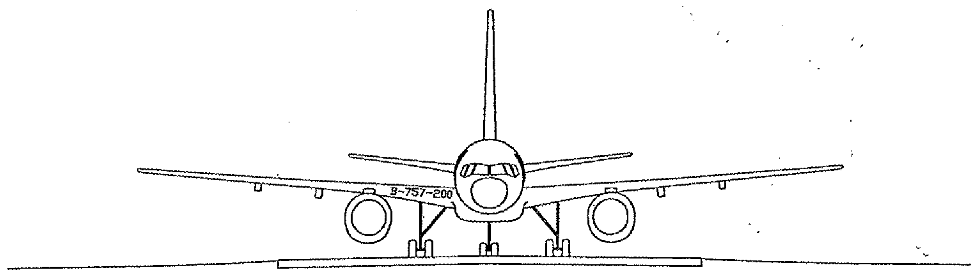
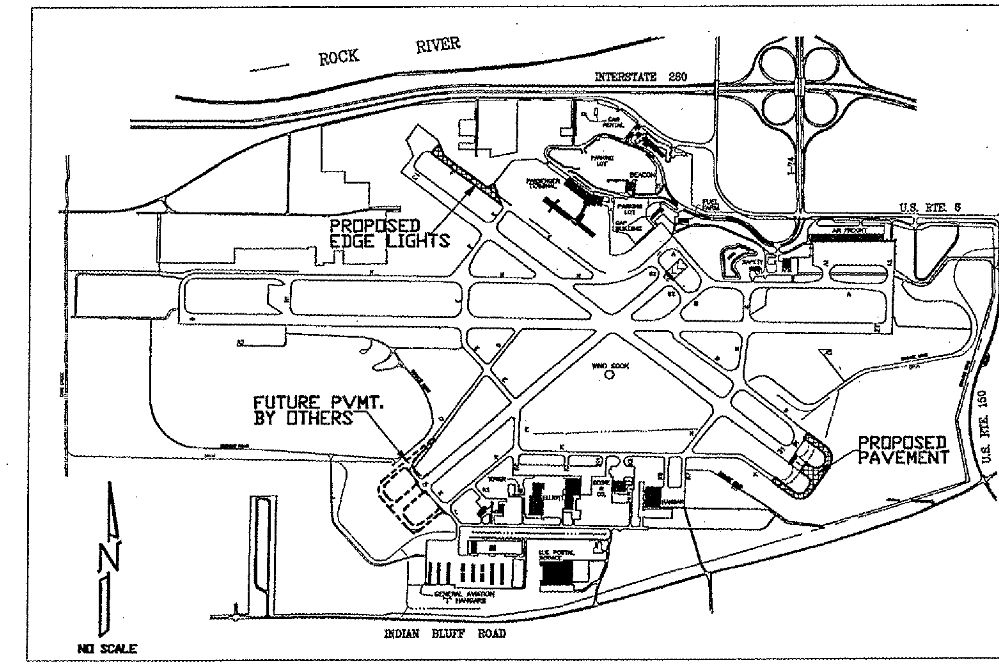
6-15-07 Letting

ITEM 16A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

CONSTRUCTION PLANS
FOR
QUAD-CITY INTERNATIONAL AIRPORT
ROCK ISLAND COUNTY, ILLINOIS





PROJECT LOCATION MAP

WARNING

CALL J.U.L.I.E. TOLL FREE
800-892-0123

CALL BEFORE YOU DIG

RUNWAY 31 EXTENSION - PAVING

RUNWAY 31 (300' X 150'), TAXIWAY B (745' X 90'), AND TAXIWAY K (714' X 62.5') PAVEMENT, LIGHTING, UNDERDRAIN, AND MARKING EXTENSIONS ALONG WITH ASSOCIATED RUNWAY GROOVING, FINISH EARTHWORK, UTILITY ADJUSTMENTS, TURFING AND TAXIWAY F EDGE LIGHTS.

ILLINOIS PROJECT MLI–3689
A.I.P. PROJECT NO. 3–17–0068–XX
AIRPORT CLASSIFICATION – AIR CARRIER

AIRCRAFT APPROACH CATEGORY – C
AIRPLANE DESIGN GROUP – IV
LATITUDE 41°26'52.4", LONGITUDE 90°30'33.9", ELEVATION 589'M.S.L.

INDEX OF SHEETS

CONSULTING ENGINEERS
MISSMAN, STANLEY & ASSOC.

ENGINEER'S SIGNATURE Dennis R. Martin
SEALED & SIGNED 5/16/07
DATE OF LICENSE EXPIRATION 11/30/07

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

METROPOLITAN AIRPORT AUTHORITY
OF ROCK ISLAND COUNTY, ILLINOIS

Bruce Carter
5/16/07 *DATE APPROVED*

MAY 10, 2007
OFFICIAL DATE OF PLANS

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

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
AR108158	1/C #8 5KV UG CABLE IN UD	L.F.	8,950	
AR108258	2/C #8 5KV UG CABLE IN UD	L.F.	950	
AR110212	2" STEEL DUCT, DIRECT BURY	L.F.	25	
AR110502	2-WAY CONCRETE ENCASED DUCT	L.F.	195	
AR110901	CONCRETE DUCT REMOVAL	L.F.	195	
AR125415	MITL-BASE MOUNTED	EACH	36	
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1	
AR125520	HIRLQ, BASE MOUNTED	EACH	3	
AR125525	HIRL, INPAVEMENT	EACH	1	
AR125565	SPLICE CAN	EACH	7	
AR125906	REMOVE SPLICE CAN	EACH	1	
AR125924	REPLACE TAXI GUIDANCE SIGN	EACH	4	
AR125931	REPLACE LIGHT LENSE	EACH	4	
AR125962	RELOCATE BASE MOUNTED LIGHT	EACH	48	
AR125965	RELOCATE RWY DISTANCE REMAIN SIGN	EACH	6	
AR125966	RELOCATE SPLICE CAN	EACH	1	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	22,140	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	16,275	
AR209511	CRUSHED AGGREGATE BASE, (CA-1)	TON	100	
AR209600	GEOTEXTILE FABRIC	S.Y.	19,120	
AR501509	9" PCC PAVEMENT	S.Y.	5,705	
AR501515	15" PCC PAVEMENT	S.Y.	13,025	
AR501530	PCC TEST BATCH	EACH	1	
AR501540	PCC PAVEMENT GROOVING	S.Y.	4,430	
AR501900	REMOVE PCC PAVEMENT	S.Y.	8,660	
AR620510	PAVEMENT MARKING	S.F.	9,970	
AR701354	54" RCP, CLASS II	L.F.	16	
AR701360	60" RCP, CLASS II	L.F.	15	
AR701515	15" RCP, CLASS IV	L.F.	24	
AR705506	6" PERFORATED UNDERDRAIN	L.F.	3,740	
AR751540	MANHOLE 4'	EACH	1	
AR751568	MANHOLE 8'	EACH	1	
AR751570	MANHOLE – SPECIAL	EACH	4	
AR751904	REMOVE MANHOLE	EACH	2	
AR751945	ADJUST MANHOLE – NON PAVEMENT	EACH	8	
AR751963	RELOCATE MANHOLE	EACH	1	
AR752460	PRECAST REINFORCED CONC. FES 60"	EACH	1	
AR752900	REMOVE END SECTION	EACH	2	
AR801605	REPLACE TAXI GUIDANCE SIGN PANEL	EACH	12	
AR801609	SURFACE SENSOR INSTALLATION	L.S.	1	
AR801614	SUPPLY TAXI GUIDANCE SIGN PANEL	EACH	31	
AR901510	SEEDING	ACRE	15	
AR908513	MULCHING – METHOD 3	ACRE	15	
AR908520	EXCELSIOR BLANKET	S.Y.	750	

GENERAL NOTES:

1. MAXIMUM PAY WIDTH FOR ITEM 209510 CRUSHED AGGR. BASE CRSE. SHALL BE 12 INCHES BEYOND THE EDGE OF PAVEMENT. IF THE CONTRACTOR REQUIRES ADDITIONAL WIDTH FOR PAVEMENT INSTALLATION, THE ADDITIONAL MATERIALS SHALL MEET THE SAME SPECIFICATIONS, BUT WILL BE CONSIDERED INCIDENTAL.
2. THE CONTRACTOR SHALL SALVAGE EXISTING AIRFIELD LIGHTING EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS PRIOR TO THE START OF EARTHWORK AND/OR PAVING ACTIVITIES. SALVAGED EQUIPMENT SHALL BE CLEANED AND REUSED OR DELIVERED TO THE METROPOLITAN AIRPORT AUTHORITY.
3. CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS APPROVED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
4. THE CONTRACTOR SHALL EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALES, AS REQUIRED BY THE RESIDENT ENGINEER, TO CONTROL STORM WATER RUN-OFF.
5. THE CONTRACT 152410 UNCLASSIFIED EXCAVATION ITEM SHALL INCLUDE ALL COSTS ASSOCIATED WITH EXCAVATION OF SOILS, HAULING OF SOILS, STOCKPILING SOILS, INSTALLATION OF SOILS, COMPACTION OF SOILS, GRADING OF SOILS, INSTALLATION AND REMOVAL OF HAUL ROADS OR ROUTES, RESTORATION OF HAUL ROADS OR ROUTES, DISPOSAL OF WASTE SOILS, CLEANING OF PAVEMENTS, AND ALL OTHER ITEMS THAT ARE REQUIRED TO COMPLETE THE EARTHWORK. THESE ITEMS SHALL BE PAID FOR BASED UPON THE CUBIC YARDS OF MATERIALS REMOVED AS ACCEPTED BY THE RESIDENT ENGINEER. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
6. AFTER CONSTRUCTION HAS BEEN COMPLETED, THE CONTRACTOR SHALL SEED AND HYDRAULIC MULCH ALL DISTURBED AREAS PER SPECIAL PROVISIONS 901 AND 908. ONLY SEED AND MULCHING AREAS WITHIN THE LIMITS OF CONSTRUCTION/SEEDING WILL BE ELIGIBLE FOR PAYMENT UNDER THESE CONTRACT PAY ITEMS. AREAS OUTSIDE OF THE LIMITS OF CONSTRUCTION/SEEDING SHALL BE SEEDED AND MULCHED BY THE CONTRACTOR PER SPECIAL PROVISION 901/908, BUT SHALL NOT BE MEASURED FOR PAYMENT.
7. ITEM AR908513 MULCHING – METHOD 3 SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE IDOT-DOA SUPPLEMENTAL SPECIFICATIONS FOR HYDRAULIC MULCH AND IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, METHOD 3 (HYDRAULIC MULCH).
8. ITEM AR908520 EXCELSIOR BLANKET SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, EROSION CONTROL BLANKET (EXCELSIOR BLANKET). THE LOCATION OF THE PROPOSED EXCELSIOR BLANKET SHALL BE DETERMINED BY THE RESIDENT ENGINEER, IN THE FIELD, AT THE TIME OF CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005

NUMBERED LEGEND:

1. PROPOSED CONSTRUCTION ENTRANCE TO AREA 1 (RUNWAY 31 APPROACH) ONLY AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE CLOSED OR GUARDED AT ALL TIMES. CONTRACTOR SHALL NOT DRIVE OR HAUL ACROSS THE AIRFIELD.

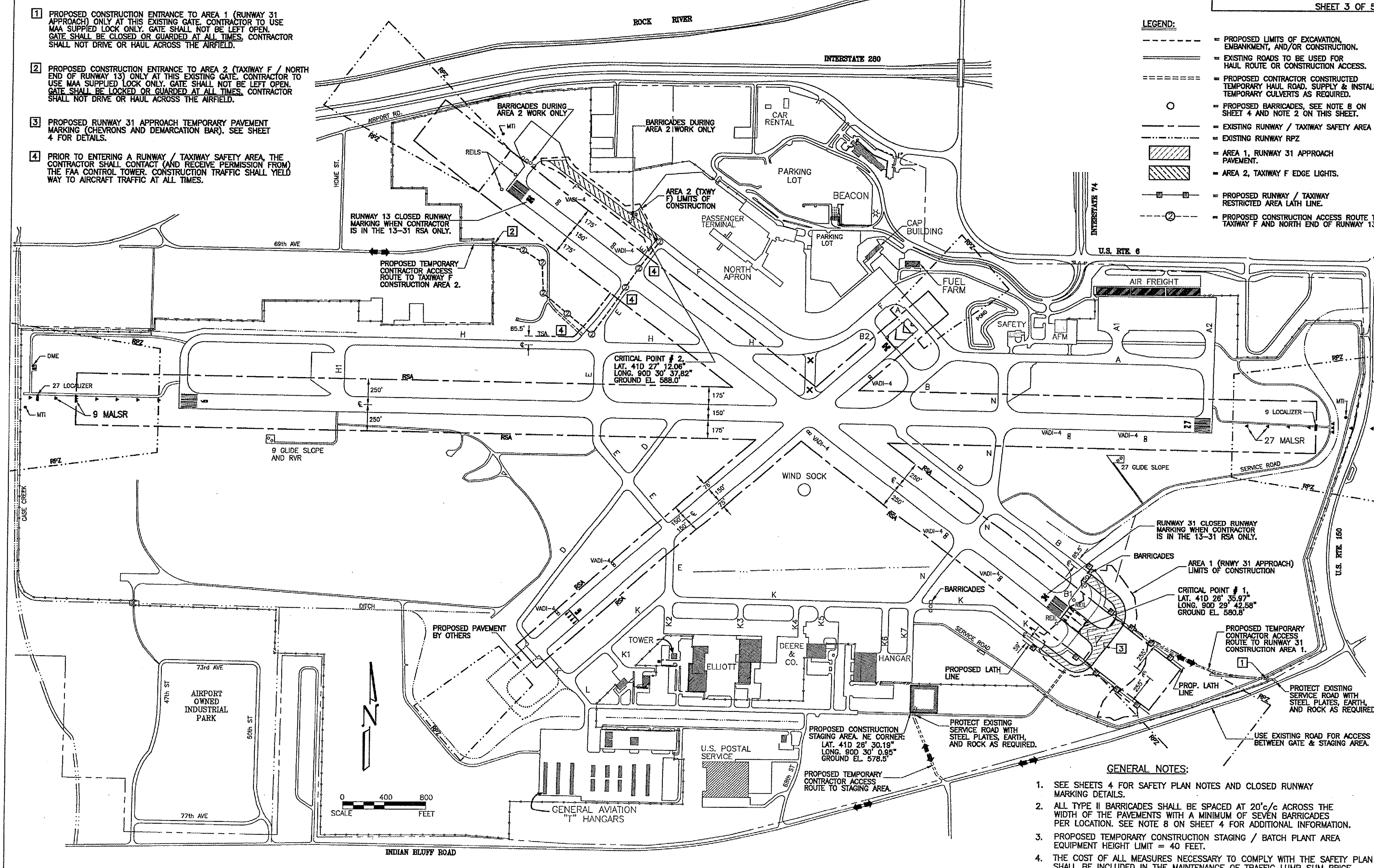
2. PROPOSED CONSTRUCTION ENTRANCE TO AREA 2 (TAXIWAY F / NORTH END OF RUNWAY 13) ONLY AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES. CONTRACTOR SHALL NOT DRIVE OR HAUL ACROSS THE AIRFIELD.

3. PROPOSED RUNWAY 31 APPROACH TEMPORARY PAVEMENT MARKING (CHEVRONS AND DEMARCATION BAR). SEE SHEET 4 FOR DETAILS.

4. PRIOR TO ENTERING A RUNWAY / TAXIWAY SAFETY AREA, THE CONTRACTOR SHALL CONTACT (AND RECEIVE PERMISSION FROM) THE FAA CONTROL TOWER. CONSTRUCTION TRAFFIC SHALL YIELD WAY TO AIRCRAFT TRAFFIC AT ALL TIMES.

LEGEND:

- = PROPOSED LIMITS OF EXCAVATION, EMBANKMENT, AND/OR CONSTRUCTION.
- = EXISTING ROADS TO BE USED FOR HAUL ROUTE OR CONSTRUCTION ACCESS.
- = PROPOSED CONTRACTOR CONSTRUCTED TEMPORARY HAUL ROAD. SUPPLY & INSTALL TEMPORARY CULVERTS AS REQUIRED.
- = PROPOSED BARRICADES, SEE NOTE 8 ON SHEET 4 AND NOTE 2 ON THIS SHEET.
- = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- = EXISTING RUNWAY RPZ
- = AREA 1, RUNWAY 31 APPROACH PAVEMENT.
- = AREA 2, TAXIWAY F EDGE LIGHTS.
- R — R = PROPOSED RUNWAY / TAXIWAY RESTRICTED AREA LATH LINE.
- — ② — = PROPOSED CONSTRUCTION ACCESS ROUTE TO TAXIWAY F AND NORTH END OF RUNWAY 13.



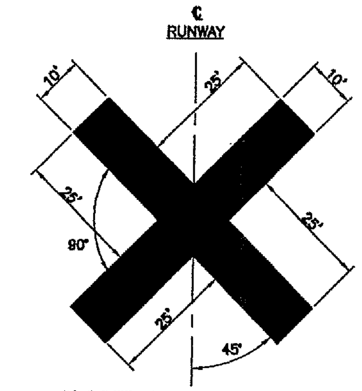
GENERAL NOTES:

1. SEE SHEETS 4 FOR SAFETY PLAN NOTES AND CLOSED RUNWAY MARKING DETAILS.
2. ALL TYPE II BARRICADES SHALL BE SPACED AT 20'c/c ACROSS THE WIDTH OF THE PAVEMENTS WITH A MINIMUM OF SEVEN BARRICADES PER LOCATION. SEE NOTE 8 ON SHEET 4 FOR ADDITIONAL INFORMATION.
3. PROPOSED TEMPORARY CONSTRUCTION STAGING / BATCH PLANT AREA EQUIPMENT HEIGHT LIMIT = 40 FEET.
4. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

PROPOSED SAFETY PLAN

SAFETY PLAN NOTES:

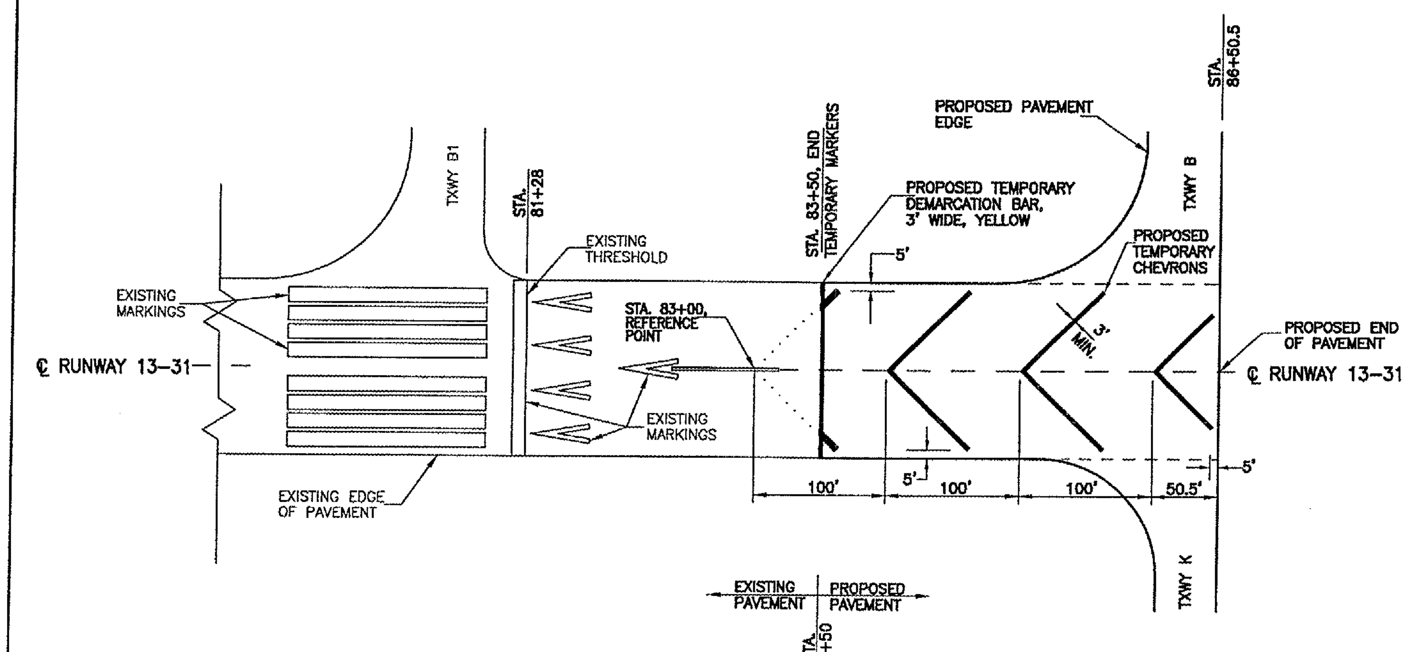
1. THE METROPOLITAN AIRPORT AUTHORITY (MAA) SHALL DETERMINE WHEN AND WHERE THE CONTRACTOR WILL BE ALLOWED TO WORK. THE CONTRACTOR SHALL BE PREPARED TO EXIT THE RESTRICTED AREAS, SAFETY AREAS AND/OR AIR FIELD AT ALL TIMES WHEN DIRECTED TO DO SO BY THE MAA. ALL PAVEMENTS SHALL BE OPEN TO AIRCRAFT TRAFFIC UNLESS "NOTAMED" OTHERWISE DURING THE CONSTRUCTION OF THIS PROJECT. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON WORKING RESTRICTIONS AND CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ALL BARRICADES AND LATH LINES AS SHOWN, PRIOR TO ANY EQUIPMENT ENTERING THE AIRFIELD OUTSIDE OF THE CONSTRUCTION STAGING AREA.
2. SOLID CLOSED RUNWAY MARKING CROSSES ARE REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES. SEE SPECIAL PROVISIONS FOR DETAILS OF CROSSES.
3. THE CONTRACTOR SHALL NOT TRAVEL IN OR THROUGH THE RESTRICTED AREAS AND/OR SAFETY AREAS UNLESS PERMISSION IS RECEIVED AND CONTACT HAS BEEN MADE WITH THE FAA CONTROL TOWER.
4. THE CONTRACTOR'S EMPLOYEES SHALL PARK IN THE PROPOSED CONSTRUCTION STAGING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY CONTRACTOR'S MARKED VEHICLES AND EQUIPMENT SHALL BE ALLOWED ON THE AIRFIELD. ALL CONSTRUCTION VEHICLES AND EQUIPMENT, EXCEPT THE PAVING TRAIN, SHALL BE PARKED IN THE CONSTRUCTION STAGING AREA DURING ALL NON-WORKING HOUR. THE PAVING TRAIN MAY BE PARKED ON THE AIRFIELD OUTSIDE ALL RESTRICTED AREAS IN A LOCATION AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL LOCATE HIS TRAILER, THE ENGINEERS FIELD OFFICE, AND ALL OTHER NECESSARY FACILITIES AND MATERIALS IN THE PROPOSED CONSTRUCTION STAGING AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT WHATEVER ACCESS ROAD HE DEEMS NECESSARY BETWEEN THE EXISTING ROADS AND THE CONSTRUCTION AREAS. OVERNIGHT PARKING OF EMPLOYEE VEHICLES IN THE CONSTRUCTION STAGING AREA WILL NOT BE ALLOWED UNLESS AUTHORIZED BY THE MAA.
5. THE CONTRACTOR SHALL PROCURE ENOUGH QUAD CITY AIRPORT SECURITY/IDENTIFICATION BADGES FOR HIS EMPLOYEES AND SUBCONTRACTOR EMPLOYEES FROM THE AIRPORT AUTHORITY TO GUARANTEE AT LEAST ONE MEMBER OF EACH CONSTRUCTION CREW WILL HAVE A BADGE. ANY CONSTRUCTION CREW WITHOUT A BADGED MEMBER SHALL NOT BE ALLOWED ON THE AIRFIELD SITE. ALL INDIVIDUALS WHO ARE ISSUED SECURITY BADGES MUST CORRECTLY WEAR THEIR OWN BADGE WHILE ON THE AIRFIELD. BADGES MAY BE OBTAINED, AFTER MEETING SECURITY REQUIREMENTS, FROM THE SECURITY OFFICE AT THE QCI AIRPORT. A FIFTY DOLLAR ($50.00) REFUNDABLE DEPOSIT IS REQUIRED FOR EACH BADGE.
6. THE CONTRACTOR SHALL USE THE DESIGNATED HAUL ROUTES, CONSTRUCTION STAGING AREA, AND ENTRANCE TO THE AIRFIELD AS SHOWN ON THE SAFETY PLAN SHEET. NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE AIRFIELD OUTSIDE THE HAUL ROUTES AND WORK AREAS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL SUPPLY AND INSTALL TEMPORARY LOCKS ON EXISTING GATES AT THE PROPOSED CONSTRUCTION ENTRANCE. THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP THE CONSTRUCTION ENTRANCE GATE CLOSED AT ALL TIMES. VIOLATIONS ARE SUBJECT TO FINES/PENALTIES AND THE CONTRACTOR SHALL PAY ANY FINES INCURRED, INCLUDING FINES INCURRED BY THE RESIDENT ENGINEER AND/OR MAA DUE TO THE CONTRACTOR'S NEGLIGENCE. ALL VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM. ALL VEHICLES ON THE APRONS, RAMPS, TAXIWAYS, OR RUNWAYS REQUIRE THE APPROVAL OF THE RESIDENT ENGINEER / MAA.
7. THE CONTRACTOR AND EACH SUBCONTRACTOR SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WORK OR EQUIPMENT. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL TYPE II BARRICADES EQUIPPED WITH FLASHING RED LIGHTS AND 20" X 20" ORANGE FLAGS AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE SUFFICIENTLY WEIGHTED WITH SANDBAGS OR OTHER APPROPRIATE METHOD TO WITHSTAND HIGH WINDS AND/OR JET BLAST WITHOUT DISLOCATION. BARRICADES SHALL BE CHECKED DAILY BY THE CONTRACTOR FOR PROPER PLACEMENT, ADEQUATE BALLAST, PROPER LIGHTING, PROPER FLAGGING AND WORKING BATTERIES. ALL DISCREPANCIES SHALL BE CORRECTED IMMEDIATELY. BARRICADES SHALL BE RELOCATED UPON THE COMPLETION OF EACH STAGE OF CONSTRUCTION. COST TO BE INCLUDED IN MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
9. WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRFIELD, THEY SHALL BE PROPERLY MARKED. THE MARKING SHALL CONSIST OF A THREE FOOT (3') SQUARE FLAG WITH A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT (1') ON EACH SIDE, DISPLAYED IN FULL VIEW ABOVE THE VEHICLE OR EQUIPMENT. EACH VEHICLE SHALL HAVE A FLASHING YELLOW LIGHT MOUNTED ON TOP OF THE ROOF.
10. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE THE CONSTRUCTION STAGING AREA, SERVICE ROADS, ACCESS ROADS, AND HAUL ROADS TO THEIR ORIGINAL CONDITIONS FOLLOWING COMPLETION OF CONSTRUCTION. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REGRADING, FERTILIZING, SEEDING AND MULCHING OF EARTH SURFACES AND/OR REGRADING, GRAVELING & SEAL COATING OF TREATED SURFACES, AS REQUIRED, TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL GROUND SURFACES, GRAVEL ROADS, PAVEMENTS, AND OTHER FACILITIES DAMAGED BY THE CONTRACTOR WHILE COMPLETING THE PROPOSED WORK SHALL BE REPAIRED OR RETURNED TO ITS ORIGINAL STATE. COST TO BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
11. THE CONTRACTOR SHALL IMMEDIATELY SWEEP OR PICK UP ANY SOIL, DEBRIS, AGGREGATE CHIPS OR ROCK, OR LOOSE MATERIALS WHICH HAS BEEN DROPPED ONTO AIRPORT ROADS, RUNWAYS, TAXIWAYS, OR SODDED AREAS.
12. THE DISPOSAL OF ALL MATERIALS NOT TO BE INCORPORATED IN EMBANKMENTS ON THE PROJECT SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT A LOCATION OFF AIRPORT PROPERTY.
13. THE SEQUENCE OF CONSTRUCTION OPERATIONS AND DESCRIPTION OF CONDITIONS ARE OUTLINED IN THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL GIVE THE MAA A 96 HOUR NOTICE PRIOR TO THE START OF ANY WORK REQUIRING THE CLOSING OF ANY PAVEMENTS TO AIRCRAFT TRAFFIC SO THAT A NOTAM CAN BE ISSUED.
14. WORKING HOURS OF THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL CONFORM TO ALL APPLICABLE LOCAL LAWS, INCLUDING ANY NOISE CONTROL.
15. NO MOUNDS OF DIRT OR IRREGULARITIES GREATER THAN 3" WHICH, IN THE OPINION OF THE RESIDENT ENGINEER, COULD INTERFERE WITH ANY AIRFIELD OPERATIONS WILL BE PERMITTED ON THE AIRFIELD. NO EXPOSED FACES IN EXCESS OF ONE AND ONE-HALF (1-1/2) INCHES IN HEIGHT AND 2:1 SLOPES ON ANY EXCAVATION WILL BE PERMITTED WITHIN THE RESTRICTED AREAS.
16. DUST ABATEMENT MEASURES WILL BE REQUIRED, WHEN IN THE OPINION OF THE ENGINEER, A HAZARD TO AIR TRAFFIC, LOCAL RESIDENCES, OR CONSTRUCTION PROJECT PERSONNEL EXISTS. PREVENTIVE MEASURES TO BE ACCOMPLISHED BY THE CONTRACTOR SHALL INCLUDE, BUT NOT BE LIMITED TO, WATERING AND TREATMENT WITH CALCIUM CHLORIDE.
17. BY THE END OF EACH WORK DAY AND PRIOR TO LEAVING THE AIRFIELD, THE CONTRACTOR SHALL HAVE THOROUGHLY SWEPT THE AIR TRAFFIC CORRIDORS ADJACENT TO THE WORK AREAS TO REMOVE DUST AND DEBRIS. IN ADDITION, ALL AIR TRAFFIC AREAS USED BY CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE CONTINUOUSLY SWEPT AND MAINTAINED FREE OF DEBRIS. SWEEPERS SHALL BE PROVIDED BY THE CONTRACTOR FOR THE ENTIRE LENGTH OF THE CONTRACT AND SHALL BE OF A TYPE CAPABLE OF REMOVING ALL DUST AND DEBRIS TO THE SATISFACTION OF THE MAA. SWEEPERS MUST BE COMMERCIAL QUALITY AND APPROVED BY THE RESIDENT ENGINEER AND MAA PRIOR TO THE START OF CONSTRUCTION.
18. THE CONTRACTOR SHALL INSTALL AND MAINTAIN LATH LINES DURING THE LENGTH OF THE PROJECT AS SHOWN OR DIRECTED BY THE RESIDENT ENGINEER. SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
19. NO CHANGES SHALL BE MADE IN ANY PROVISIONS OF THIS SAFETY PLAN UNLESS APPROVED IN WRITING BY THE METROPOLITAN AIRPORT AUTHORITY, THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS, AND THE FEDERAL AVIATION ADMINISTRATION. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN <u>SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.</u>



