



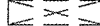
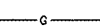
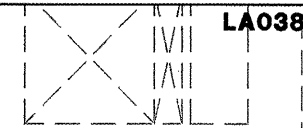


**GENERAL EARTHWORK NOTES:**

- ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY METHOD OF AVERAGE END AREAS. SHRINKAGE FACTORS HAVE BEEN ESTIMATED AND ARE INCLUDED FOR THE UNCLASSIFIED EXCAVATION DISPOSAL QUANTITY AND NO CHANGES IN PAYMENT WILL BE MADE FOR ANY VARIATIONS IN SHRINKAGE.
- ALL HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO AR150540 HAUL ROUTE.
- SURPLUS MATERIALS SHALL BE DISPOSED OF OFFSITE BY THE CONTRACTOR. COST OF EXCAVATION AND DISPOSAL OF EXCESS MATERIALS SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION.
- CONTRACTOR'S HAUL ROADS IN TURFED AREAS SHALL BE RESTORED WITH 4" MINIMUM OF TOPSOIL PLACED. CONTRACTOR'S HAUL ROADS IN FARMED AREAS SHALL BE RESTORED WITH 12" MINIMUM OF TOPSOIL PLACED. ALL HAUL ROAD RESTORATION SHALL BE INCIDENTAL TO THE AR150540 HAUL ROUTE.
- WHEN THE VOLUME OF UNCLASSIFIED EXCAVATION IS NOT SUFFICIENT FOR EMBANKMENT FILL, IT SHALL BE SUPPLIED FROM THE COMPENSATORY STORAGE PONDS.
- EMBANKMENT FILL IS INCIDENTAL TO UNCLASSIFIED EXCAVATION. TOPSOIL STRIPPING, TOPSOIL PLACEMENT AND SHOULDER FILL IS INCIDENTAL TO UNCLASSIFIED EXCAVATION.
- EXISTING BERMS SHALL REMAIN IN PLACE AT THE LANSING DRAINAGE DITCH, UNLESS NOTED OTHERWISE.
- BORROW AREA SHALL HAVE 4" MINIMUM OF TOPSOIL PLACED AND SEEDED AND MULCHED. SEEDING AND MULCHING SHALL BE PAID UNDER ITEMS 901 AND 908, RESPECTIVELY. CONTRACTOR'S HAUL ROADS TO THE BORROW SITE SHALL HAVE 4" MINIMUM OF TOPSOIL PLACED AND SEEDED AND MULCHED (COST INCIDENTAL).
- AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL UNLESS AUTHORIZED BY THE ENGINEER.
- CONTRACTOR IS REQUIRED TO CONSTRUCT THE PROPOSED COMPENSATORY STORAGE POND EXPANSION NO HIGHER THAN THE LINES AND GRADES SHOWN TO MEET COMPENSATORY STORAGE VOLUME REQUIREMENTS PER THE IDOT OFFICE OF WATER RESOURCES PERMIT.

**LEGEND**

-  NEW PAVEMENT
-  EXISTING BUILDING
-  EXISTING PAVEMENT
-  AIRPORT PROPERTY LINE
-  FUTURE/PROPOSED HANGAR (BY OTHERS)
-  EXISTING 16" WOLVERINE PETROLEUM PIPELINE

