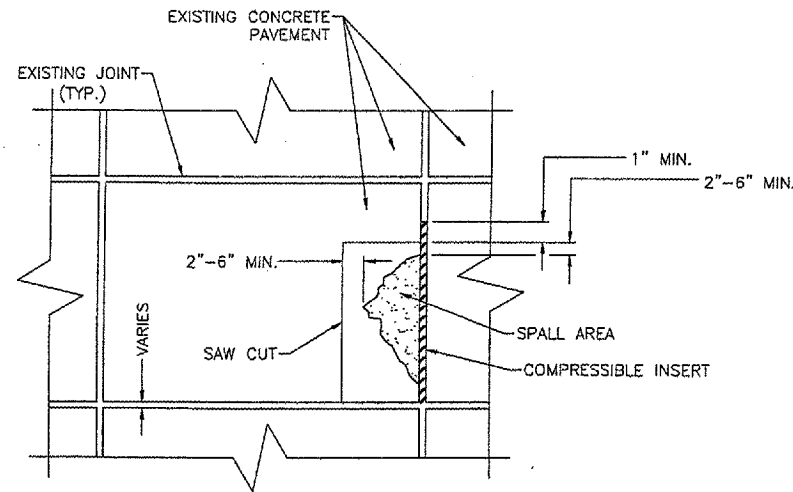
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

REHABILITATE
RUNWAY 18-36

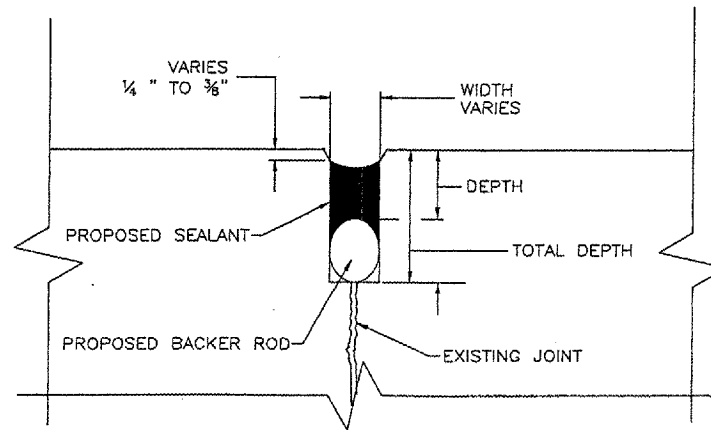
EXISTING
SITE
PLAN



PARTIAL DEPTH SPALL REPAIR
SECTION VIEW
NOT TO SCALE



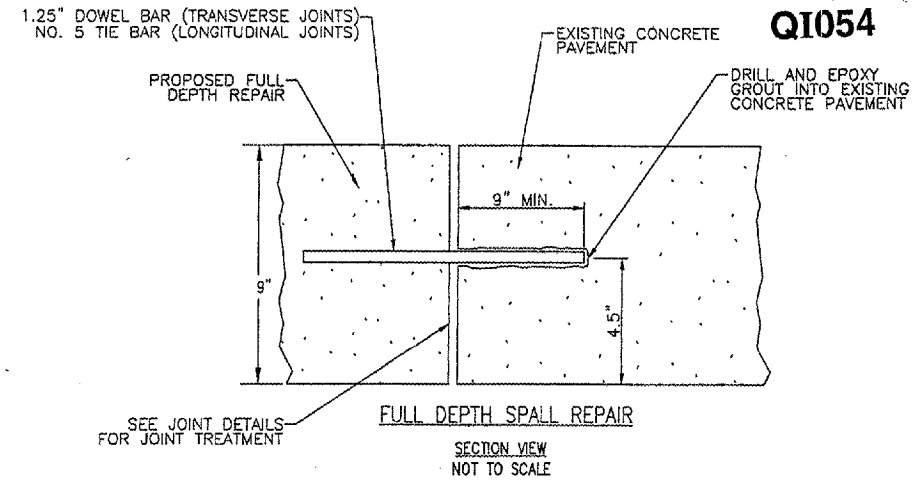
PARTIAL DEPTH SPALL REPAIR
PLAN VIEW
NOT TO SCALE



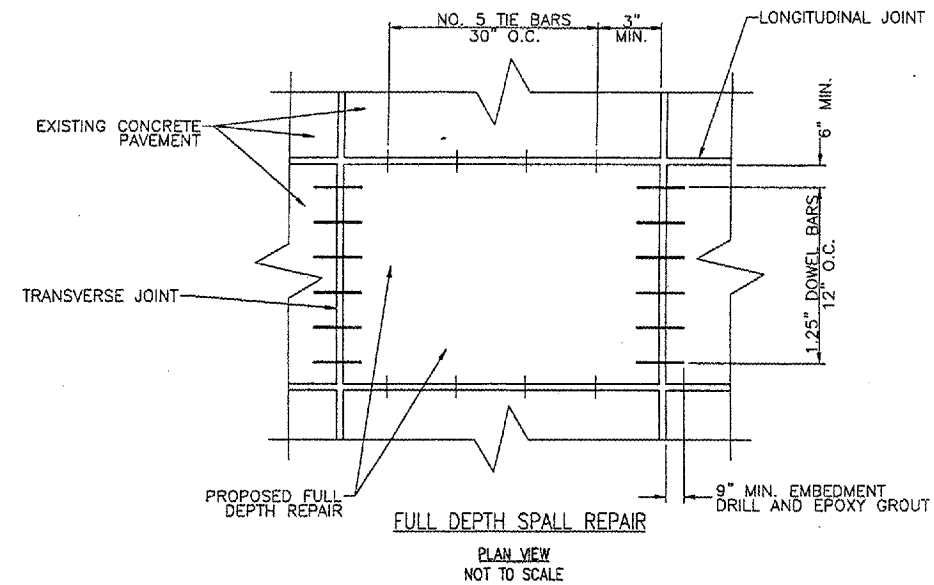
SEALANT RESERVOIR DETAIL
NOT TO SCALE

NOTE
JOINT WIDTH AND DEPTH WILL VARY DUE TO SAWING AND CLEANING OPERATIONS.
JOINTS SHALL BE RESHAPED TO A DEPTH TO WIDTH RATIO OF 0.5 FOR SILICONE SEALANTS OR ACCORDING TO MANUFACTURERS SPECIFICATIONS.
 $\frac{\text{DEPTH}}{\text{WIDTH}} = 0.5$
SEE TABLE THIS SHEET FOR BACKER ROD SIZE.

RESERVOIR WIDTH	BACKER ROD DIAMETER
1/8" TO 1/4"	RES. WIDTH + 1/8"
1" TO 1 1/4"	RES. WIDTH + 1/4"
1 1/2"	RES. WIDTH + 1/2"



FULL DEPTH SPALL REPAIR
SECTION VIEW
NOT TO SCALE



FULL DEPTH SPALL REPAIR
PLAN VIEW
NOT TO SCALE

GENERAL NOTE:
REFER TO THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS, CONSTRUCTION METHODS AND MATERIAL SPECIFICATIONS ASSOCIATED WITH THESE DETAILS.

Q1054

REVISION	DATE	BY

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
ADAMS COUNTY, ILLINOIS



A.I.P. PROJ.: 3-17-0085-XX
ILL. PROJ.: UNI-3336

HEI Project No.	Scale	Date	LAYOUT	DATE	BY	REVIEWED	DATE	BY
82405CRKD	N/A	1/17/05						
			DRAWN	1/17/05	DAK			

HANSON
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Office: Nationwide

REHABILITATE
RUNWAY 18-36
CONSTRUCTION
DETAILS