CLOSED RUNWAY MARKING DETAIL

CLOSED RUNWAY MARKINGS NOTES:

1. SOLID CROSS FOR CLOSED RUNWAY IS REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES AND SHALL BE PLACED DIRECTLY OVER THE RUNWAY IDENTIFICATION NUMERALS.
2. THE CONTRACTOR SHALL INSTALL, REMOVE AND REINSTALL THE CROSSES AS REQUIRED BY WORKING CONDITIONS AND AS APPROVED BY THE RESIDENT ENGINEER.
3. COLOR OF ALL CROSSES SHALL BE AVIATION YELLOW.
4. SOLID CROSSES ARE TO BE CONSTRUCTED OF PLYWOOD, CANVAS, OR ANY OTHER APPROVED SOLID MATERIALS AND SHALL BE ADHERED TO THE RUNWAY IN A MANNER ACCEPTABLE TO THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE CROSSES IN EXCELLENT CONDITION.



NOTES:

1. AS SOON AS THE BASE ROCK INSTALLATION IS STARTED, THE CONTRACTOR SHALL IMMEDIATELY INSTALL AND MAINTAIN CHEVRONS AND DEMARCATION BAR ON THE PROPOSED ROCK / PAVEMENT SURFACE AS INDICATED ABOVE. THESE MARKINGS SHALL REMAIN IN PLACE UNTIL THE RUNWAY EXTENSION IS OPENED TO AIRCRAFT TRAFFIC. THESE MARKINGS SHALL BE REMOVED AND REINSTALLED AS REQUIRED TO COMPLETE THE PROPOSED WORK AS DIRECTED BY THE RESIDENT ENGINEER. THE MARKINGS SHALL BE IN PLACE DURING ALL NON-WORKING HOURS, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
2. COLOR OF CHEVRONS SHALL BE AVIATION YELLOW AND INSTALLED AT AN ANGLE OF 45 DEGREES TO THE RUNWAY CENTERLINE. THE CHEVRONS AND DEMARCATION BAR SHALL BE CONSTRUCTED OF ANY SUITABLE, LOCALLY AVAILABLE MATERIALS SUCH AS SNOW FENCE, PLYWOOD, OR OTHER SIMILAR MATERIAL. THEY SHALL BE HELD IN PLACE IN A MANNER LOCALLY DETERMINED TO BE SUITABLE. COSTS FOR SUPPLYING, INSTALLING, AND MAINTAINING THESE MARKINGS SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

TEMPORARY PAVEMENT MARKING PLAN

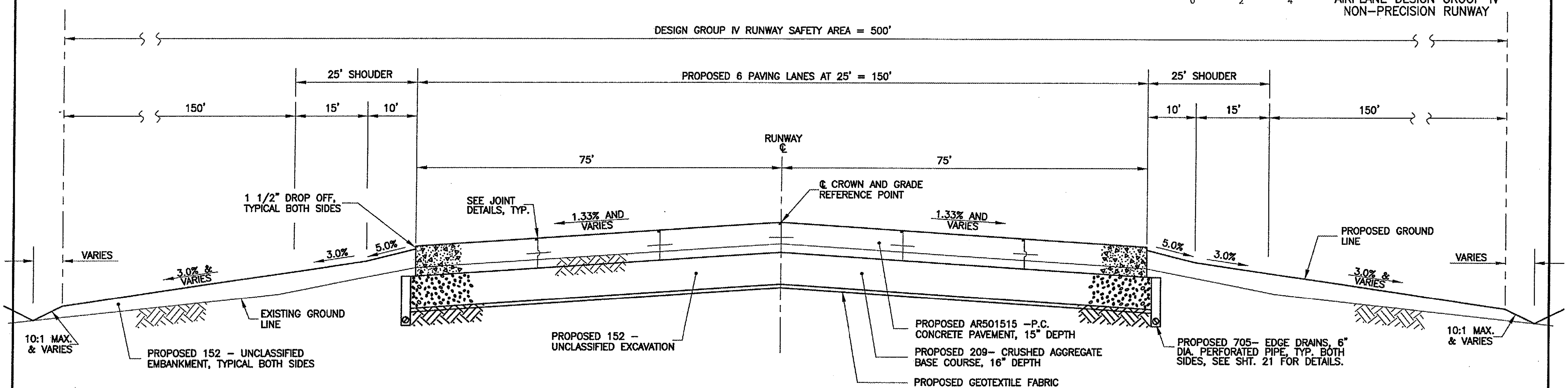
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005

PROPOSED TYPICAL SECTION

RUNWAY 13-31, STA. 83+50 TO STA. 86+50.50

SCALES: HORIZONTAL SCALE 0 10 20 FEET; VERTICAL SCALE 0 2 4 FEET

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

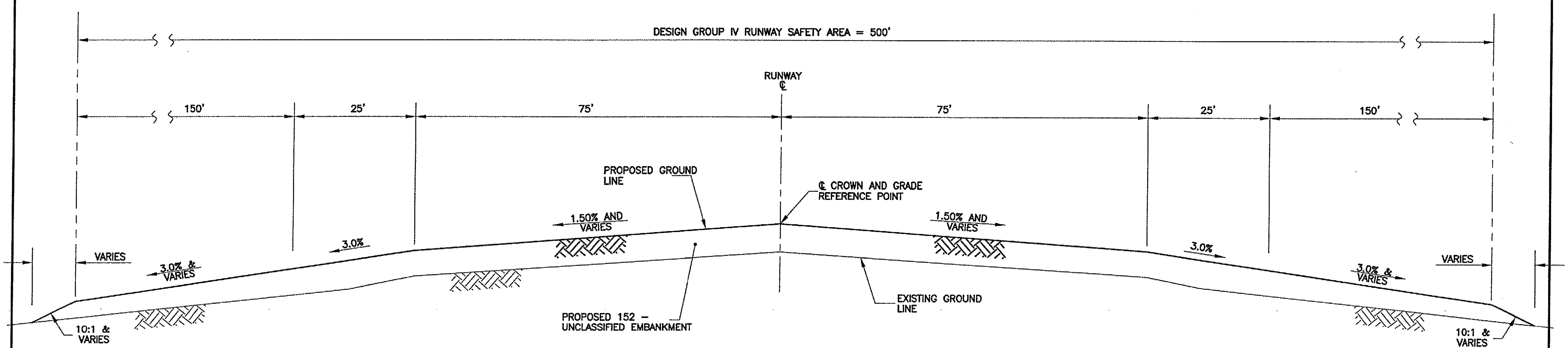


PROPOSED TYPICAL SECTION

RUNWAY 13-31, STA. 86+50.50 TO STA. 90+59.2

SCALES: HORIZONTAL SCALE 0 10 20 FEET; VERTICAL SCALE 0 2 4 FEET

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



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QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005

NOTE:

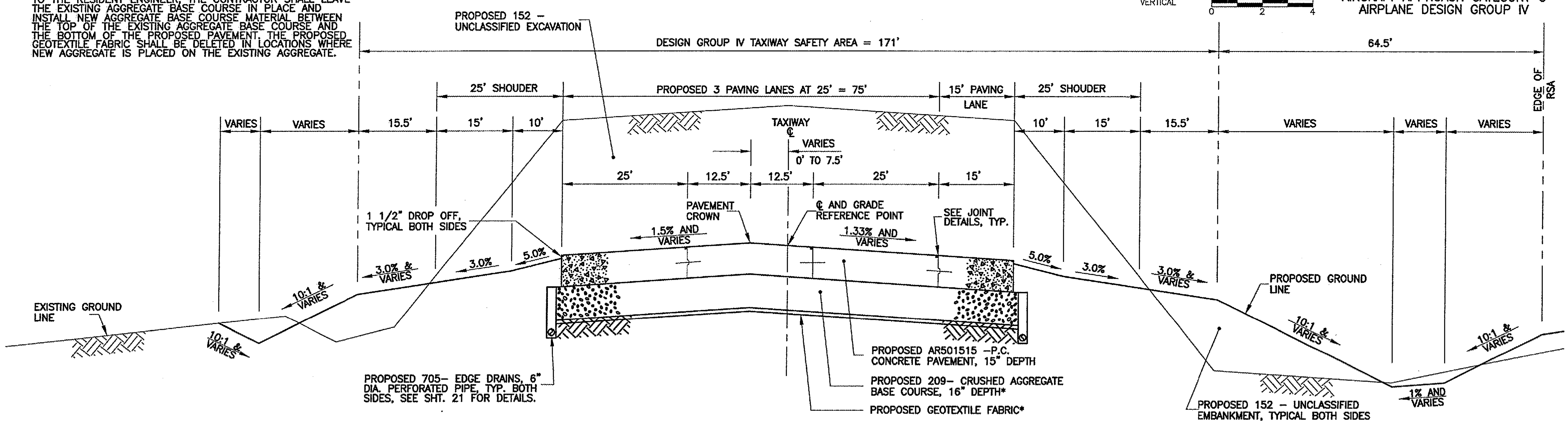
* = IN PAVEMENT REMOVAL LOCATIONS WHERE THE CONDITION OF THE EXISTING AGGREGATE BASE COURSE IS ACCEPTABLE TO THE RESIDENT ENGINEER, THE CONTRACTOR SHALL LEAVE THE EXISTING AGGREGATE BASE COURSE IN PLACE AND INSTALL NEW AGGREGATE BASE COURSE MATERIAL BETWEEN THE TOP OF THE EXISTING AGGREGATE BASE COURSE AND THE BOTTOM OF THE PROPOSED PAVEMENT. THE PROPOSED GEOTEXTILE FABRIC SHALL BE DELETED IN LOCATIONS WHERE NEW AGGREGATE IS PLACED ON THE EXISTING AGGREGATE.

PROPOSED TYPICAL SECTION

TAXIWAY B, STA. 181+00 TO STA. 188+44.66

SCALES: HORIZONTAL SCALE FEET 0 10 20; VERTICAL SCALE FEET 0 2 4

AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP IV



NOTE:

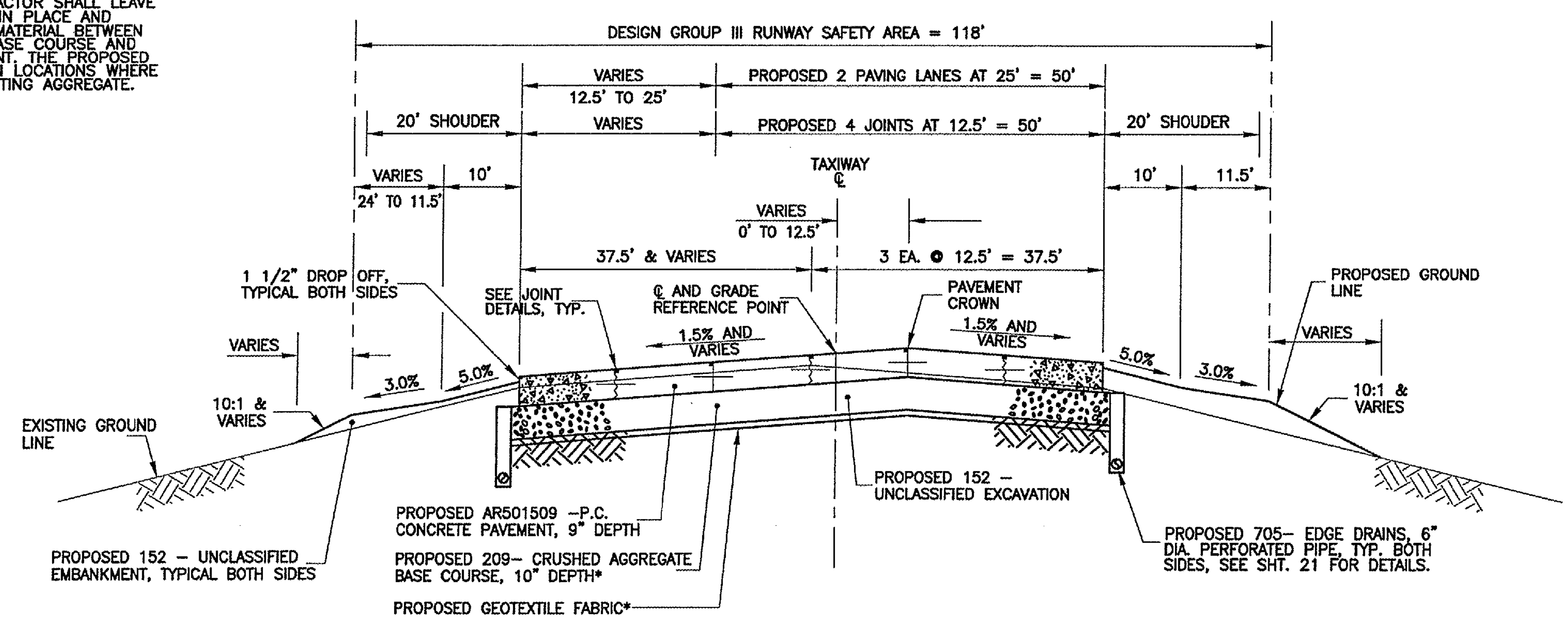
* = IN PAVEMENT REMOVAL LOCATIONS WHERE THE CONDITION OF THE EXISTING AGGREGATE BASE COURSE IS ACCEPTABLE TO THE RESIDENT ENGINEER, THE CONTRACTOR SHALL LEAVE THE EXISTING AGGREGATE BASE COURSE IN PLACE AND INSTALL NEW AGGREGATE BASE COURSE MATERIAL BETWEEN THE TOP OF THE EXISTING AGGREGATE BASE COURSE AND THE BOTTOM OF THE PROPOSED PAVEMENT. THE PROPOSED GEOTEXTILE FABRIC SHALL BE DELETED IN LOCATIONS WHERE NEW AGGREGATE IS PLACED ON THE EXISTING AGGREGATE.

PROPOSED TYPICAL SECTION

TAXIWAY K, STA. 381+60 TO STA. 388+73.62

AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III

SCALES: HORIZONTAL SCALE FEET 0 10 20; VERTICAL SCALE FEET 0 2 4



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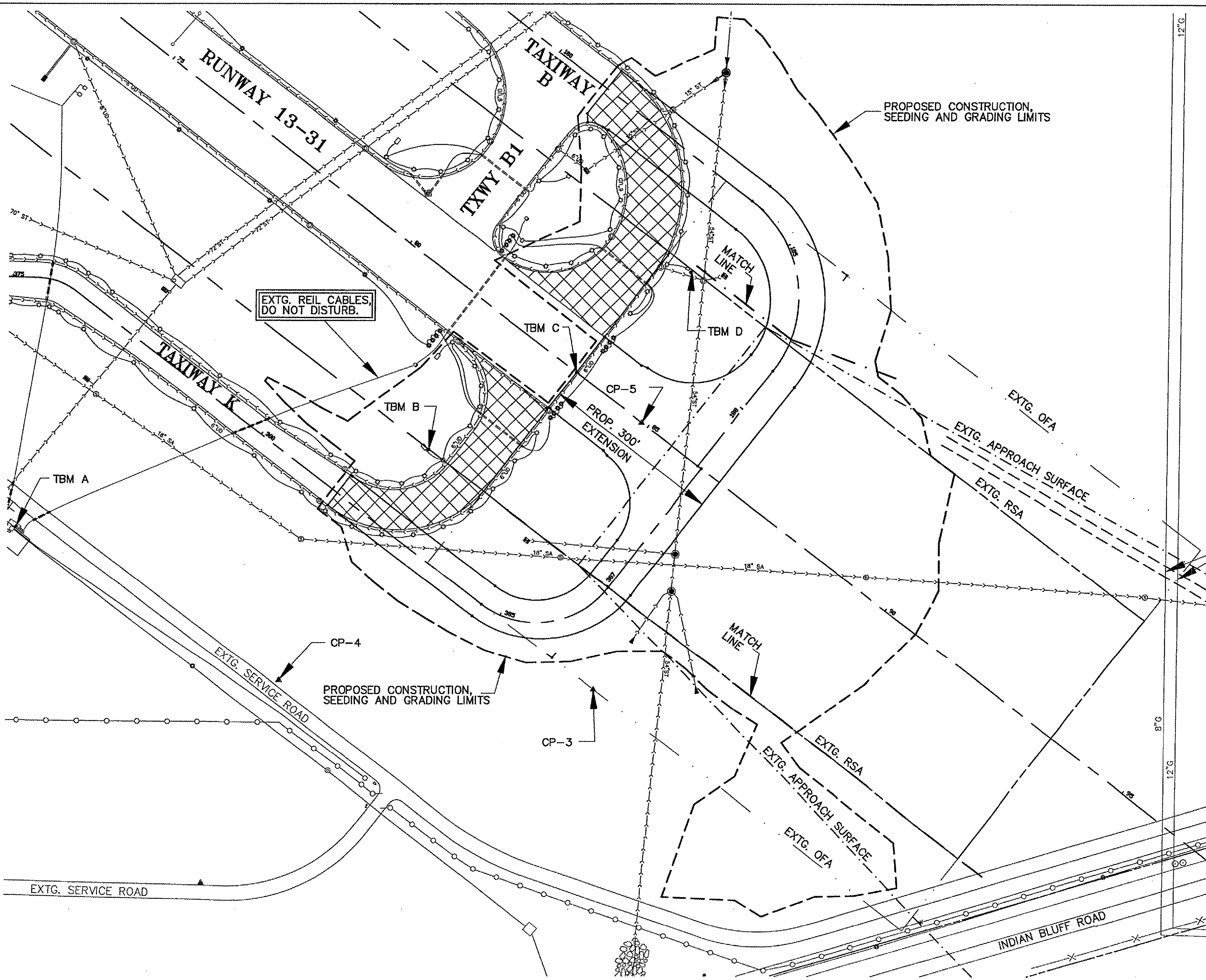
TYPICAL SECTIONS

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005



LEGEND:

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

PROJECT CONTROL POINTS

NUMBER	LOCATION	ELEV.	REMARK
CP-3	STA. 86+99.84, RT. 400.23' N1739318.5560, E2206561.5768	578.39	SPK
CP-4	STA. 82+77.01, RT. 706.75' N1739333.6190, E2206039.6030	580.12	SPK
CP-5	STA. 84+87.59, RT. 0.12' N1739765.0785, E2206637.3701	579.77	

SCALE FEET
0 80

TEMPORARY BENCH MARKS

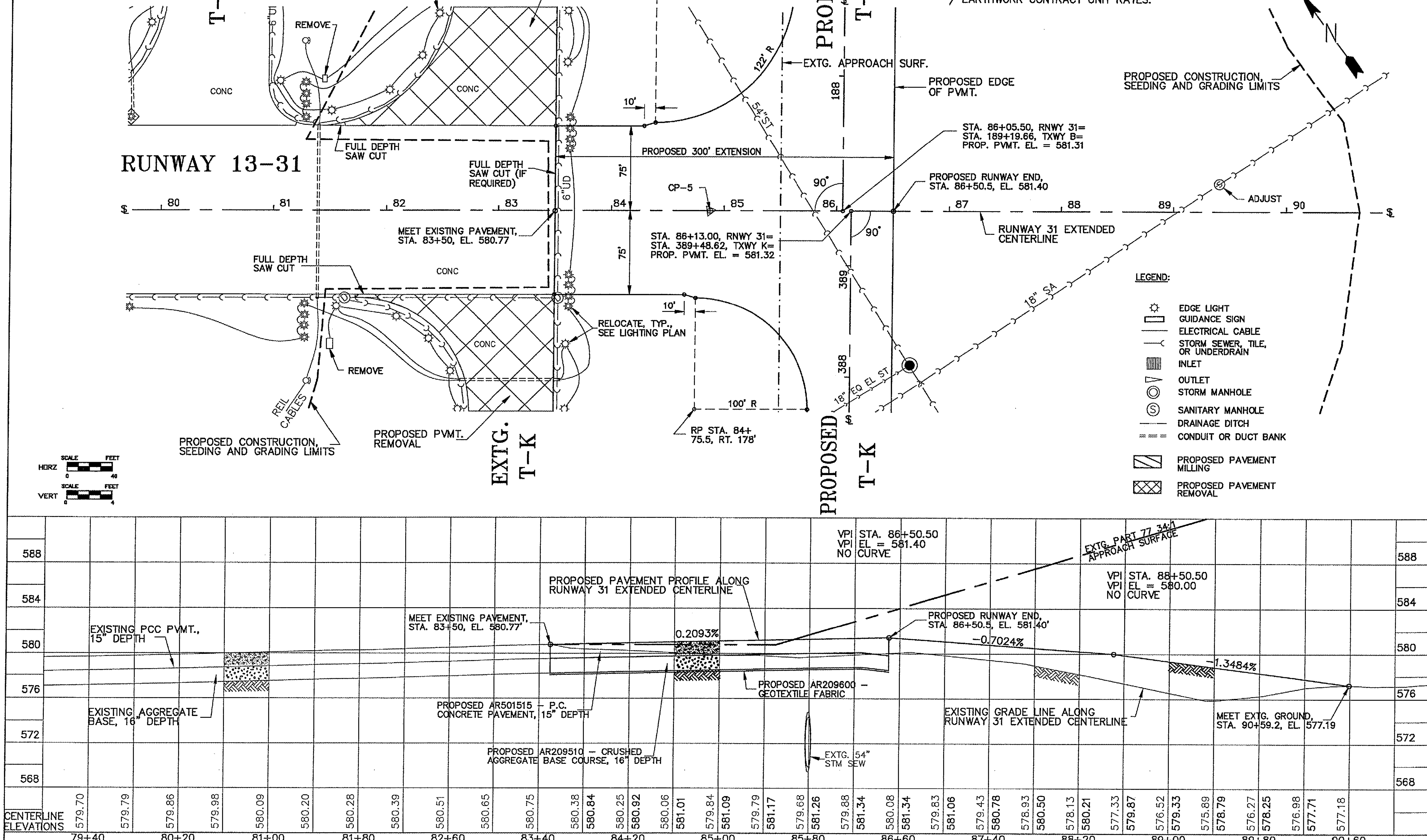
T.B.M.	ELEV.	DESCRIPTION
TBM-A	578.57	CHIS. □ ON CONC TRANSFORMER PAD, TXWY K, STA. 377+71.67, RT. 369.06'
TBM-B	576.95	CHIS. □ ON NE COR OF CONC SIGN BASE, RNWY 31, STA. 82+34.96, RT. 250.41'
TBM-C	580.78	ALUMINUM DISC IN CONC @ RNWY 31 END, RNWY 31, STA. 83+49.85, LT. 0.00'
TBM-D	575.61	CHIS. □ ON NE COR OF CONC SIGN BASE, RNWY 31, STA. 83+98.14, RT. 246.07'

RUNWAY 31 AREA PLAN

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI–3689, QU005
SHEET 8 OF 58

REMOVAL NOTE:

IN LOCATIONS WITHOUT NEW PAVEMENT:
REMOVE EXTG. PAVEMENT AND BASE ROCK TO A POINT THAT IS AT LEAST 8" BELOW THE FINAL GRADE. INCLUDE COST IN REMOVAL / EARTHWORK CONTRACT UNIT RATES.