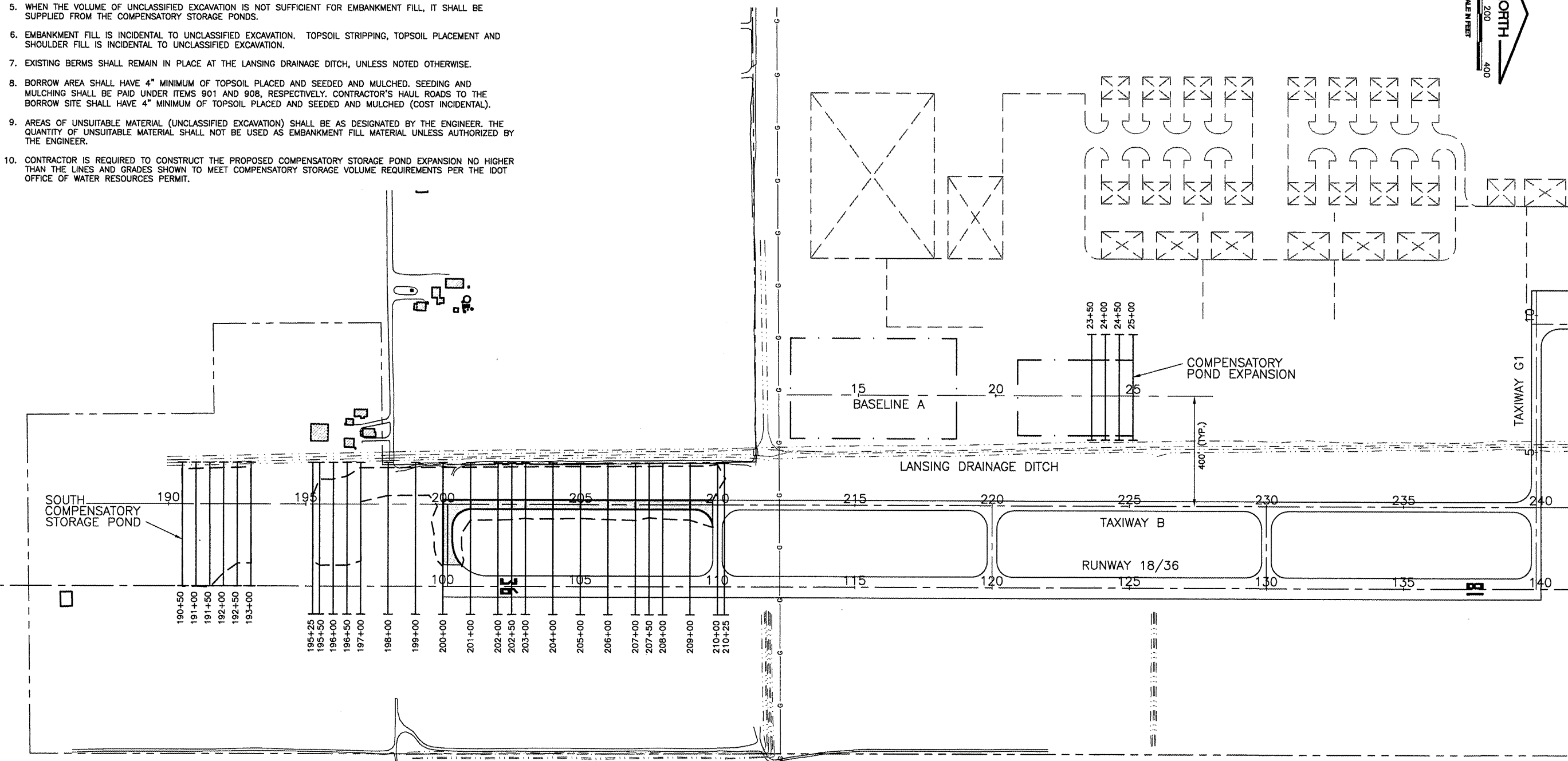
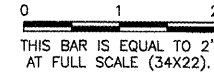


LA038

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 SURVEY BOOK #  
 DATE: Friday, February 27, 2009 3:16:33 PM  
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**REVISIONS**

NUMBER	BY	DATE



**EARTHWORK SUMMARY TABLE**

LOCATION	TOPSOIL STRIPPING INITIAL POSITION (CUBIC YARD)	TOPSOIL PLACEMENT FINAL POSITION (CUBIC YARD)	SHOULDER FILL FINAL POSITION (CUBIC YARD)	EXCAVATION UNCLASSIFIED INITIAL POSITION (CUBIC YARD)	EMBANKMENT FILL FINAL POSITION (CUBIC YARD)
TAXIWAY B EXTENSION	8,026	2,715	2,196	10,324	1,724
SOUTH COMPENSATORY STORAGE POND	2,525	713	-	4,079	-
COMPENSATORY POND EXPANSION	894	621	-	692	-
UNSUITABLE MATERIAL	-	-	-	400	-
TOTALS	11,445	4,049	2,196	15,495	1,724
EXCESS MATERIAL	-	6,946	-	11,027	-

NOTES: 1. UNCLASSIFIED EXCAVATION TO BE DISPOSED SHALL BE COMPUTED USING 10% SHRINKAGE FOR TOPSOIL PLACEMENT AND SHOULDER FILL AND 15% SHRINKAGE FOR EMBANKMENT FILL.

**LANSING MUNICIPAL AIRPORT  
 LANSING, ILLINOIS  
 PARTIAL PARALLEL TAXIWAY TO RUNWAY 18/36  
 INDEX TO CROSS SECTIONS/  
 EARTHWORK SUMMARY**

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DESIGN BY: ARM  
 DRAWN BY: JRO  
 CHECKED BY: ARM  
 APPROVED BY: ARM  
 DATE: 02/27/09  
 JOB No: 05297-02  
 I.L. PROJECT: IGQ-3681  
 A.I.P. PROJECT: 3-17-0121-B26  
 SHEET 22 OF 30 SHEETS