RUNWAY 31 PLAN & PROFILE, STA 80+00 TO STA 90+60

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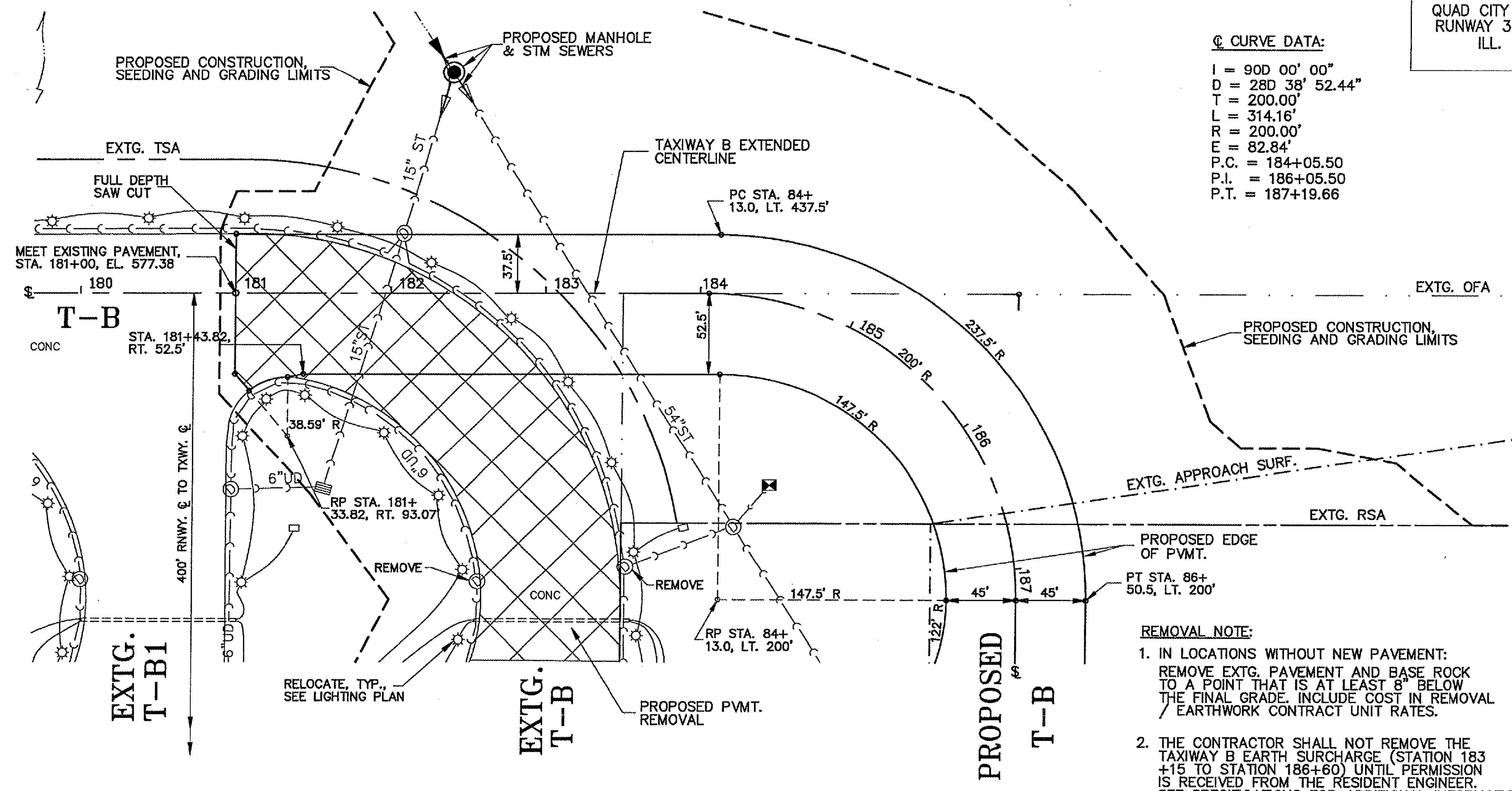
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005
SHEET 9 OF 58

℄ CURVE DATA:

I = 90D 00' 00"
D = 28D 38' 52.44"
T = 200.00'
L = 314.16'
R = 200.00'
E = 82.84'
P.C. = 184+05.50
P.I. = 186+05.50
P.T. = 187+19.66



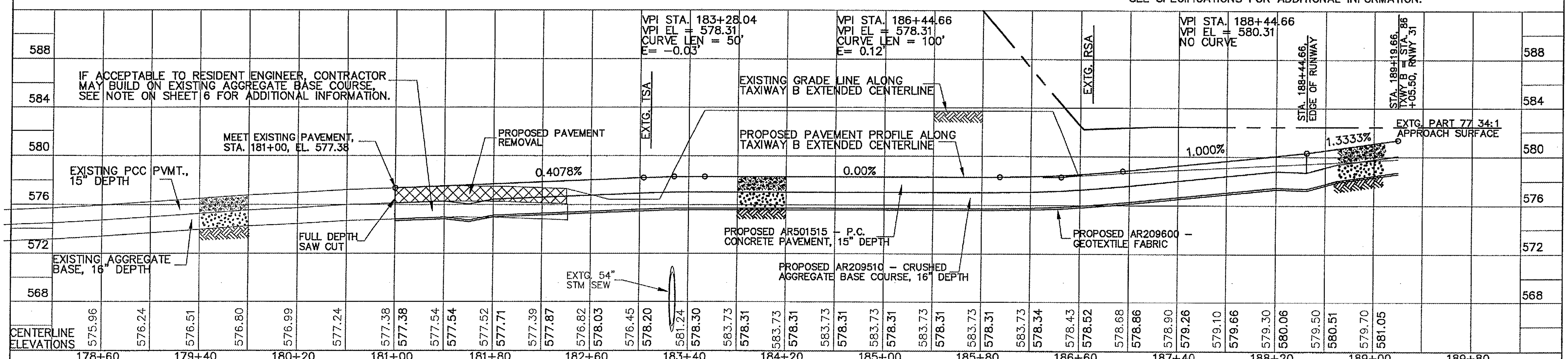
LEGEND:

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

REMOVAL NOTE:

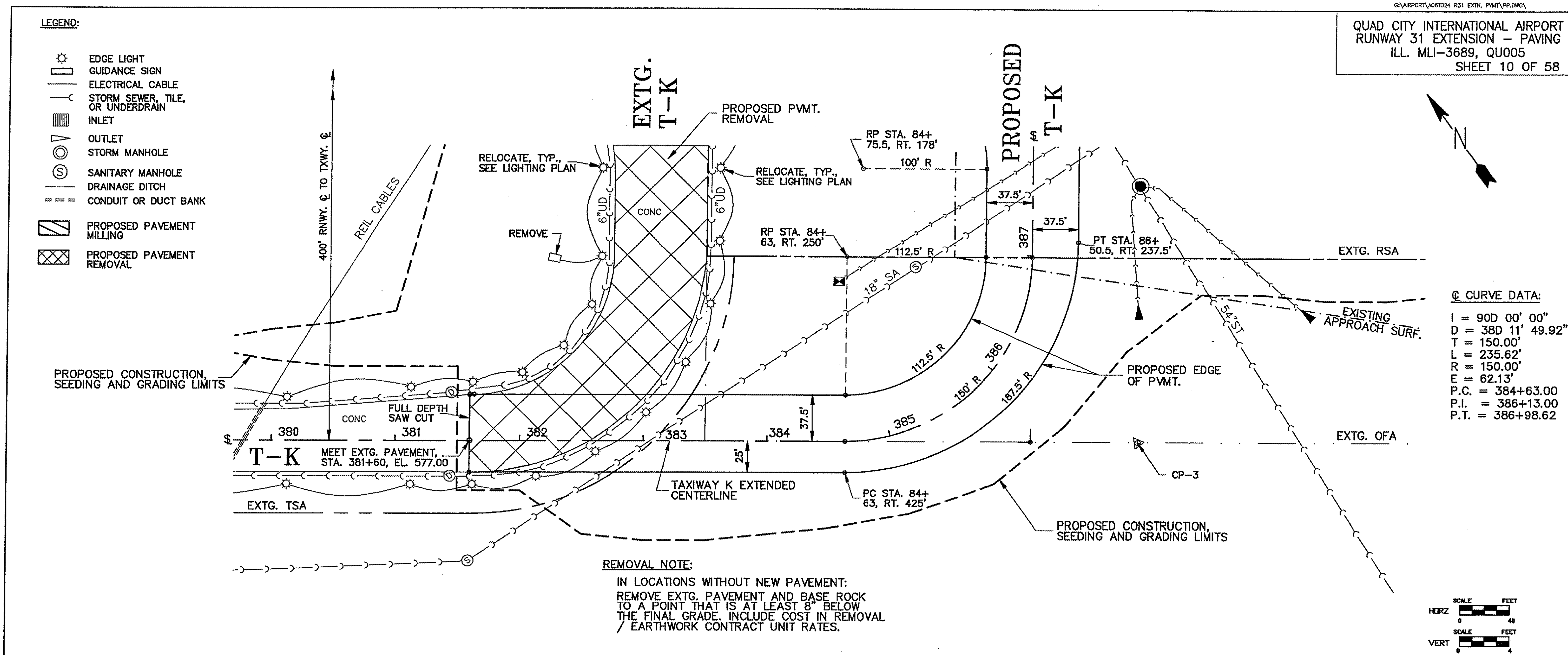
1. IN LOCATIONS WITHOUT NEW PAVEMENT: REMOVE EXTG. PAVEMENT AND BASE ROCK TO A POINT THAT IS AT LEAST 8" BELOW THE FINAL GRADE. INCLUDE COST IN REMOVAL / EARTHWORK CONTRACT UNIT RATES.
2. THE CONTRACTOR SHALL NOT REMOVE THE TAXIWAY B EARTH SURCHARGE (STATION 183 +15 TO STATION 186+60) UNTIL PERMISSION IS RECEIVED FROM THE RESIDENT ENGINEER. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

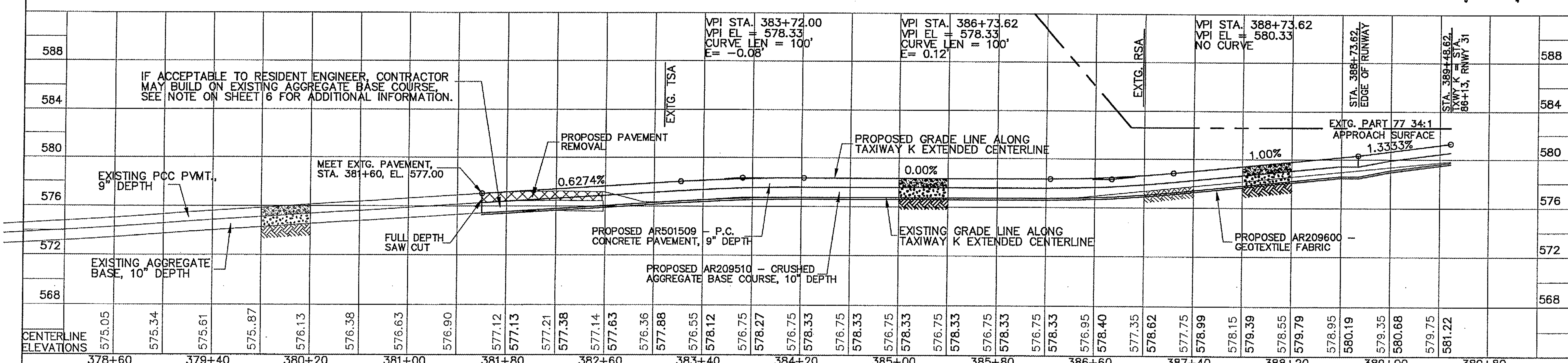
HORZ SCALE FEET 0 40
VERT SCALE FEET 0 4



TAXIWAY B PLAN & PROFILE, STA 180+00 TO STA 189+80

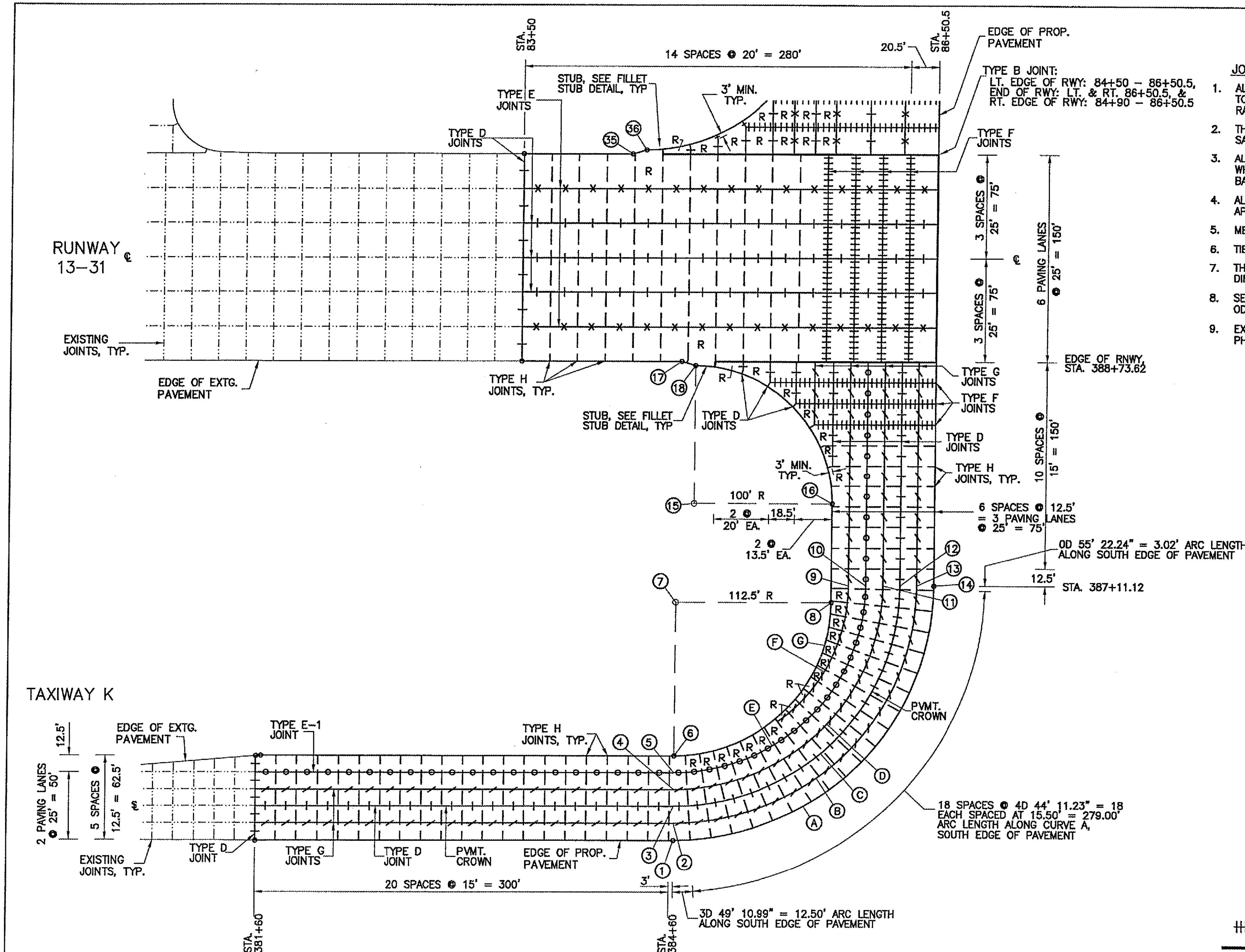
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI–3689, QU005
SHEET 10 OF 58





TAXIWAY K PLAN & PROFILE, STA 380+00 TO STA 389+80

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION –PAVING
ILL. MLI–3689, QU005

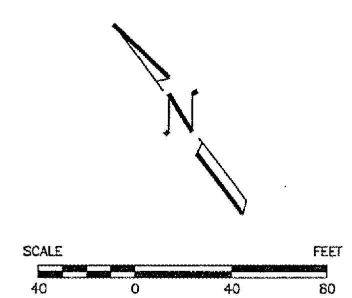


JOINT NOTES:

1. ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
3. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
4. ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
5. METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
6. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
7. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
8. SEE SHEET 13 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
9. EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

PAVEMENT / JOINT LAYOUT POINTS

NUMBER	STATION	OUT	REMARK
1	384+63	RT. 25'	P.C.
2	384+63	RT. 12.50'	P.C.
3	384+63	RT. 0.0'	P.C.
4	384+63	LT. 12.5'	P.C.
5	384+63	LT. 25'	P.C.
6	384+63	LT. 37.5'	P.C.
7	384+63	LT. 150'	R.P.
8	386+98.62	LT. 37.50'	P.T.
9	387+11.12	LT. 25'	P.T.
10	387+11.12	LT. 12.5'	P.T.
11	387+11.12	RT. 0.0'	P.T.
12	387+11.12	RT. 12.50'	P.T.
13	387+11.12	RT. 25'	P.T.
14	387+11.12	RT 37.50'	P.T.
15	84+75.50	RT. 178'	R.P.
16	85+75.50	RT. 178'	P.C.
17	84+74.50	RT. 75'	P.I.
18	84+75.50	RT. 78'	P.T.



PAVEMENT JOINT / EDGE LAYOUT CURVE DATA

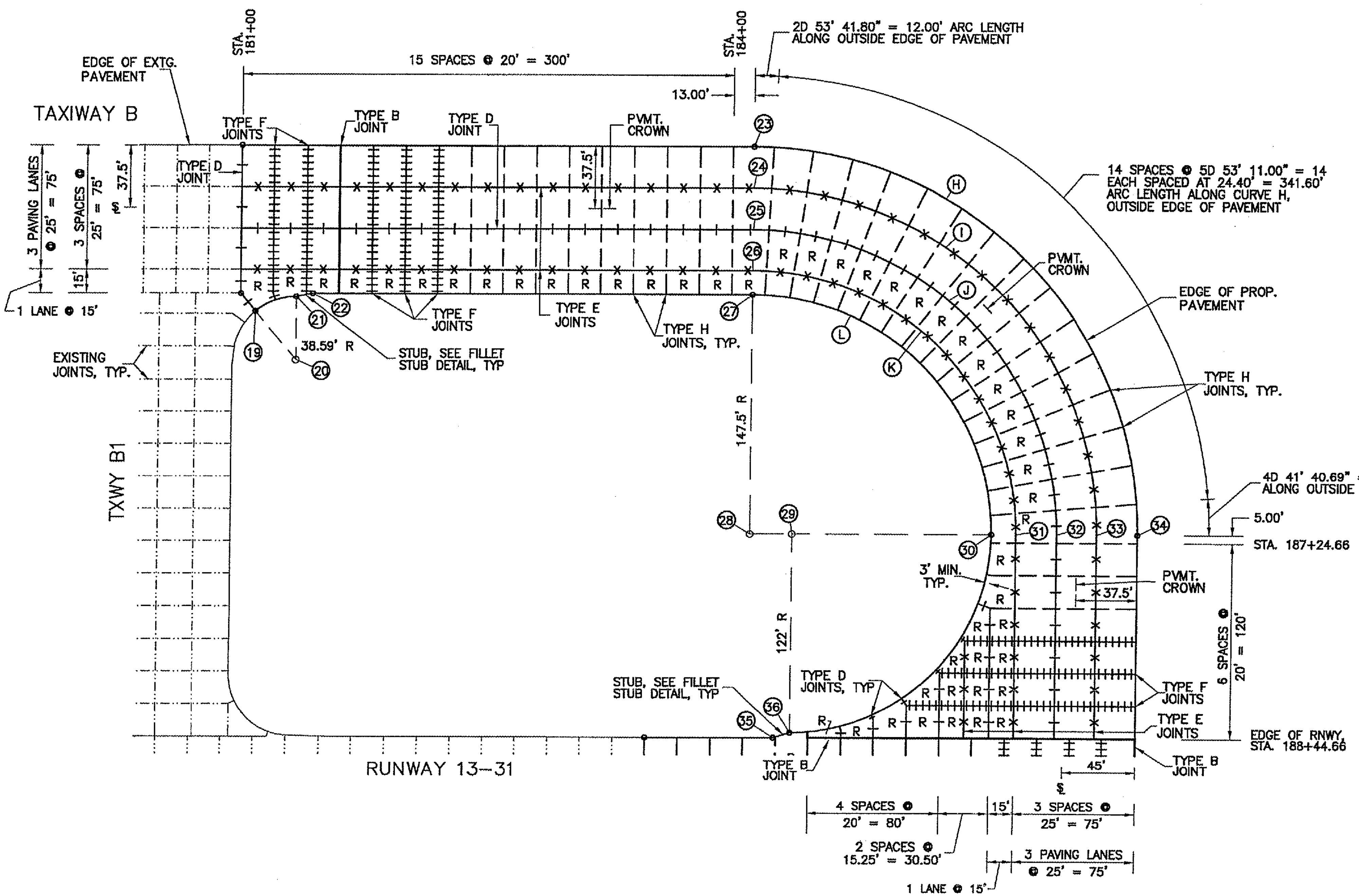
LOCATION	SOUTH LANE			CENTER LANE	NORTH LANE		
ITEM	A, SOUTH EDGE	B, CENTER JOINT	C, NORTH EDGE	D, CENTER JOINT	E, SOUTH EDGE	F, CENTER JOINT	G, NORTH EDGE
I	90D 00' 00"	90D 00' 00"	90D 00' 00"	90D 00' 00"	90D 00' 00"	90D 00' 00"	90D 00' 00"
D	30D 33' 27.94"	32D 44' 25.65"	35D 15' 32.23"	38D 11' 49.92"	41D 40' 10.82"	45D 50' 11.90"	50D 55' 46.56"
T	187.50'	175.00'	162.50'	150.00'	137.50'	125.00'	112.50'
L	294.52'	274.89'	255.25'	235.62'	215.98'	196.35'	176.71'
R	187.50'	175.00'	162.50'	150.00'	137.50'	125.00'	112.50'
E	77.66'	72.49'	67.31'	62.13'	56.95'	51.78'	46.60'
P.C.	POINT 1	POINT 2	POINT 3	POINT 4	POINT 5	POINT 6*	POINT 6
P.T.	POINT 14	POINT 13	POINT 12	POINT 11	POINT 10	POINT 9	POINT 8

* = END JOINT AT LOCATION PRIOR TO POINT 6 AS SHOWN ABOVE

JOINT SYMBOL LEGEND

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

RUNWAY 31 / TAXIWAY K JOINT PLAN

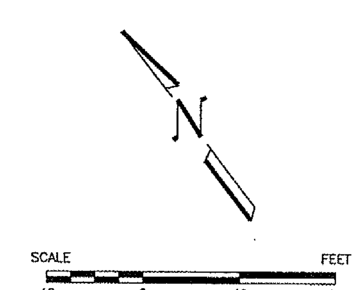


JOINT NOTES:

1. ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
3. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
4. ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
5. METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
6. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
7. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
8. SEE SHEET 13 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
9. EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

PAVEMENT / JOINT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
19	181+09.11	RT. 63.43'	P.C.
20	181+33.82	RT. 93.07'	R.P.
21	181+33.82	RT. 54.48'	P.T.
22	181+43.82	RT. 52.50'	P.I.
23	184+11.81	LT. 37.62'	P.C.
24	184+12.58	LT. 12.63'	P.C.
25	184+13.50	RT. 12.35'	P.C.
26	184+14.72	RT. 37.33'	P.C.
27	184+15.66	RT. 52.31'	P.C.
28	187+19.66	RT. 192.50'	R.P.
29	187+19.66	RT. 167.00'	R.P.
30	187+19.66	RT 45.00'	P.T.
31	187+19.66	RT. 30.00'	P.T.
32	187+19.66	RT. 5.00'	P.T.
33	187+19.66	LT. 20.00'	P.T.
34	187+19.66	LT. 45.00'	P.T.
35	84+28.50	LT. 75.00'	P.I.
36	84+38.50	LT. 78.00'	P.C.

PAVEMENT JOINT / EDGE LAYOUT CURVE DATA					
LOCATION	OUTSIDE LANE		OUTSIDE CENTER LANE	INSIDE LANE	
ITEM	H, OUTSIDE EDGE	I, INSIDE EDGE	J, INSIDE EDGE	K, OUTSIDE EDGE	L, INSIDE EDGE
I	90D 00' 00"	90D 00' 00"	90D 00' 00"	90D 00' 00"	90D 00' 00"
D	24D 07' 28.37"	26D 57' 45.83"	30D 33' 27.94"	35D 15' 32.23"	38D 50' 40.60"
T	237.50'	212.50'	187.50'	162.50'	147.50'
L	373.06'	333.79'	294.52'	255.25'	231.69'
R	237.50'	212.50'	187.50'	162.50'	147.50'
E	98.38'	88.02'	77.67'	67.31'	61.10'
P.C.	POINT 23	POINT 24	POINT 25	POINT 26	POINT 27
P.T.	POINT 34	POINT 33	POINT 32	POINT 31	POINT 30



JOINT SYMBOL LEGEND

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

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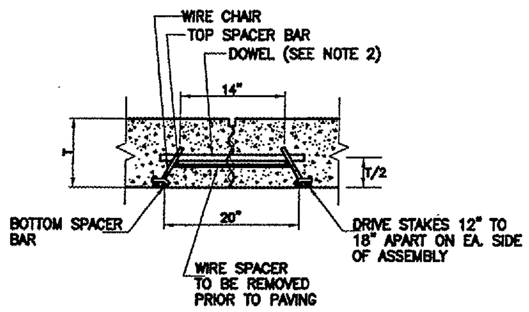
TAXIWAY B JOINT PLAN

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



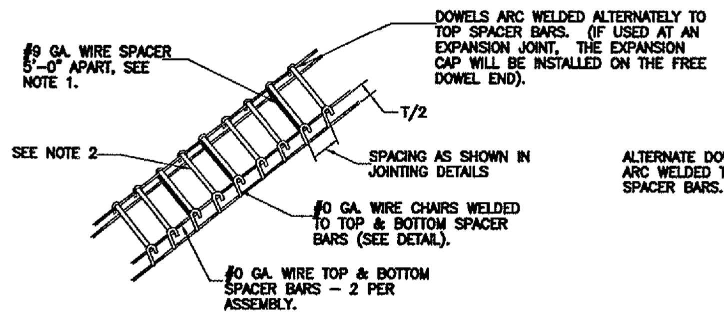
INSTALLATION DETAIL

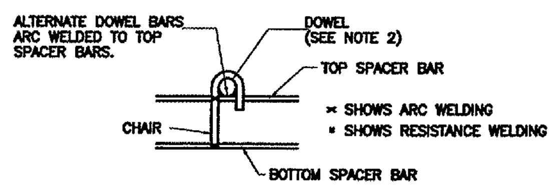
BASKET ASSEMBLY NOTES:

1.) #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR. (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING) 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.

2.) DOWELS SHALL BE EPOXY COATED IN ACCORDANCE TO THE REQUIREMENTS OF AASHTO M254. IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE GREASED OR OILED, FOR HALF THE LENGTH OF THE DOWEL.

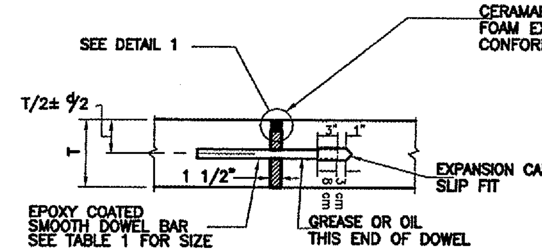
3.) ADJUST HEIGHT OF THE BASKET ASSEMBLIES (IN THE FIELD AT THE TIME OF CONSTRUCTION) SO THAT THE DOWELS ARE IN THE MIDDLE OF THE PROPOSED CONCRETE SLAB.





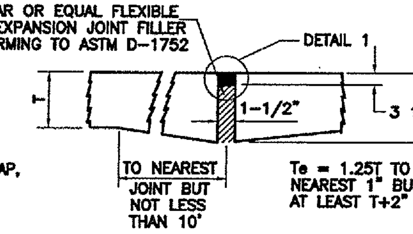
TYPICAL ELEVATION DETAIL SHOWING CHAIR

DOWEL BASKET ASSEMBLY DETAILS AND NOTES



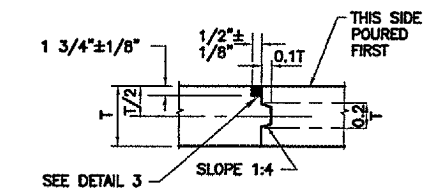
TYPE A – DOWELED EXPANSION

SYMBOL



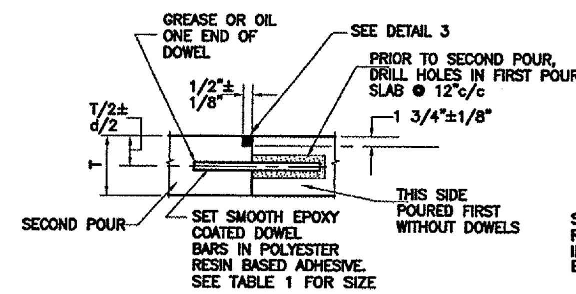
TYPE B – THICKENED EDGE EXPANSION

SYMBOL



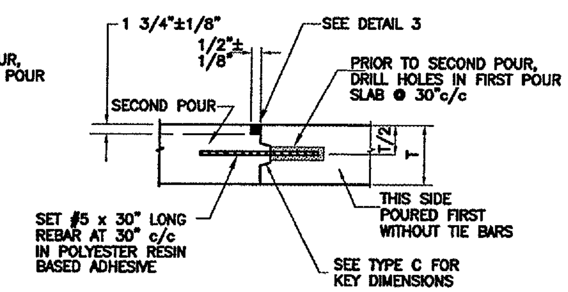
TYPE C – KEYED CONSTRUCTION

SYMBOL —C——C——C—



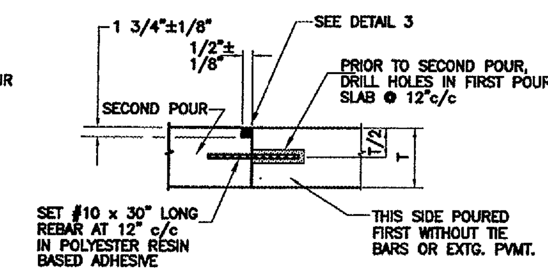
TYPE D – DOWELED CONSTRUCTION

SYMBOL —|——|——|—



TYPE E – HINGED WITH KEY

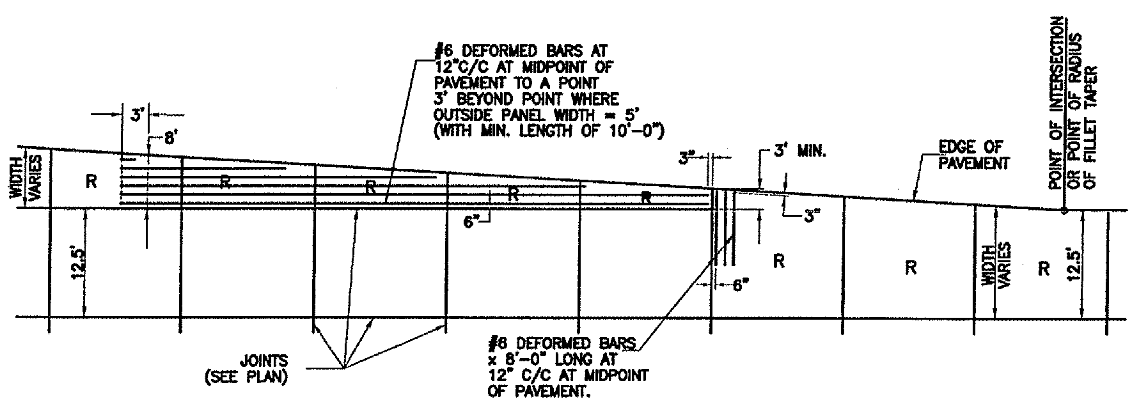
SYMBOL —X——X——X—



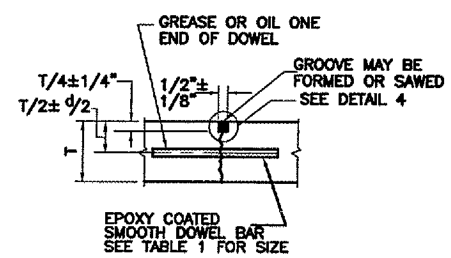
TYPE E-1 – HINGED WITHOUT KEY

SYMBOL —O——O——O—

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

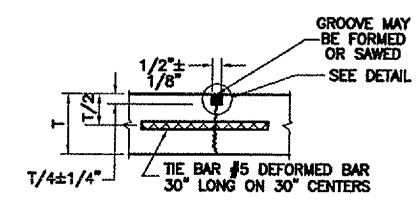


FILLET TAPER DETAIL



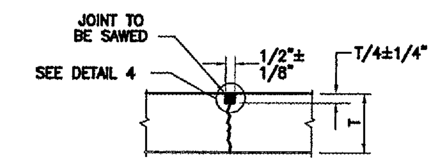
TYPE F – DOWELED CONTRACTION

SYMBOL



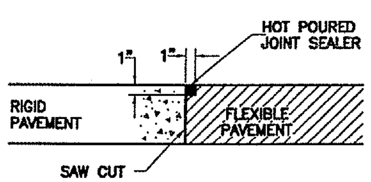
TYPE G – HINGED CONTRACTION

SYMBOL

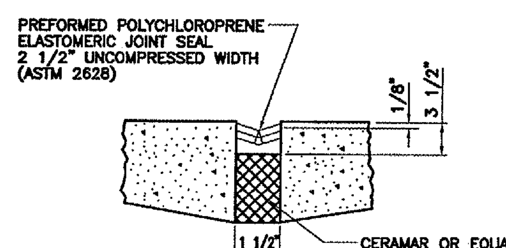


TYPE H – DUMMY CONTRACTION

SYMBOL — — — — — — — —

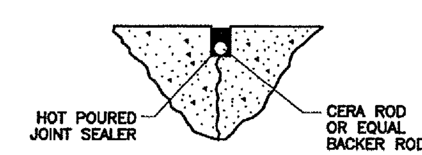


DETAIL – JOINT BETWEEN FLEXIBLE AND RIGID PAVEMENTS



DETAIL 1

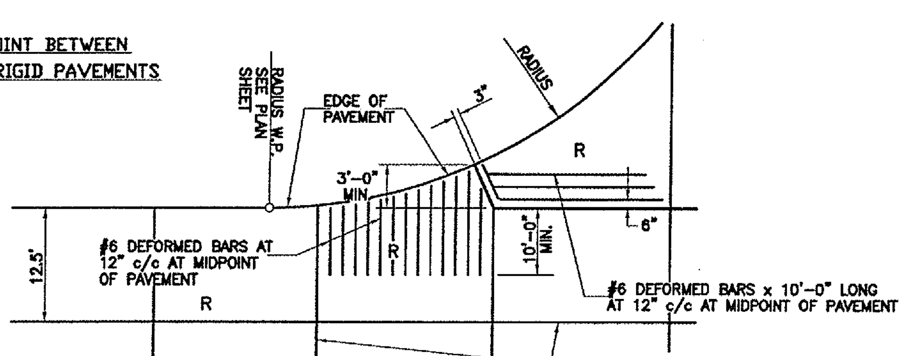
JOINT TYPE A & B



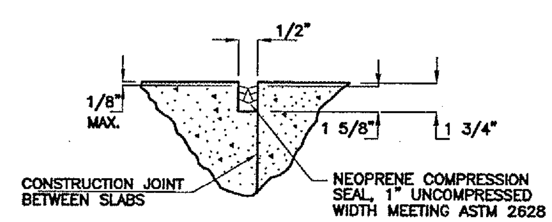
DETAIL 2

TABLE 1

PAVEMENT THICKNESS T – INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT D, INCHES D=(T/4)±1/4"	STEEL DOWELS DIAMETER (INCHES)	LENGTH (INCHES)	SPACING (INCHES)
8	2.00	1.00	19	12
9	2.25	1.00	19	12
10	2.50	1.00	19	12
12	3.00	1.00	19	12
15	3.75	1.25	20	15
17	4.25	1.50	20	18

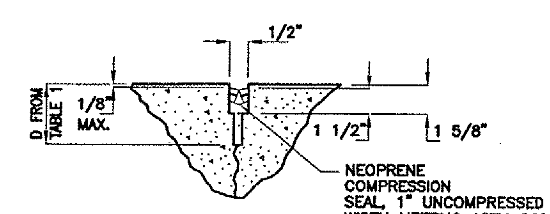


FILLET STUB DETAIL



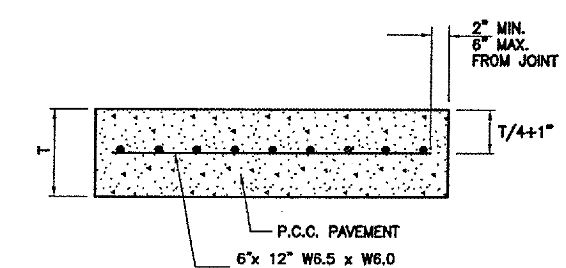
DETAIL 3

JOINT TYPES C, D, AND E



DETAIL 4

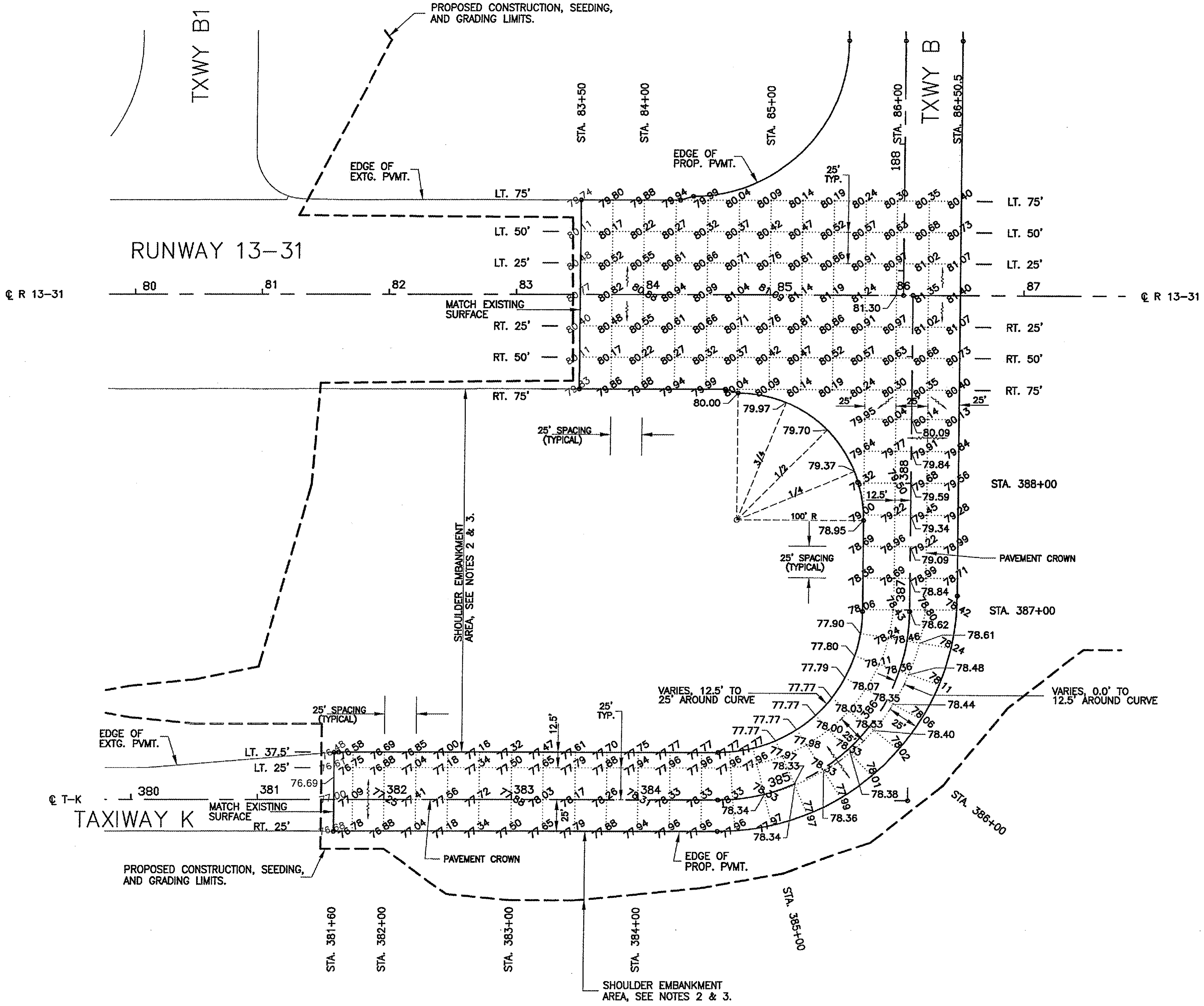
JOINT TYPES F, G, AND H

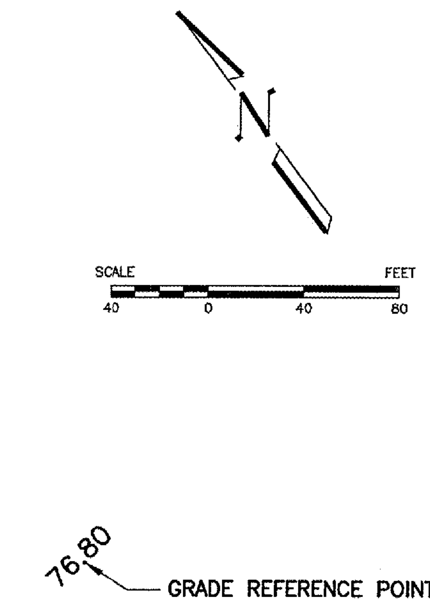


ODD SHAPED PANEL REINFORCEMENT

SYMBOL R

JOINT DETAILS





NOTES:

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

2.) GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.

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

4.) 76.80 = PROPOSED ELEVATION 576.80.

5.) 576.60 = EXISTING ELEVATION 576.60.

G:\Airport\A06T024 R31 EXTN, PVMT\STAKING.dwg, 5/9/2007 8:44:02 AM, jeffm

RUNWAY 31 / TAXIWAY K STAKING PLAN

NOTES:

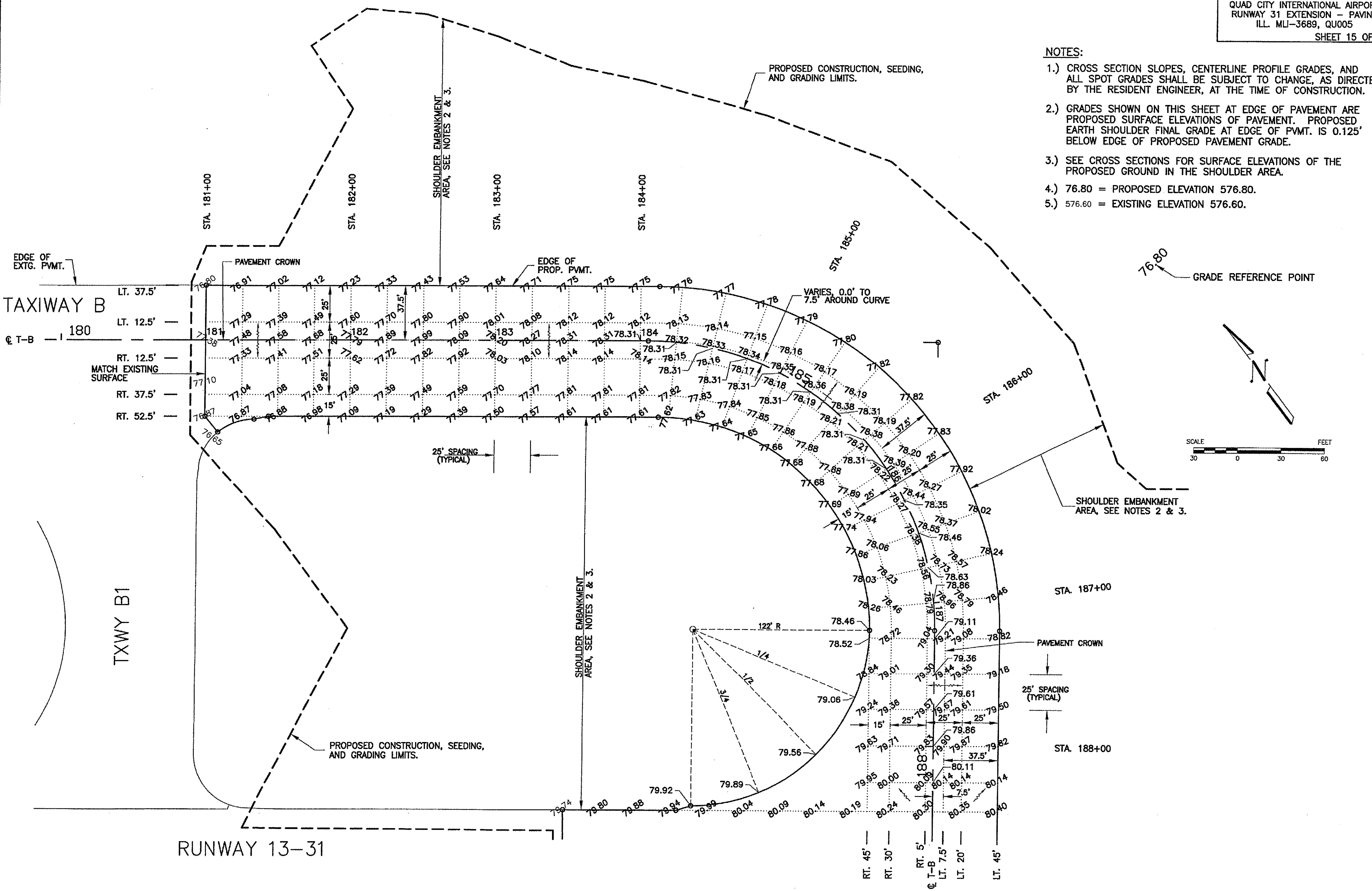
1.) CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.

2.) GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.

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

4.) 76.80 = PROPOSED ELEVATION 576.80.

5.) 576.60 = EXISTING ELEVATION 576.60.

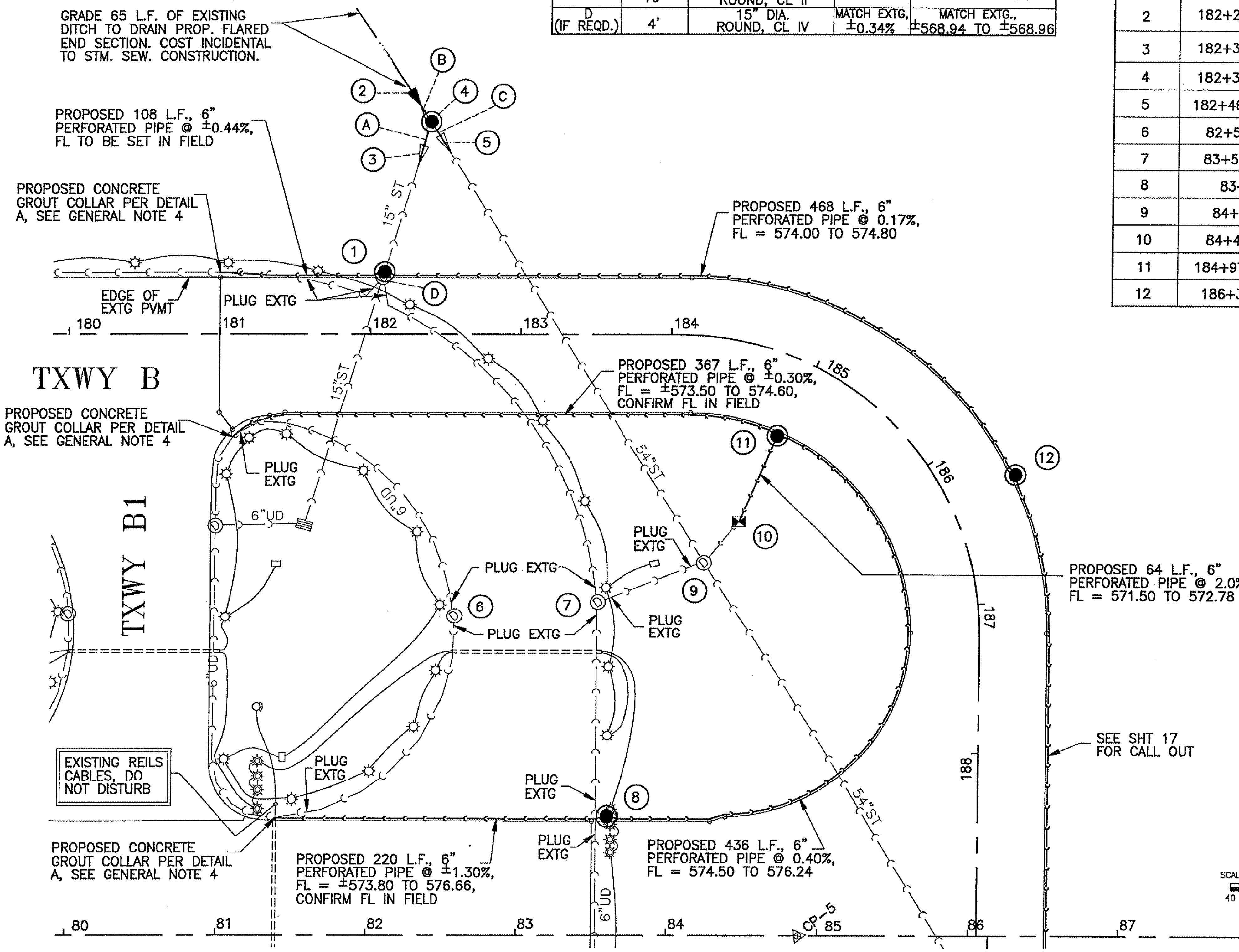


TAXIWAY B AREA STORM SEWER SCHEDULE

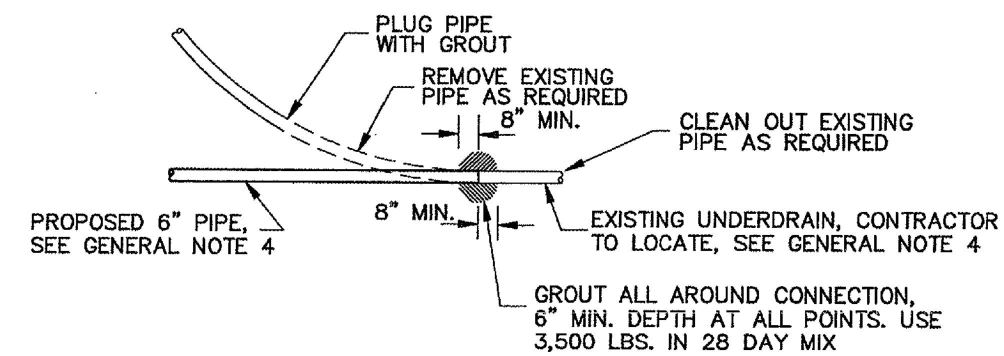
PIPE RUN LETTER	LENGTH, L.F.	SIZE & TYPE	PIPE SLOPE	START / END FLOWLINES
A	20'	15" DIA. ROUND, CL IV	MATCH EXTG, ±0.50%	MATCH EXTG., ±564.85 TO ±564.95
B	15'	60" DIA. ROUND, CL II	0.10%	564.64 TO 564.65
C	16'	54" DIA. ROUND, CL II	0.50%	564.65 TO 564.73
D (IF REQD.)	4'	15" DIA. ROUND, CL IV	MATCH EXTG, ±0.34%	MATCH EXTG., ±568.94 TO ±568.96

DRAINAGE STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
1	±182+09.1, LT. 41.5'	EXTG. MANHOLE, 4' DIA.	MEET EXTG, ±566.91'	EXTG=575.81' PROP=576.91'	RELOCATE AND ADJUST F & G ELEV
2	182+25.4, LT. 161.8'	PRC FLARED END SECTION, 60" DIA.	564.63'	----	
3	182+34.6, LT. 125.1'	EXISTING PRC FLARED END SECTION, 15" DIA.	564.92'	----	TO BE REMOVED
4	182+39.8, LT. 141.5'	MANHOLE, 8' DIA. WITH FLAT SLAB TOP	564.65'	572.50'	
5	182+46.09, LT. 131.4'	EXISTING PRC FLARED END SECTION, 54" DIA.	564.67'	----	TO BE REMOVED
6	82+56.58, LT. 212'	EXTG. MANHOLE, 2' DIA.	±574.61'	577.64'	TO BE REMOVED
7	83+52.8, LT. 221.4'	EXTG. MANHOLE, 4' DIA.	±571.50'	577.64'	TO BE REMOVED
8	83+60, LT. 78'	MANHOLE SPL., 2' DIA.	576.24'	579.49'	
9	84+23, LT. 248'	EXISTING 54" X 36" R.C. RISER TEE	±567.45'	EXTG=575.75' PROP=576.07'	ADJUST F & G ELEV
10	84+45.5, LT. 275'	EXISTING INLET	±569.80'	574.00'	NO CHANGE
11	184+97.5, RT. 52.35'	MANHOLE SPL., 2' DIA.	572.78'	577.38'	
12	186+30, LT. 47.25'	MANHOLE SPL., 2' DIA.	574.80'	577.67'	

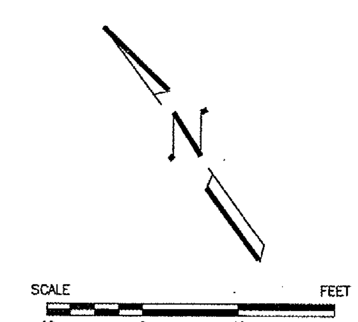


TAXIWAY B AREA



DETAIL A

PROPOSED CONNECTION, EXISTING UNDERDRAIN TO PROPOSED UNDERDRAIN, TYPICAL

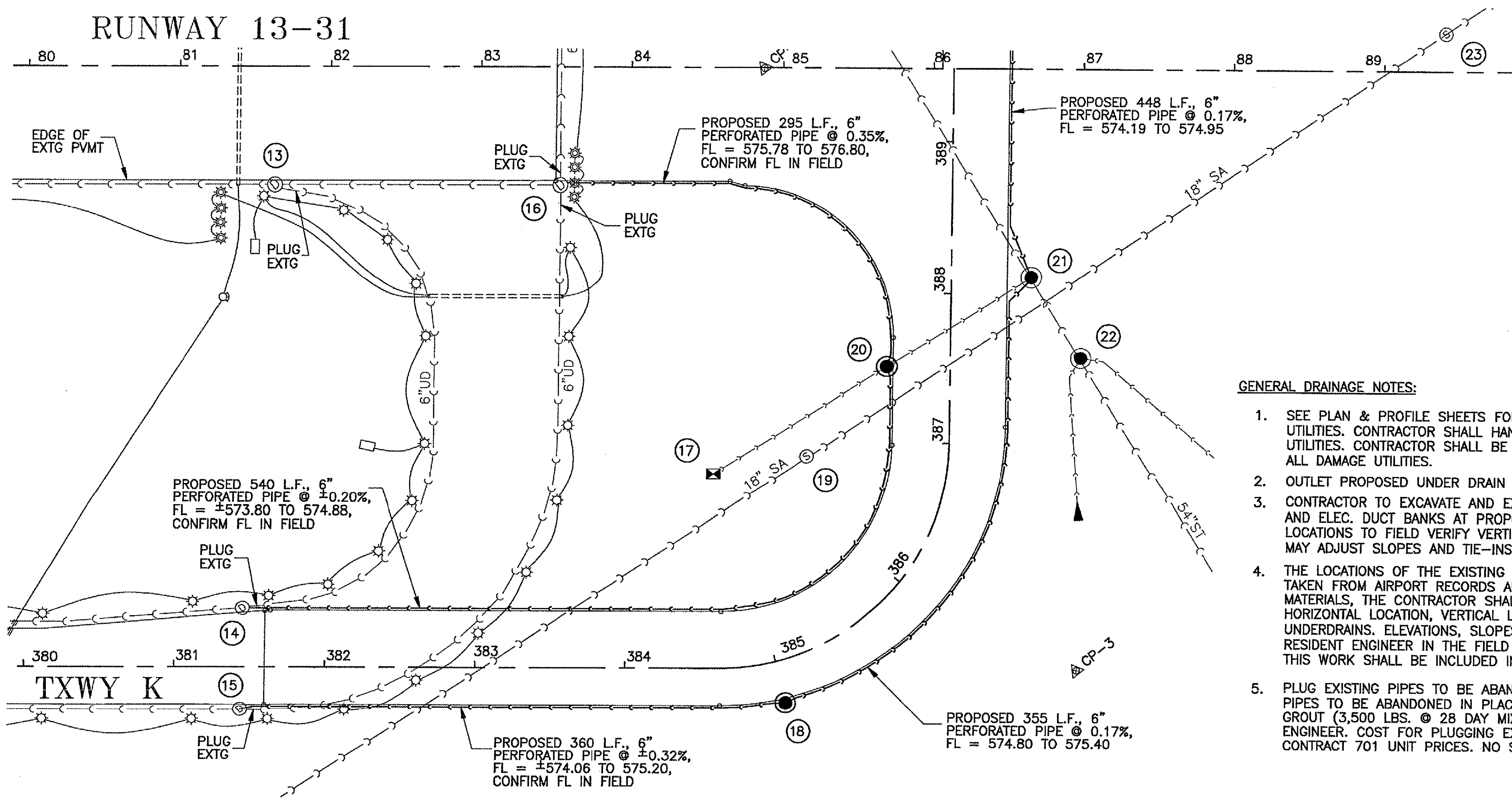


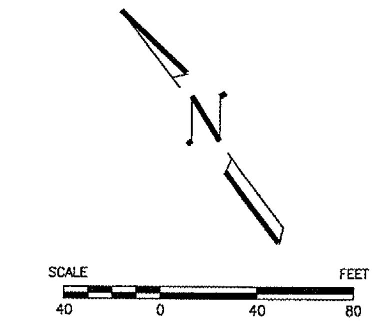
LEGEND:

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

NOTE:

SEE SHEET 17 FOR GENERAL DRAINAGE NOTES.





TAXIWAY K AREA

GENERAL DRAINAGE NOTES:

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

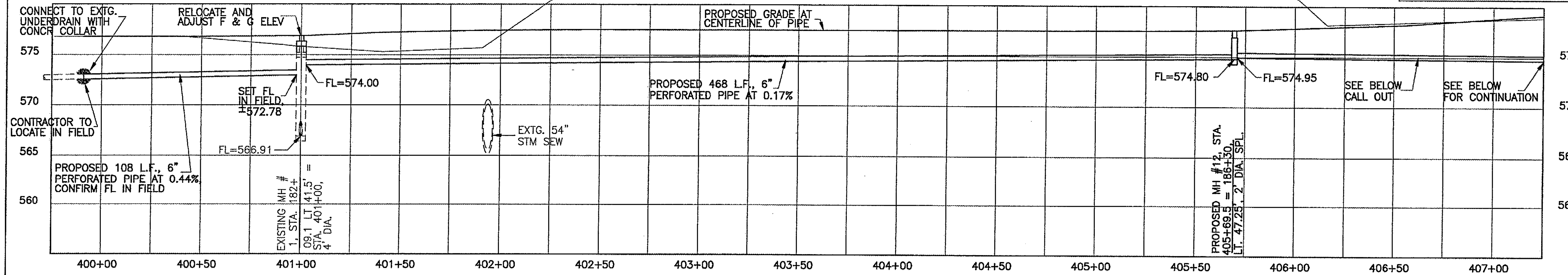
LEGEND:

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

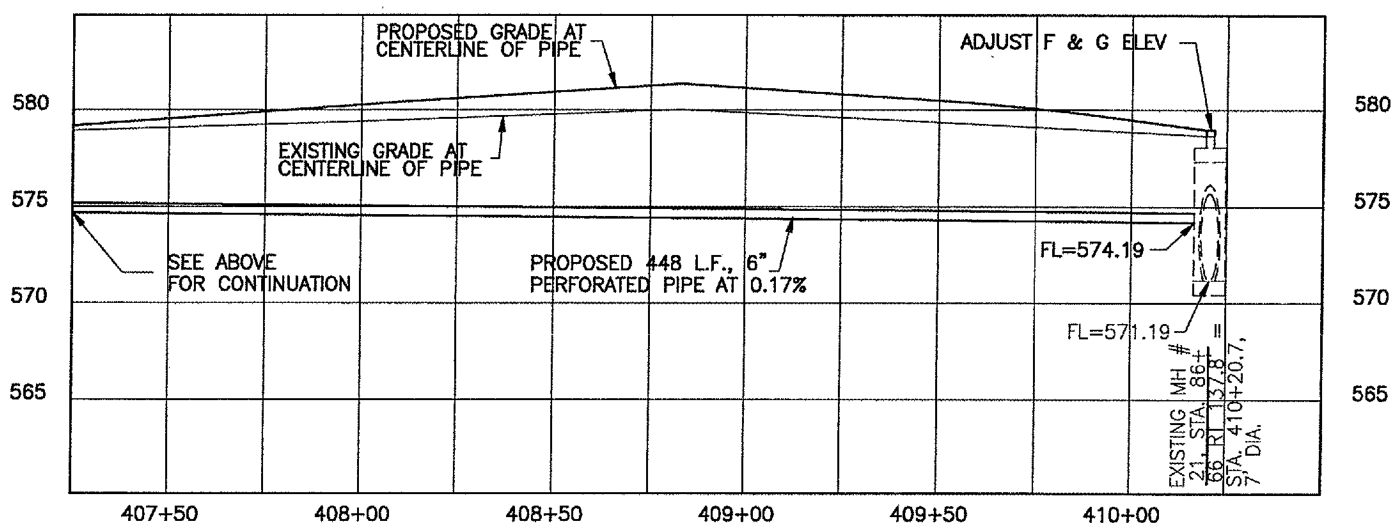
DRAINAGE STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
13	81+63.5, RT. 78'	EXTG. MANHOLE, 2' DIA.	±575.85'	EXTG=579.15' PROP=579.02'	ADJUST F & G ELEV
14	381+45, LT. 39'	EXTG. MANHOLE, 2' DIA.	±573.40'	576.17'	NO CHANGE
15	381+44, RT. 28'	EXTG. MANHOLE, 2' DIA.	±573.50'	576.43'	NO CHANGE
16	83+53, RT. 78'	EXTG. MANHOLE, 2' DIA.	±576.62'	EXTG=579.82' PROP=579.56'	ADJUST F & G ELEV
17	84+57, RT. 270'	EXISTING INLET	573.00'	575.00'	NO CHANGE
18	385+00, RT. 28.35'	MANHOLE SPL., 2' DIA.	575.20'	577.70'	
19	85+18.9, RT. 257.9'	EXISTING SAN. MANHOLE, 4' DIA.	±557.88'	EXTG=576.14' PROP=576.48'	ADJUST F & G ELEV
20	387+51.0, LT. 41.5'	MANHOLE, 4' DIA. WITH FLAT SLAB TOP	MEET EXTG, ±572.52'	578.37'	
21	86+66, RT. 137.8'	EXTG. MANHOLE, 7' DIA.	±571.19'	EXTG=578.68' PROP=578.97'	ADJUST F & G ELEV
22	87+00, RT. 191.3'	EXTG. MANHOLE, 7' DIA.	±571.71'	EXTG=578.30' PROP=578.51'	ADJUST F & G ELEV
23	89+40.6, LT. 24.8'	EXISTING SAN. MANHOLE, 4' DIA.	±557.02'	EXTG=575.57' PROP=578.29'	ADJUST F & G ELEV

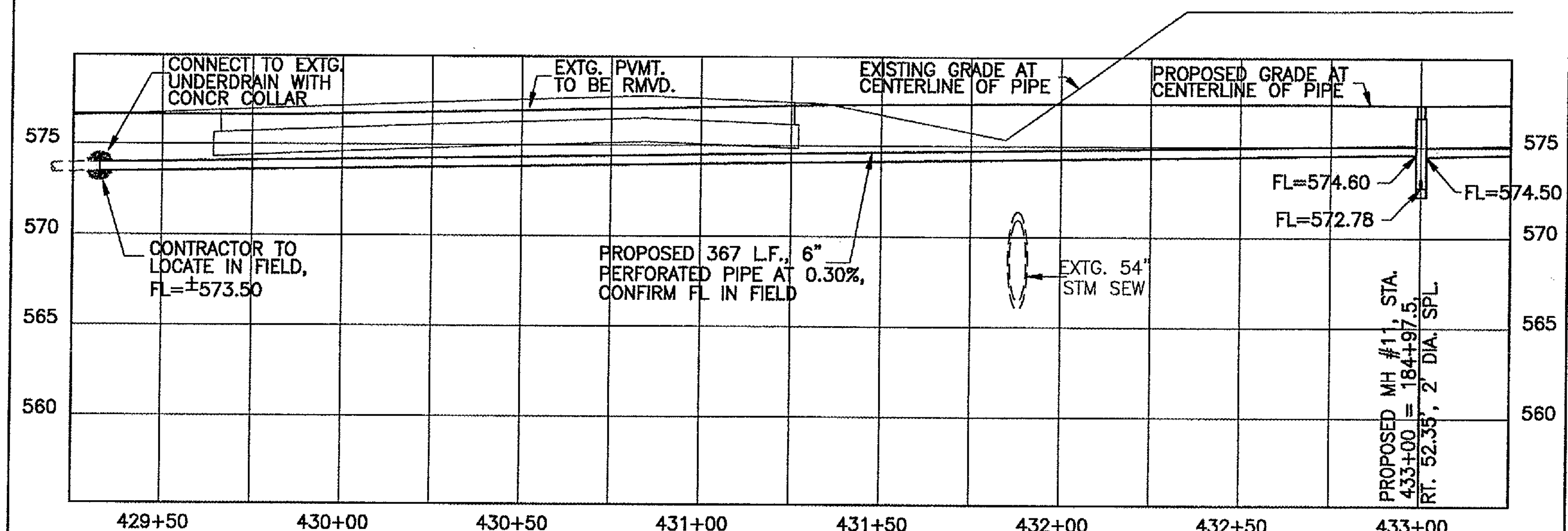
TAXIWAY B, STA. 181+00 LEFT TO TAXIWAY K, STA. 388+10.82 RIGHT UNDERDRAIN CENTERLINE PROFILE



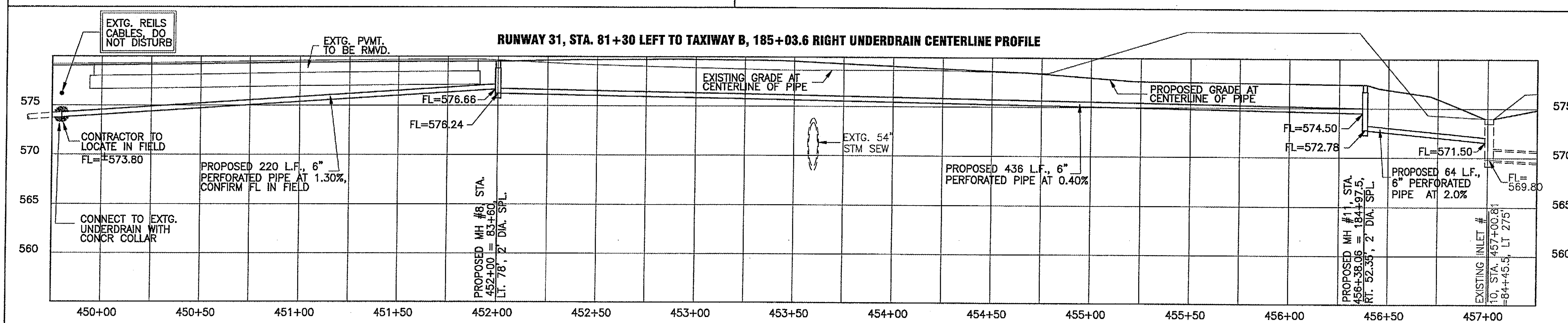
TAXIWAY B, STA. 181+00 LEFT TO TAXIWAY K, STA. 388+10.82 RIGHT UNDERDRAIN CENTERLINE PROFILE (CONTINUED)



TAXIWAY B, STA. 181+09 TO 184+97.5 RIGHT UNDERDRAIN CENTERLINE PROFILE

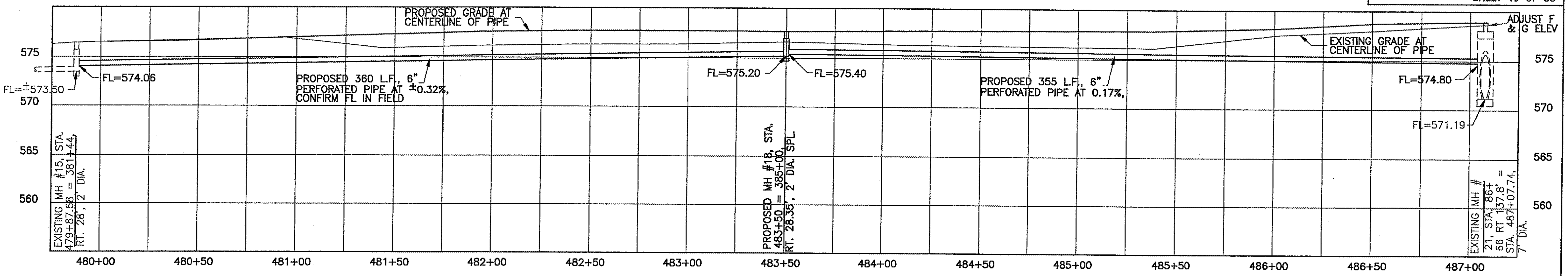


RUNWAY 31, STA. 81+30 LEFT TO TAXIWAY B, 185+03.6 RIGHT UNDERDRAIN CENTERLINE PROFILE

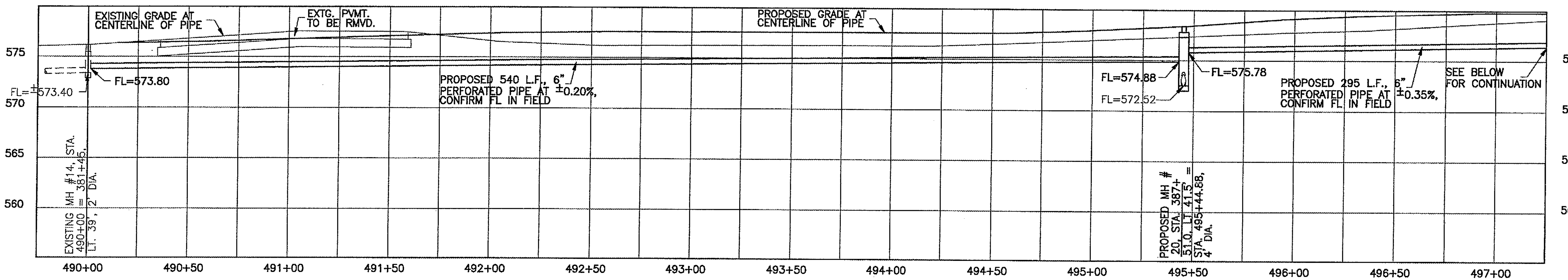


QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005

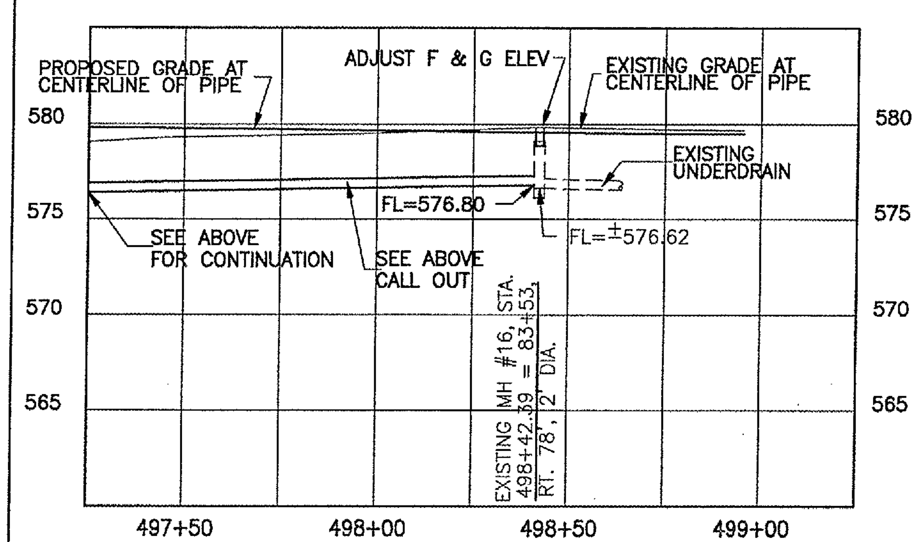
TAXIWAY K, STA. 381+44 TO 388+10.80 RIGHT UNDERDRAIN CENTERLINE PROFILE



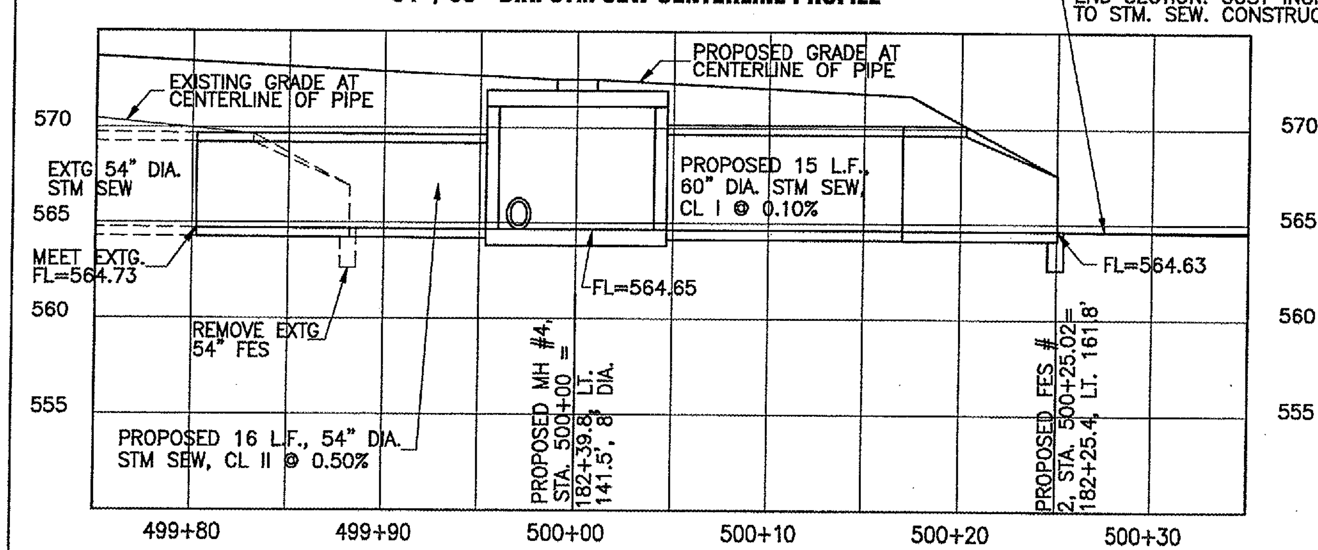
TAXIWAY K, STA. 381+45 LEFT TO RUNWAY 31, STA. 83+53 RIGHT UNDERDRAIN CENTERLINE PROFILE



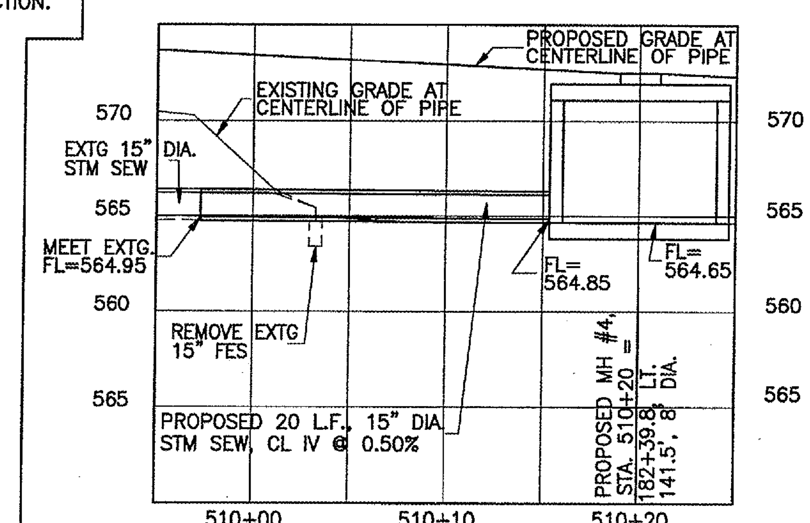
TAXIWAY K, STA. 381+45 LEFT TO RUNWAY 31, STA. 83+53 RIGHT UNDERDRAIN CENTERLINE PROFILE (CONTINUED)



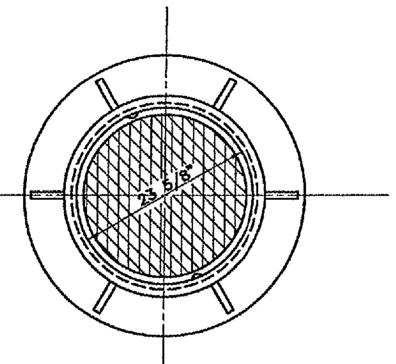
TAXIWAY B, STA. 182+25.44, LT. 161.83' TO 182+50.32, LT. 124.57' 54" / 60" DIA. STM SEW CENTERLINE PROFILE

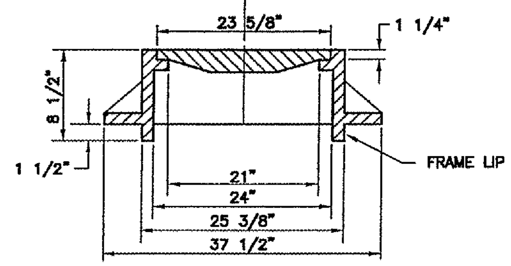


TAXIWAY B, STA. 182+32.82 - 182+39.8, LT.; 15" DIA. STM SEW CENTERLINE PROFILE



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



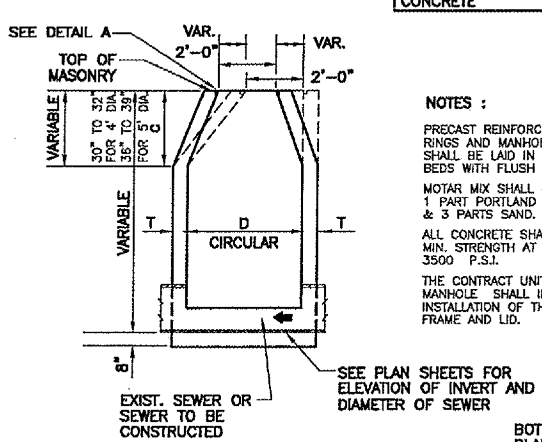


NOTES:

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

MANHOLE FRAME AND LID

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



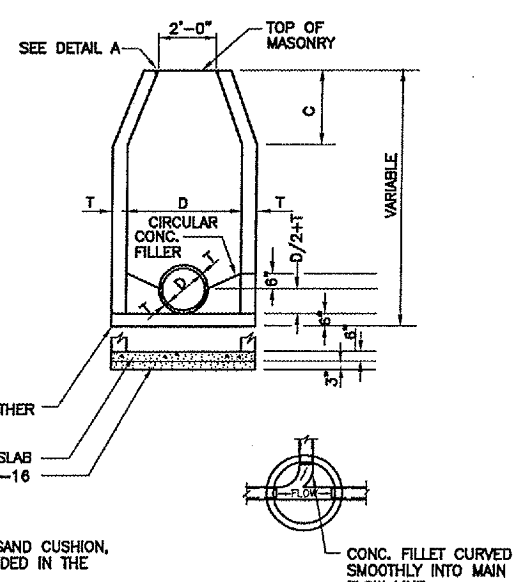
NOTES :

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

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

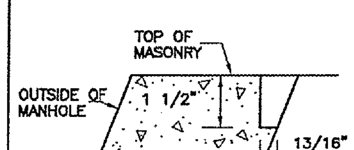
ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.

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



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

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



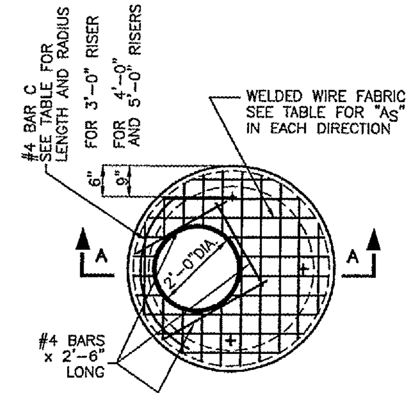
DETAIL A
NOTCH OUT FOR FRAME LIP

NOTE :

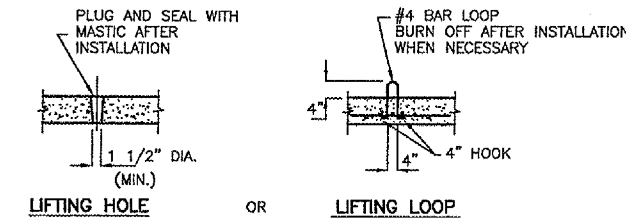
THE CONE OF THE MANHOLE SHALL BE CONSTRUCTED AS SHOWN BY THE DOTTED LINES ONLY WHEN THERE IS INTERFERENCE WITH UNDERGROUND CONDITIONS AND THESE CONDITIONS CAN NOT BE ALTERED.

DETAIL OF MANHOLE

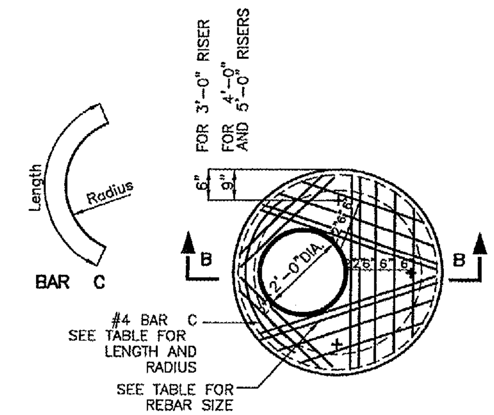
MODIFIED IDOT STANDARD 602401



PLAN
SHOWING WELDED WIRE FABRIC



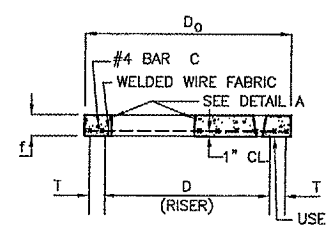
TYPICAL
(3 REQUIRED PER SLAB)



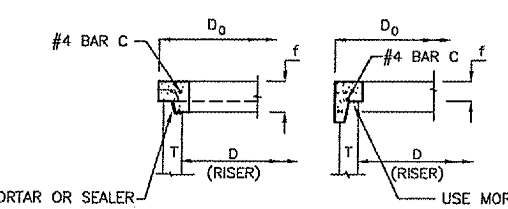
PLAN
SHOWING REBAR REIFORCEMENT WITH TYPICAL SPACING

TABLE

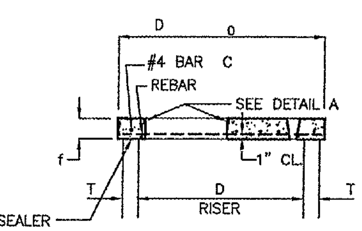
D	T	D_0 (MIN)	f	REINFORCEMENT "As" W.W.F. EACH DIRECTION	OR BAR SIZE	#4 BAR C LENGTH	#4 BAR C RADIUS
3'-0"	See Standards 1514, 1526,1527, and 1886	D + 2T	6"	.20 sq.in./lin.ft.	#4	4'-0"	1'-7"
4'-0"			6"	.35 sq.in./lin.ft.	#5	4'-6"	2'-2"
5'-0"			8"	.35 sq.in./lin.ft.	#5	5'-0"	2'-8"



SECTION A–A



ALTERNATE JOINT CONFIGURATIONS



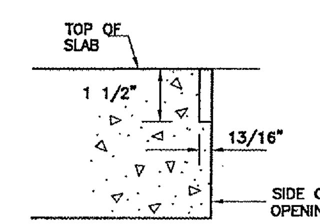
SECTION B–B

NOTES:

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

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

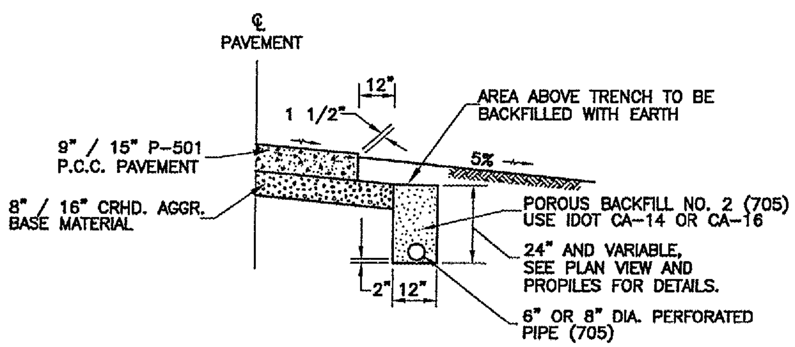
MODIFIED I.D.O.T. STANDARD 602601



DETAIL A

FOR 8' DIAMETER MANHOLES, SEE IDOT STANDARD 602416. MANHOLE FRAME LIP NOTCH OUT DETAIL AND ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 602416.

DRAINAGE DETAILS

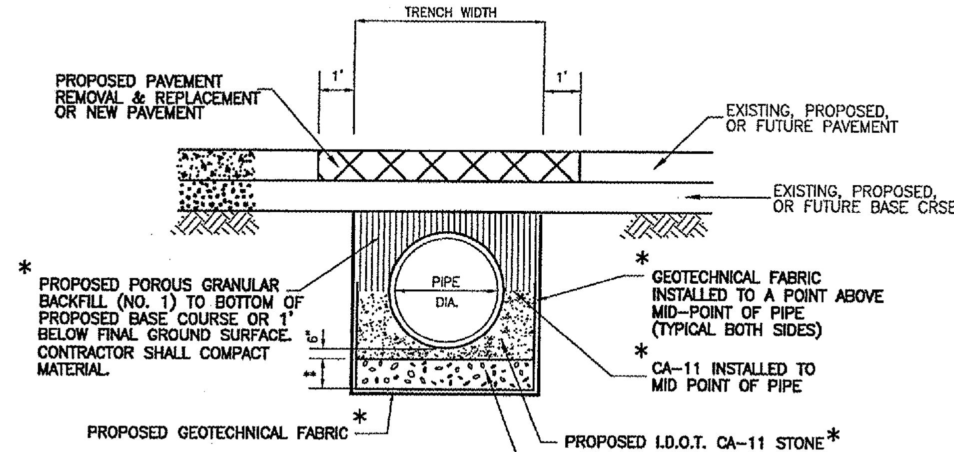


NOTES :

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

PERFORATED PIPE UNDERDRAIN DETAIL

PROPOSED TYPICAL SECTION – PIPE TRENCH
(ALL PROPOSED PIPES)



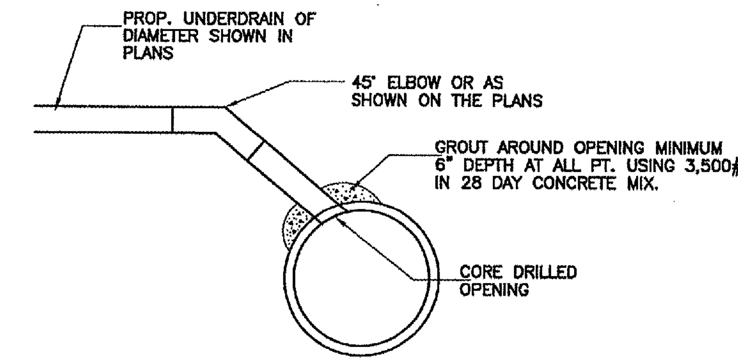
* = COST OF THESE ITEMS SHALL BE INCLUDED IN THE 701 PIPE CONTRACT UNIT PRICES

PIPE DIA.	TRENCH WIDTH	PVMT. RMVL. WIDTH	** FOUNDATION DEPTH
6"	3.58'	6'	10"
8"	3.75'	6'	10"
12"	4.17'	6.5'	10"
15"	4.45'	6.5'	10"
18"	4.75'	7'	10"
54"	8.25'	10.5'	18"
60"	8.83'	11'	18"

GENERAL PIPE NOTES:

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

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

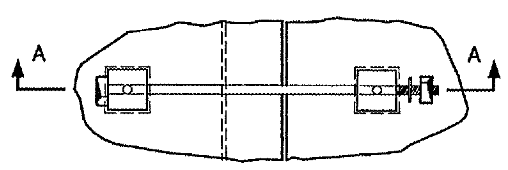


DETAIL OF PIPE UNDERDRAIN OUTLET INTO STORM SEWER OR PIPE CULVERT

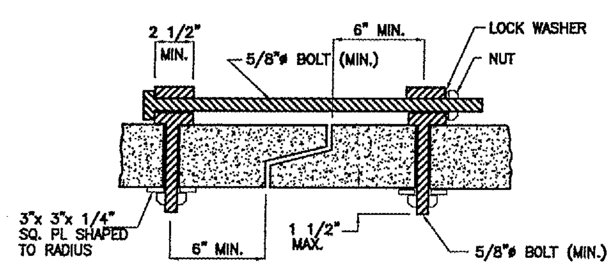
NOTES :

COST OF ELBOW AND GROUTING TO BE INCLUDED IN UNIT PRICE PER LINEAL FT. FOR PIPE UNDERDRAIN. ANY DAMAGE TO EXISTING STORM SEWER OR PIPE CULVERT SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.

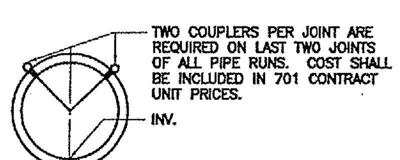
PROPOSED PIPE COUPLERS

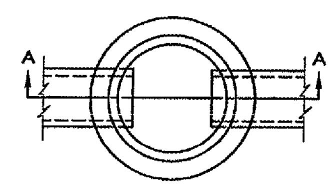


PLAN OF ONE COUPLER

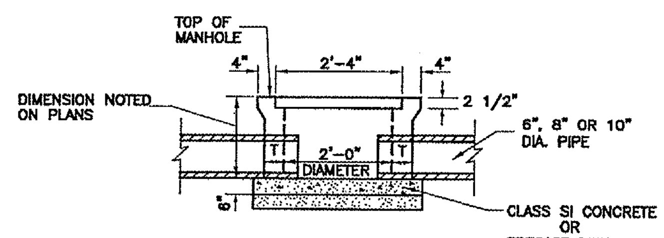


SECTION A–A





PLAN

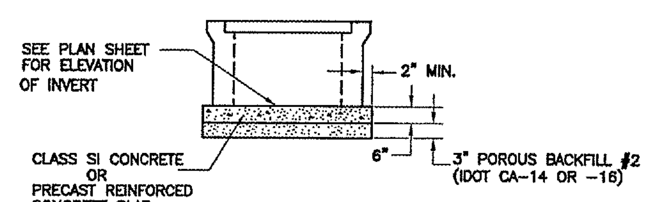


SECTION A–A

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

NOTES :

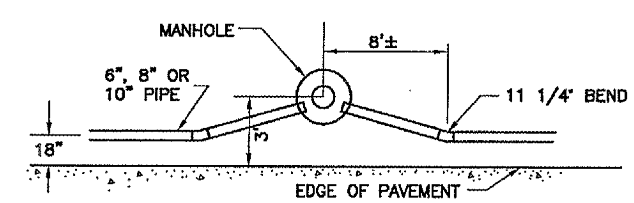
1) PRECAST REINFORCED CONCRETE RINGS AND MANHOLE FRAMES SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
2) MORTAR MIX SHALL CONSIST OF 1 PART PORTLAND CEMENT AND 3 PARTS SAND.
3) ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.
4) THE CONTRACT UNIT PRICE FOR MANHOLE SPECIAL SHALL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



BASE DETAIL

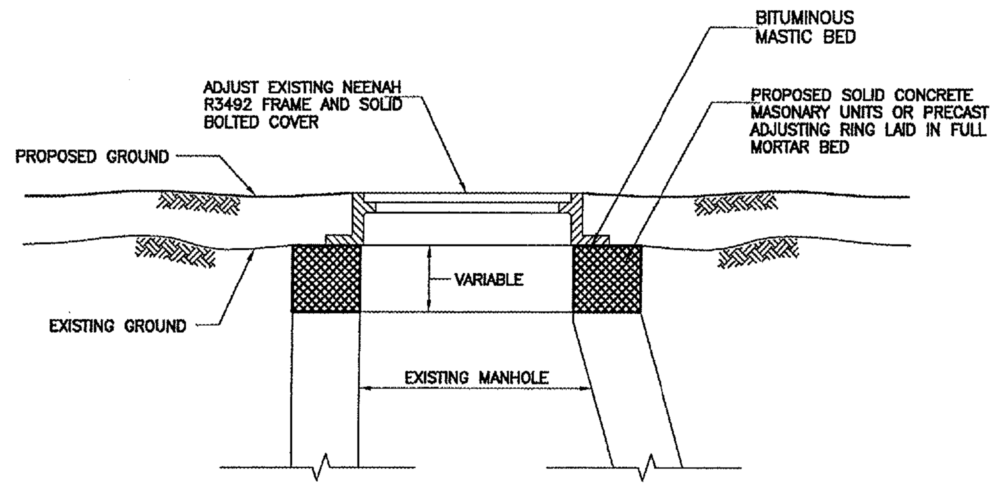
MODIFIED IDOT STANDARD 602301

DETAIL OF MANHOLE SPECIAL
ITEM 751570

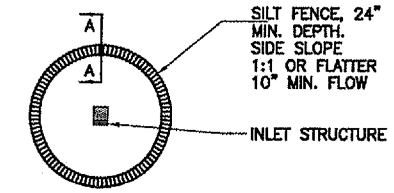


COST OF FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.

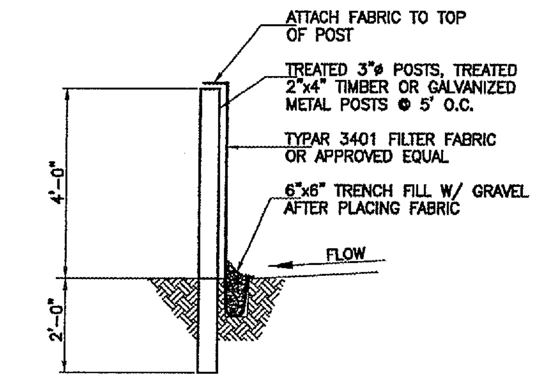
PLAN VIEW OF MANHOLE SPECIAL ADJACENT TO EDGE OF PVMT.



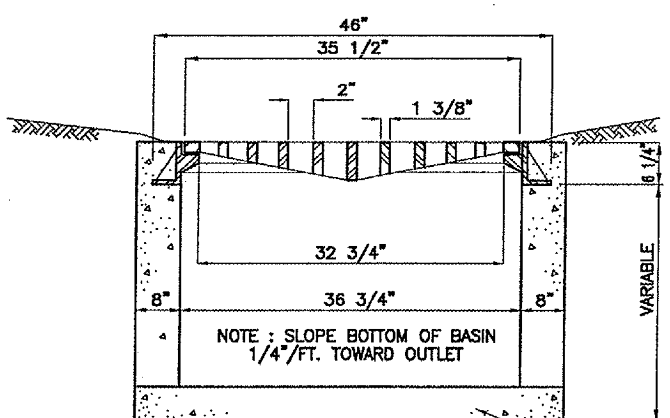
TYPICAL DETAIL – MANHOLE
ADJUST – IN TURF

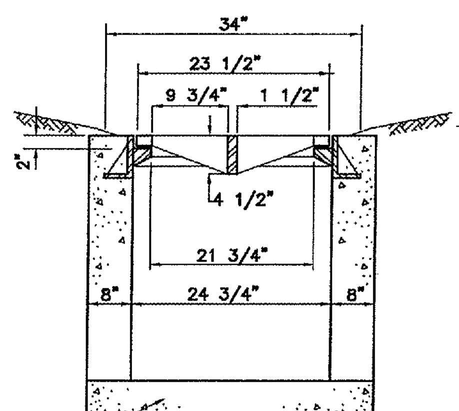


TEMPORARY SEDIMENT TRAP
AT ALL INLET STRUCTURES



SECTION A–A
SILT FENCE DETAIL
NOT TO SCALE





STRUCTURAL PORTLAND CEMENT CONCRETE

FRAME AND GRATE WEIGHT APPROX. 540 POUNDS

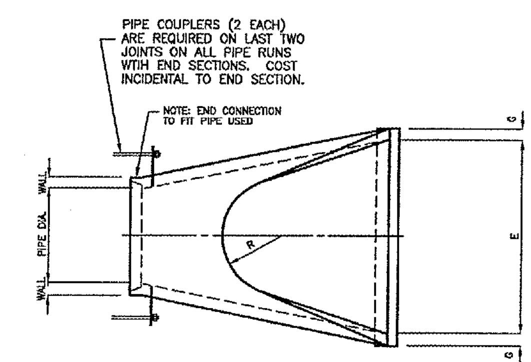
SIDE WALLS OF BASIN SHALL BE MADE OF 610– STRUCTURAL PORTLAND CEMENT CONCRETE

INLET SPECIAL, ITEM 751415

NOTES :

1. INLET SPECIAL SHALL INCLUDE FRAME WITH SINGLE GRATE OF TYPE SIMILAR AND EQUAL TO NO. R 3475 AS SHOWN BY CATALOG "R" ELEVENTH EDITION OF NEENAH FOUNDRY CO.
2. REMOVE BOLTS THAT HOLD THE GRATE TO THE FRAME AND DO NOT REINSTALL.

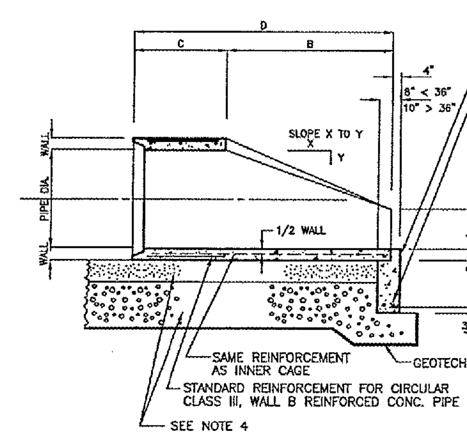
PRECAST REINFORCED CONCRETE FLARED END SECTION



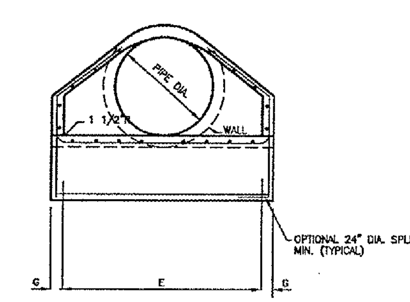
PLAN

PIPE DIA.	APPROX. WT. (LBS.)	WALL	A	B	C	D	E	G	R	SLOPE
12"	530	2"	4"	2'-0"	4'-0-7/8"	6'-0-7/8"	2'-0"	2"	9"	3:1
15"	740	2-1/4"	6"	2'-3"	3'-10"	6'-1"	2'-6"	2-1/4"	11"	3:1
18"	990	2-1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	2-1/2"	12"	3:1
21"	1280	2-3/4"	9"	2'-11"	3'-2"	6'-1"	3'-6"	2-3/4"	13"	3:1
24"	1520	3"	9-1/2"	3'-7-1/2"	2'-6"	6'-1-1/2"	4'-0"	3"	14"	3:1
27"	1930	3-1/4"	10-1/2"	4'-0"	2'-1-1/2"	6'-1-1/2"	4'-6"	3-1/4"	14-1/2"	3:1
30"	2190	3-1/2"	1'-0"	4'-6"	1'-7-3/4"	6'-1-3/4"	5'-0"	3-1/2"	15"	3:1
33"	3200	3-3/4"	1'-1-1/2"	4'-10-1/2"	3'-3-1/4"	8'-1-3/4"	5'-6"	3-3/4"	17-1/2"	3:1
36"	4100	4"	1'-3"	5'-3"	2'-10-3/4"	8'-1-3/4"	6'-0"	4"	20"	3:1
42"	5380	4-1/2"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	4-1/2"	22"	3:1
48"	6550	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	5"	22"	3:1
54"	8240	5-1/2"	2'-3"	5'-5"	2'-11"	8'-4"	7'-6"	5-1/2"	24"	2.4:1
60"	8730	6"	2'-11"	5'-0"	3'-3"	8'-3"	8'-0"	5"	*	2:1
66"	10710	6-1/2"	2'-6"	6'-0"	2'-3"	8'-3"	8'-6"	5-1/2"	*	2:1
72"	12520	7"	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	6"	*	1.86:1
78"	14770	7-1/2"	3'-0"	7'-6"	1'-9"	9'-3"	9'-6"	6-1/2"	*	1.82:1
84"	18160	8"	3'-0"	7'-6-1/2"	1'-9"	9-3-1/2"	10'-0"	6-1/2"	*	1.5:1

*RADIUS AS FURNISHED BY MANUFACTURER



LONGITUDINAL SECTION



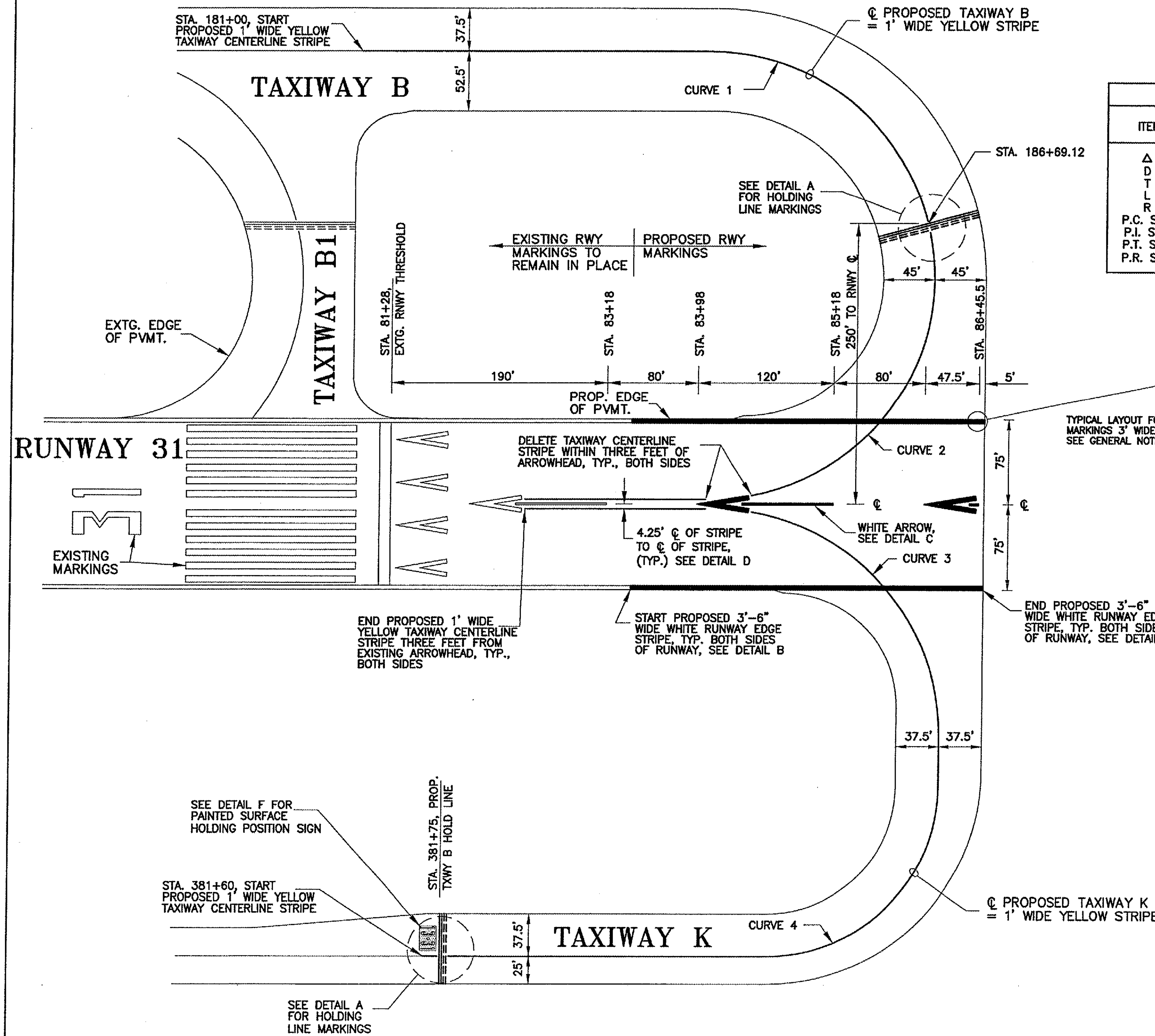
END SECTION

NOTES:

1. PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M–170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
2. PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
3. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ART. 701–3.7 OF THE STANDARD SPECIFICATIONS, COST INCIDENTAL TO END SECTION.
4. BEDDING MATERIALS AND GEOTECH FABRIC PER 701 PIPE SPECIFICATION IN THE SPECIAL PROVISIONS AS SHOWN IN THIS DETAIL SHALL BE INCLUDED IN THE 752 PIPE END SECTION CONTRACT UNIT PRICE.

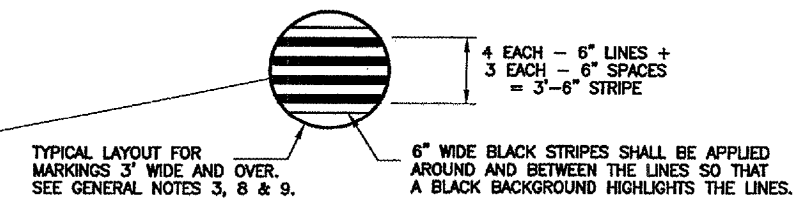
MODIFIED I.D.O.T.
STANDARD 542301

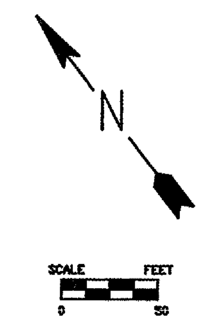
NONPRECISION RUNWAY MARKINGS



ITEM	CURVE NUMBER 1	2	3	4
Δ	90° 00' 00"	90° 00' 00"	90° 00' 00"	90° 00' 00"
D	28° 38' 52.44"	29° 16' 11.59"	28° 38' 52.44"	38° 11' 49.92"
T	200.00'	195.75'	200.00'	150.00'
L	314.16'	307.48'	314.16'	235.62'
R	200.00'	195.75'	200.00'	150.00'
P.C. STA.	184+05.50	187+19.66	387+44.37	384+63.00
P.I. STA.	186+05.50	189+15.41	389+44.37	386+13.00
P.T. STA.	187+19.66	84+09.75, LT. 4.25'	84+13.00, RT. 4.25'	386+98.62
P.R. STA.	184+05.50, RT. 200'	84+09.75, LT. 200'	84+13.00, RT. 204.25'	384+63.00, LT. 150'

CURVE DATA



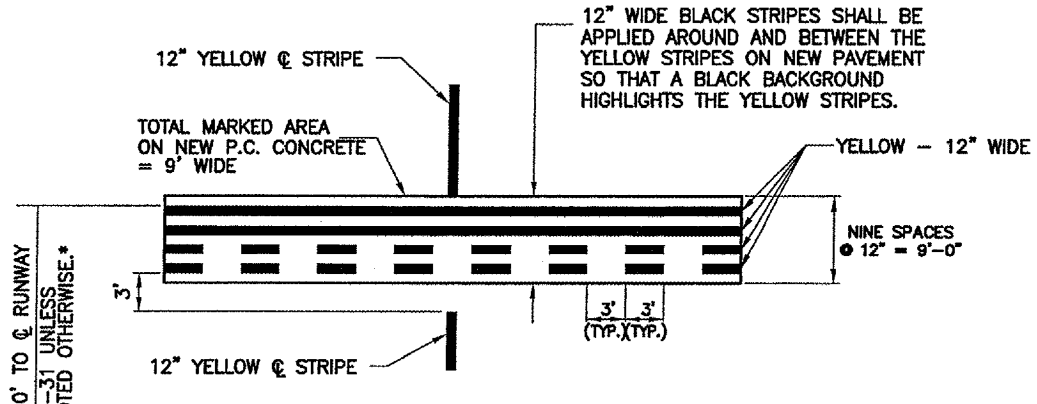


GENERAL NOTES – PAINTING:

1. ALL RUNWAY MARKINGS SHALL BE WHITE UNLESS NOTED OTHERWISE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS NOTED OTHERWISE.
3. RUNWAY MARKINGS 3' FEET WIDE AND OVER SHALL CONSIST OF A SERIES OF LONGITUDINAL STRIPES 6" WIDE WITH EQUAL WIDTH SPACING BETWEEN THE STRIPES (STRIATED MARKINGS.)
4. ALL MARKINGS SHALL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
5. TAXIWAY CENTERLINE AND EDGE STRIPES SHALL BE SOLID TO MATCH THE EXISTING TAXIWAY MARKINGS. RUNWAY CENTERLINE, NUMERAL, AIMING POINT, AND THRESHOLD STRIPES SHALL BE STRIATED TO MATCH THE EXISTING RUNWAY MARKINGS.
6. EXISTING TAXIWAY AND RUNWAY MARKINGS DAMAGED BY CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
7. MARKING LAYOUT BY CONTRACTOR, SEE SPECIAL PROVISIONS.
8. ALL NEW PAVEMENT MARKINGS SHALL BE OUTLINED WITH A SIX INCH (6") WIDE BLACK BORDER. FOR HOLD LINES, THE BLACK BORDER WIDTH SHALL BE INCREASE TO TWELVE INCHES (12").
9. BLACK BACKGROUND STRIPES SHALL BE APPLIED BETWEEN THE YELLOW / WHITE PAVEMENT STRIPES ON STRIATED MARKINGS.
10. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO DELETE THE PAVEMENT MARKING PAY ITEMS FROM THE CONTRACT WORK. THE SPONSOR MAY OPT TO COMPLETE THIS WORK WITH THEIR OWN WORK FORCE.
11. SEE SHEET 24 FOR PAVEMENT MARKING DETAILS.

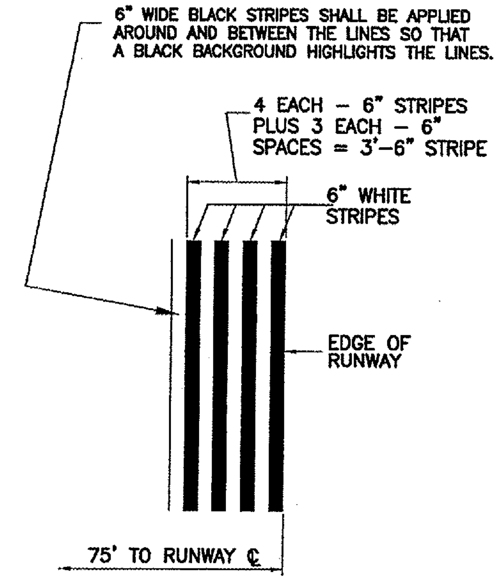
PROPOSED PAVEMENT MARKINGS

NONPRECISION RUNWAY MARKINGS

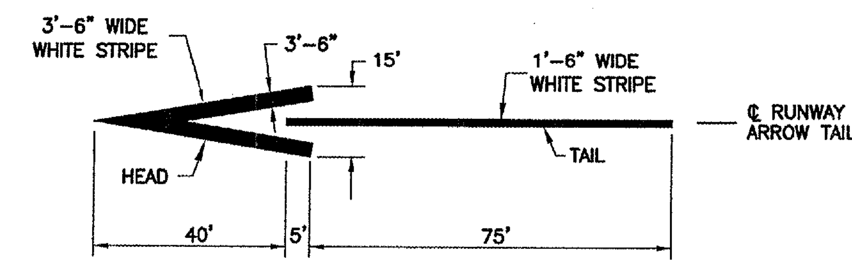


DETAIL A
HOLDING LINE MARKINGS

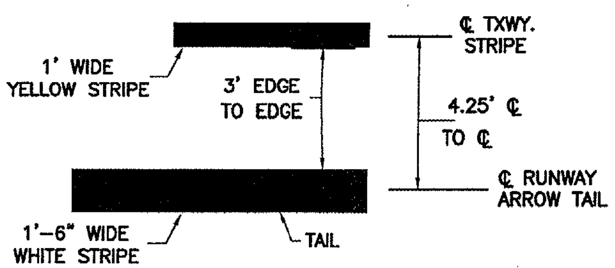
* = DISTANCE MEASURED FROM CENTERLINE OF TAXIWAY TO CENTERLINE OF RUNWAY.



DETAIL B
RUNWAY EDGE STRIPES
STRIATED

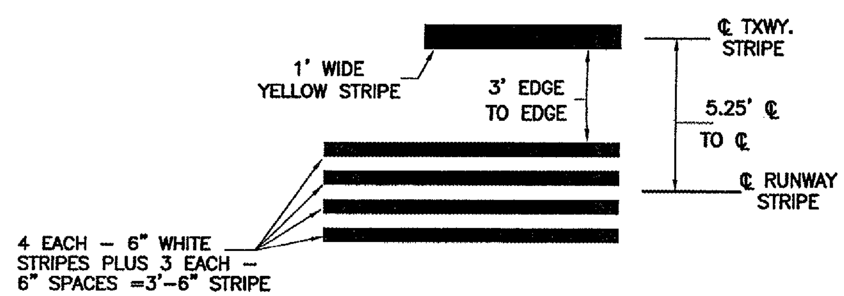


DETAIL C
ARROW

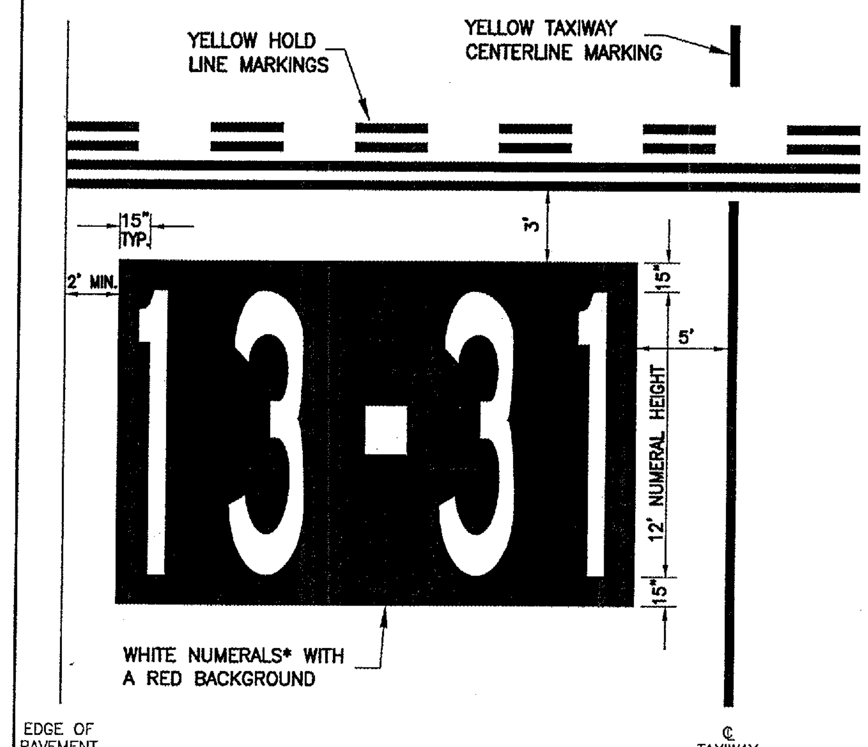


DETAIL D
RUNWAY ARROW TAIL ℄ / TAXIWAY ℄ STRIPES

NOTE:
DELETE TAXIWAY CENTERLINE STRIPE WITHIN THREE FEET OF RUNWAY ARROWHEAD.

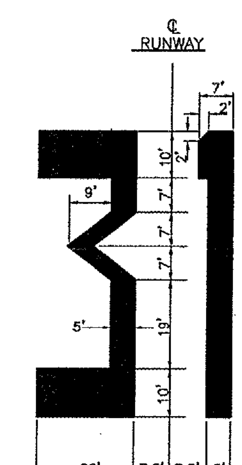


DETAIL E
RUNWAY ℄ / TAXIWAY ℄ STRIPES



* = SEE FAA AC 150/5340-1J APPENDIX 1 FOR DETAILS OF THE WHITE NUMERAL INSCRIPTION.

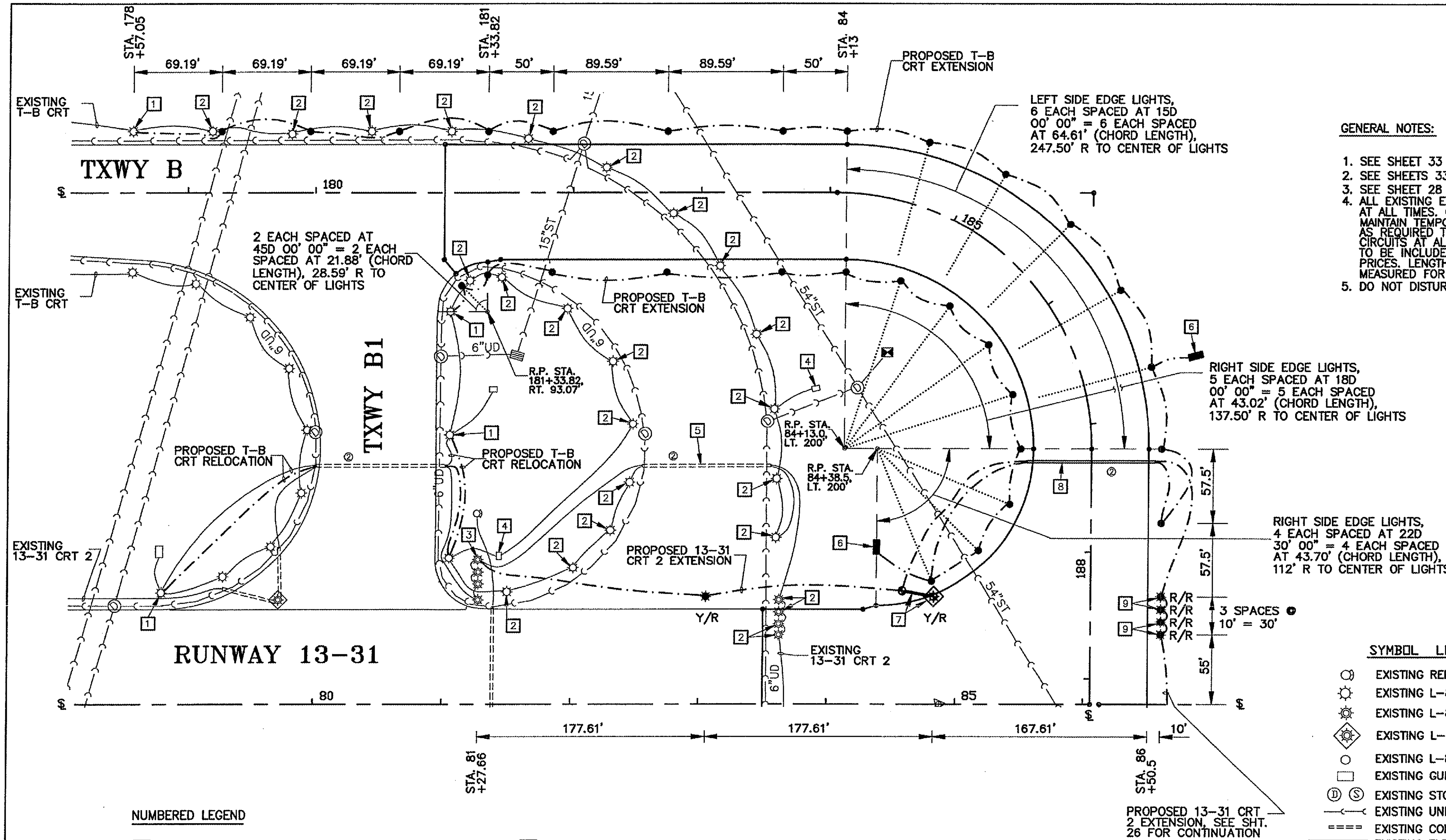
DETAIL F
PAINTED SURFACE HOLDING POSITION SIGN



DETAIL G
RUNWAY NUMERAL

G:\Airport\A06T024 R31 EXTN, PVMT\PVMTMRKG.dwg, 5/8/2007 4:09:18 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005



N

GENERAL NOTES:

1. SEE SHEET 33 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 33-35 FOR ELECTRICAL DETAILS
3. SEE SHEET 28 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. DO NOT DISTURB THE EXISTING REIL SYSTEM.

NUMBERED LEGEND

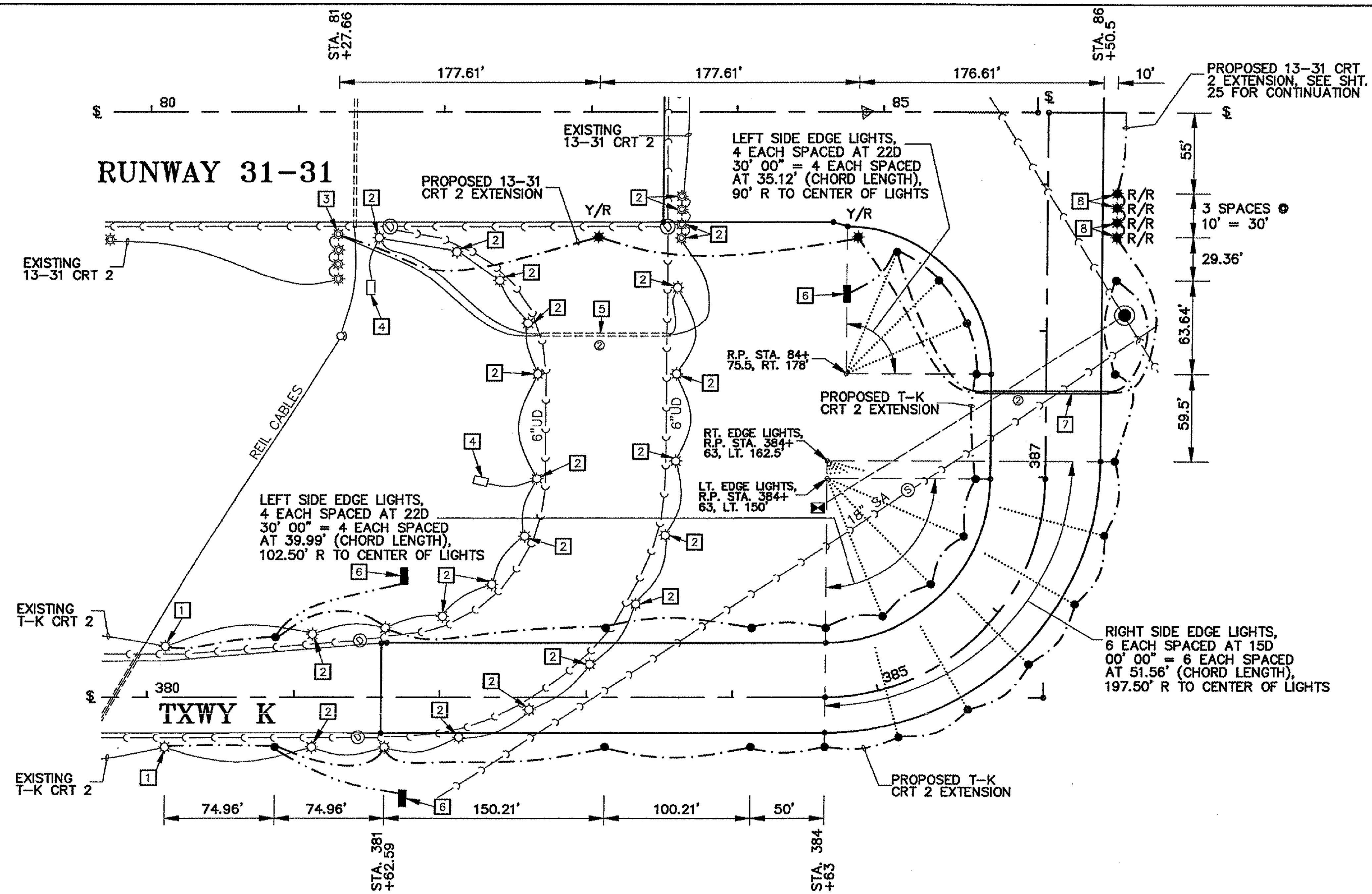
1. DISCONNECT EXTG. T-B CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-B CRT EXTENSION / RELOCATION AT THESE LOCATIONS.
2. RELOCATE EXISTING L-862 HIRLQ UNITS, L-861T MIRL UNITS, OR SPLICE CANS. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.
3. DISCONNECT EXTG. 13-31 CRT 2 CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED 13-31 CRT 2 EXTENSION AT THIS LOCATION.
4. EXISTING GUIDANCE SIGNS TO BE REMOVED. SEE SHEET 28 FOR MORE INFORMATION.
5. EXISTING 2-WAY DUCT BANK TO BE REMOVED.
6. PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEET 28 FOR MORE INFORMATION.
7. PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT WITH 2" RIGID STEEL DUCT TO A POINT 10' BEYOND EDGE OF PROPOSED PAVEMENT WITH 2/C, #8 CABLES IN 1 1/2" UNIT DUCT INSIDE. NW FACE = YELLOW FILTER, SE FACE = RED FILTER.
8. PROPOSED 2-WAY DUCT BANK (4" ID CONDUITS) TO A POINT 5' BEYOND THE EDGE OF THE PROPOSED PAVEMENT.
9. RELOCATE EXISTING L-862 HIRLQ RUNWAY END UNITS (4 EACH) FROM LT. STA. 83+60 TO NEW LOCATIONS 9. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE. SE FACE = NW FACE = RED FILTER.

SYMBOL LEGEND

- EXISTING REIL UNIT
- EXISTING L-861T MITL
- EXISTING L-862 HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- (D) (S) EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (YELLOW / RED OR RED / RED)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT (YELLOW / RED)
- PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT

NORTH LIGHTING PLAN

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005



GENERAL NOTES:

1. SEE SHEET 33 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 33-35 FOR ELECTRICAL DETAILS
3. SEE SHEET 28 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. DO NOT DISTURB THE EXISTING REIL SYSTEM.

NUMBERED LEGEND

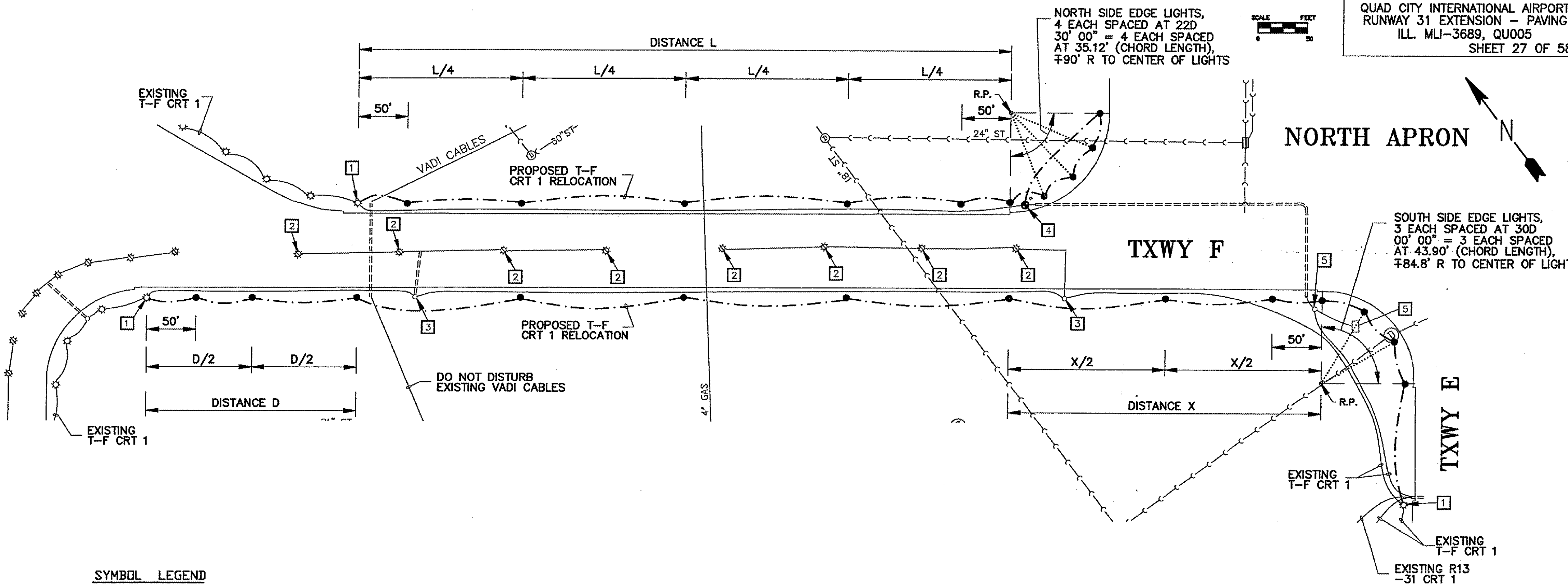
1. DISCONNECT EXTG. T-K CRT 2 CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-K CRT 2 EXTENSION AT THESE LOCATIONS.
2. RELOCATE EXISTING L-862 HIRLQ UNITS, L-861T MIRL UNITS, OR SPLICE CANS. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.
3. DISCONNECT EXTG. 13-31 CRT 2 CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED 13-31 CRT 2 EXTENSION AT THIS LOCATION.
4. EXISTING GUIDANCE SIGNS TO BE REMOVED. SEE SHEET 28 FOR MORE INFORMATION.
5. EXISTING 2-WAY DUCT BANK TO BE REMOVED.
6. PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEET 28 FOR MORE INFORMATION.
7. PROPOSED 2-WAY DUCT BANK (4" ID CONDUITS) TO A POINT 5' BEYOND THE EDGE OF THE PROPOSED PAVEMENT.
8. RELOCATE EXISTING L-862 HIRLQ RUNWAY END UNITS (4 EACH) FROM RT. STA. 83+60 TO NEW LOCATIONS & SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE. SE FACE = NW FACE = RED FILTER.

SYMBOL LEGEND

- EXISTING REIL UNIT
- EXISTING L-861T MITL
- EXISTING L-862 HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (YELLOW / RED OR RED / RED)
- PROPOSED L-850C SEMI-FLUSH RUNWAY EDGE LIGHT (YELLOW / RED)
- PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT

SOUTH LIGHTING PLAN

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005
SHEET 27 OF 58



SYMBOL LEGEND

- EXISTING L-852 IN-PAVEMENT TAXIWAY CENTERLINE LIGHT
- EXISTING L-861T MITL
- EXISTING L-862 HIRLQ
- EXISTING L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- Ⓓ Ⓢ EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ
- PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT

NUMBERED LEGEND

1. DISCONNECT EXTG. T-F CRT 1 CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-F CRT 1 RELOCATION AT THESE LOCATIONS.
2. EXISTING L-852 IN-PAVEMENT TAXIWAY CENTERLINE LIGHT TO BE DISCONNECTED AND ABANDONED IN-PLACE.
3. EXISTING L-867 3-WAY TRANSFORMER CAN TO BE REMOVED OR RELOCATED. REMOVE CONDUIT BETWEEN CAN AND EXISTING EDGE OF PAVEMENT.
4. LOCATE EXTG T-F CRT 1 CABLE AND INSTALL INTO PROPOSED RELOCATED SPLICE CAN. END T-F CRT 1 RELOCATION AT THIS LOCATION.
5. EXISTING SPLICE CAN AND GUIDANCE SIGN TO REMAIN IN-PLACE.

GENERAL NOTES:

1. SEE SHEET 33 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 33-35 FOR ELECTRICAL DETAILS
3. SEE SHEET 28 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. DO NOT DISTURB THE EXISTING VADI CABLES.

TAXIWAY F LIGHTING PLAN

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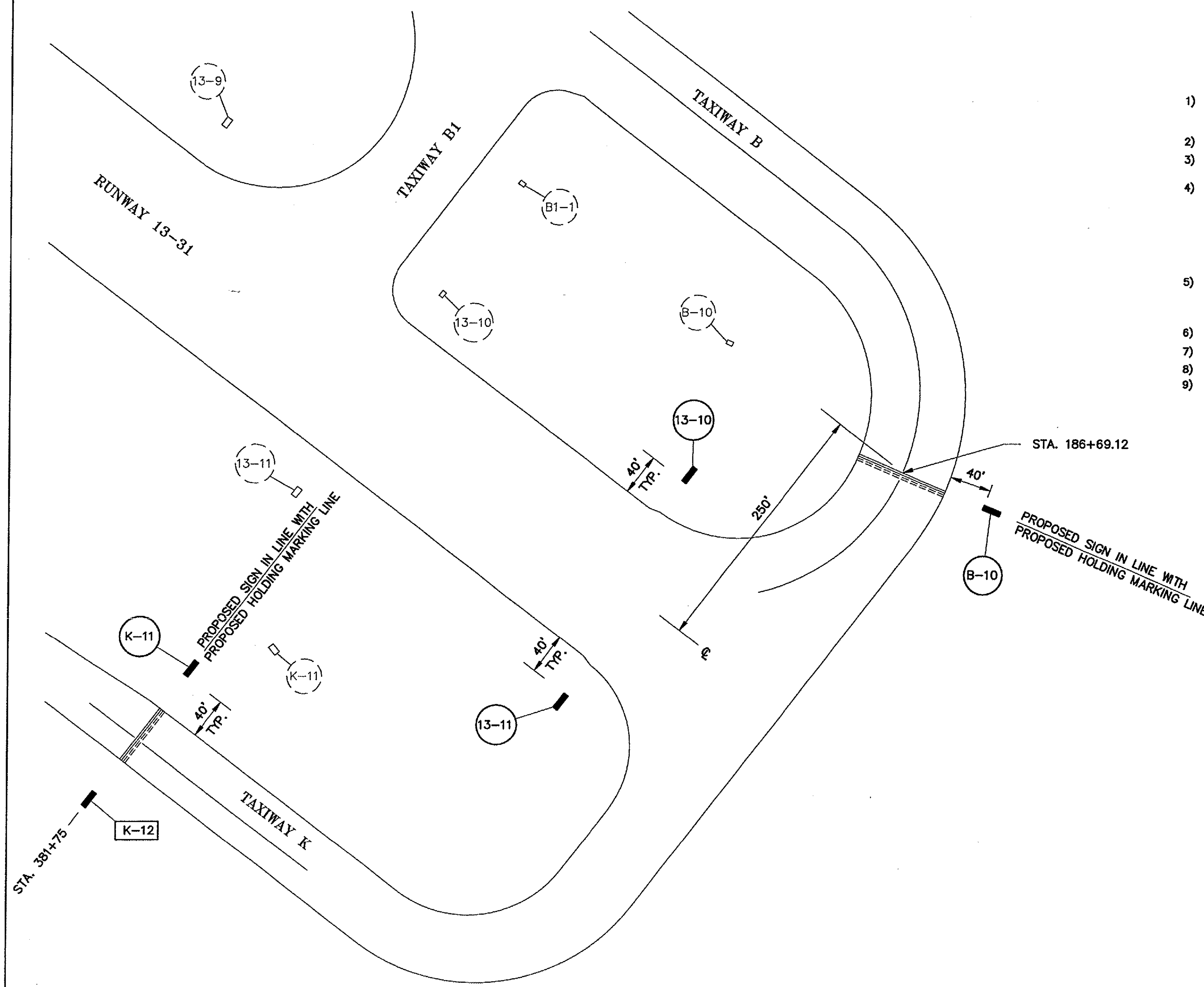
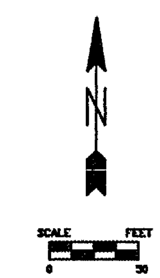
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005
SHEET 28 OF 58



GUIDANCE SIGN GENERAL NOTES:

1) "LEGEND" COLUMN IN TABLE (FOUND ON PAGE 30) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44E.
3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, L-858L, OR L-858B). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE LUMACURVE, OR APPROVED EQUAL.
6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
7) SEE SHEET 33 – 35 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
8) SEE SHEET 34 FOR SIGN DETAILS.
9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.



LEGEND:

EXISTING EDGE LIGHT
EXISTING GUIDANCE SIGN
23-9 EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
23-9 EXISTING SIGN NUMBER AT RELOCATED OR NEW SIGN LOCATION
PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
K1 PROPOSED NEW SIGN NUMBER

RUNWAY 31 APPROACH GUIDANCE SIGN PLAN

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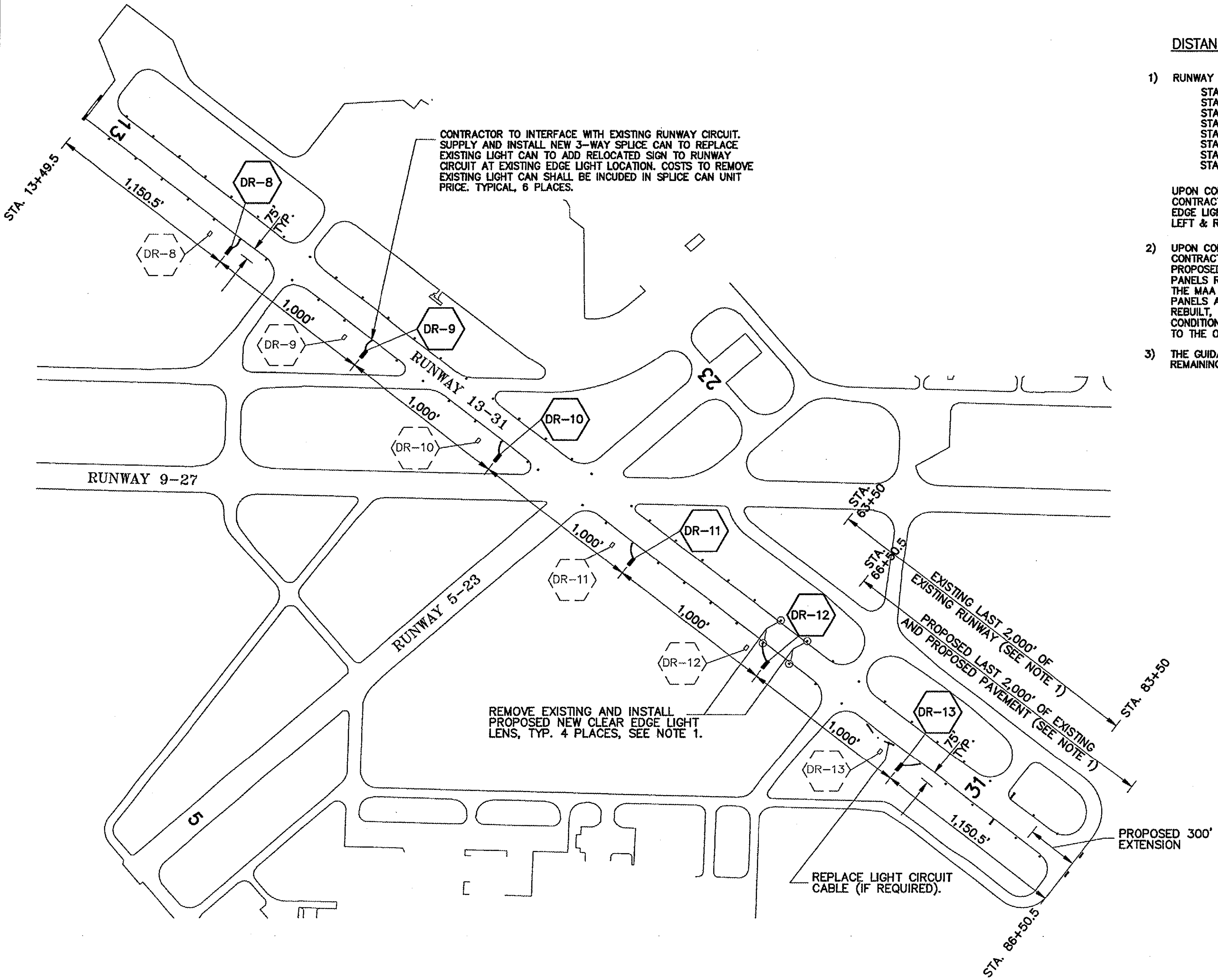


DISTANCE REMAINING SIGN GENERAL NOTES:

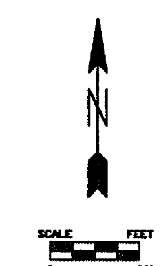
1) RUNWAY 13–31 EDGE LIGHTS SHALL BE AS FOLLOWS:

STA. 13+40 : GREEN ON NORTHWEST AND RED ON SOUTHEAST (THRESHOLD).
STA. 13+50 TO STA. 33+50: CLEAR ON NORTHWEST AND YELLOW ON SOUTHEAST.
STA. 33+51 TO STA. 66+50: CLEAR ON NORTHWEST AND CLEAR ON SOUTHEAST.
STA. 66+50.5 TO STA. 81+27: YELLOW ON NORTHWEST AND CLEAR ON SOUTHEAST.
STA. 81+28, INSIDE: YELLOW ON NORTHWEST AND GREEN ON SOUTHEAST (THRESHOLD).
STA. 81+28, OUTSIDE: OBSCRUED ON NORTHWEST AND GREEN ON SOUTHEAST (THRESHOLD).
STA. 81+29 TO STA. 86+50: YELLOW ON NORTHWEST AND RED ON SOUTHEAST.
STA. 86+60.5: RED ON NORTHWEST AND RED ON SOUTHEAST.

UPON COMPLETION OF THE NEW PAVEMENT AND INSTALLATION OF THE PROPOSED LIGHTS, CONTRACTOR SHALL SUPPLY AND INSTALL 4 EACH NEW CLEAR LIGHT LENSES ON THE RUNWAY EDGE LIGHTS AT THE FOLLOWING LOCATIONS: STA. 64+11, LEFT & RIGHT AND STA. 66+08, LEFT & RIGHT.

2) UPON COMPLETION OF THE NEW PAVEMENT AND INSTALLATION OF THE PROPOSED LIGHTS, THE CONTRACTOR SHALL DISASSEMBLE EXISTING DISTANCE REMAINING SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).

3) THE GUIDANCE SIGN GENERAL NOTES FOUND ON SHEET 28 SHALL ALSO APPLY TO THE DISTANCE REMAINING SIGNS SHOWN ON THIS SHEET.



LEGEND:

EXISTING OR PROPOSED RUNWAY 13–31 EDGE LIGHT

EXISTING DISTANCE REMAINING SIGN

DR–12 EXISTING DISTANCE REMAINING SIGN NUMBER AT EXISTING DISTANCE REMAINING SIGN LOCATION

DR–12 EXISTING DISTANCE REMAINING SIGN NUMBER AT RELOCATED DISTANCE REMAINING SIGN LOCATION

PROPOSED LOCATION FOR RELOCATED DISTANCE REMAINING SIGN

PROPOSED L–867 SPLICE OR TRANSFORMER CAN

PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLES IN 1" HDPE UNIT DUCT

PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1 1/2" HDPE UNIT DUCT

RUNWAY 13–31 DISTANCE REMAINING SIGN PLAN

RELOCATE EXISTING R13-31 DISTANCE REMAINING SIGN SCHEDULE
SIZE 4, STYLE 3, CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS / BACKGROUND	PROPOSED LEGEND	LETTERS / BACKGROUND	CIRCUIT	PAY ITEMS	REMARK
DR-8	NW	6	W/B	6	W/B	13-31-1	AR125965 & AR801605	RELOCATE EXTG. 1 MODULE SIGN AND REPLACE 2 PANELS
	SE	1	W/B	1	W/B			
DR-9	NW	5	W/B	5	W/B	13-31-1	AR125965 & AR801605	RELOCATE EXTG. 1 MODULE SIGN AND REPLACE 2 PANELS
	SE	2	W/B	2	W/B			
DR-10	NW	4	W/B	4	W/B	13-31-1	AR125965 & AR801605	RELOCATE EXTG. 1 MODULE SIGN AND REPLACE 2 PANELS
	SE	3	W/B	3	W/B			
DR-11	NW	3	W/B	3	W/B	13-31-2	AR125965 & AR801605	RELOCATE EXTG. 1 MODULE SIGN AND REPLACE 2 PANELS
	SE	4	W/B	4	W/B			
DR-12	NW	2	W/B	2	W/B	13-31-2	AR125965 & AR801605	RELOCATE EXTG. 1 MODULE SIGN AND REPLACE 2 PANELS
	SE	5	W/B	5	W/B			
DR-13	NW	1	W/B	1	W/B	13-31-2	AR125965 & AR801605	RELOCATE EXTG. 1 MODULE SIGN AND REPLACE 2 PANELS
	SE	6	W/B	6	W/B			

TAXI GUIDANCE SIGNS ISOLATION TRANSFORMER DATA*	
NUMBER OF MODULES	TRANSFORMER WATTAGE
1	100
2	300
3	500
4	500
DISTANCE REMAINING	500

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.

RUNWAY 31 APPROACH GUIDANCE SIGN SCHEDULE
SIZE 3, STYLE 2, CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS / BACKGROUND	PROPOSED LEGEND	LETTERS / BACKGROUND	CIRCUIT	PAY ITEMS	REMARK
13-10	NW	←B	B/Y	←B	B/Y	T-B	AR125924*	REPLACE EXTG. 1 MODULE SIGN WITH PROP. 1 MODULE SIGN
	SE		B/B	31	Y/B			
13-11	NW	K→	B/Y	K→	B/Y	T-K-2	AR125924*	REPLACE EXTG. 1 MODULE SIGN WITH PROP. 1 MODULE SIGN
	SE		B/B	31	Y/B			
B-10	N	B 31-13	Y/B W/R W/R	B 31-13	Y/B W/R W/R	T-B	AR125924*	REPLACE EXTG. 3 MODULE SIGN WITH PROP. 3 MODULE SIGN
	S		B/B B/B B/B	B	Y/B B/B B/B			
K-11	**	K 13-31	Y/B W/R W/R	K 13-31	Y/B W/R W/R	T-K-2	AR125924*	REPLACE EXTG. 3 MODULE SIGN WITH PROP. MODULE SIGN
	***	K	Y/B B/B B/B	K	Y/B B/B B/B			
K-12	NW			13-31 K	W/R W/R Y/B	T-K-2	AR125447	PROPOSED NEW 3 MODULE SIGN
	SE			K	B/B B/B Y/B			

** = EXISTING = S, PRPOSED = NW.
*** = EXISTING = N, PRPOSED = SE.

N = NORTH
S = SOUTH
E = EAST
W = WEST

NW = NORTHWEST
SE = SOUTHEAST
NE = NORTHEAST
SW = SOUTHWEST

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

NOTES:

1. IF THE CONDITION OF THE EXISTING SIGN EQUIPMENT TO BE REMOVED IS ACCEPTABLE TO THE ENGINEER, THE CONTRACTOR MAY REUSE THE REMOVED TRANSFORMERS, TRANSFORMER CANS, MOUNTING PLATES, AND SIGN FRAMES AT THE PROPOSED SIGN LOCATIONS. IF THE EXISTING SIGN EQUIPMENT IS REUSED, THEN THE CONTRACTOR SHALL SUPPLY AND INSTALL 8" CRHD. AGG. BEDDING, 10" CONCRETE PAD, CONDUITS, WIRING, SIGN PANELS, GASKETS, RETAP BASE HOLES AS REQD., NEW STAINLESS STEEL BOLTS, NUTS, & WASHERS, AND NEW LAMPS AS REQUIRED. CONTRACTOR SHALL REPLACE ANY DAMAGED EQUIPMENT AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL NEW SIGN EQUIPMENT AS REQUIRED.
2. * = THE AR125924 – REPLACE TAXI GUIDANCE SIGN CONTRACT UNIT PRICE SHALL INCLUDE THE COSTS TO REMOVE AND DISPOSE OF THE EXISTING TAXI GUIDANCE SIGN BEING REPLACED.

QUAD CITY INTERNATIONAL AIRPORT
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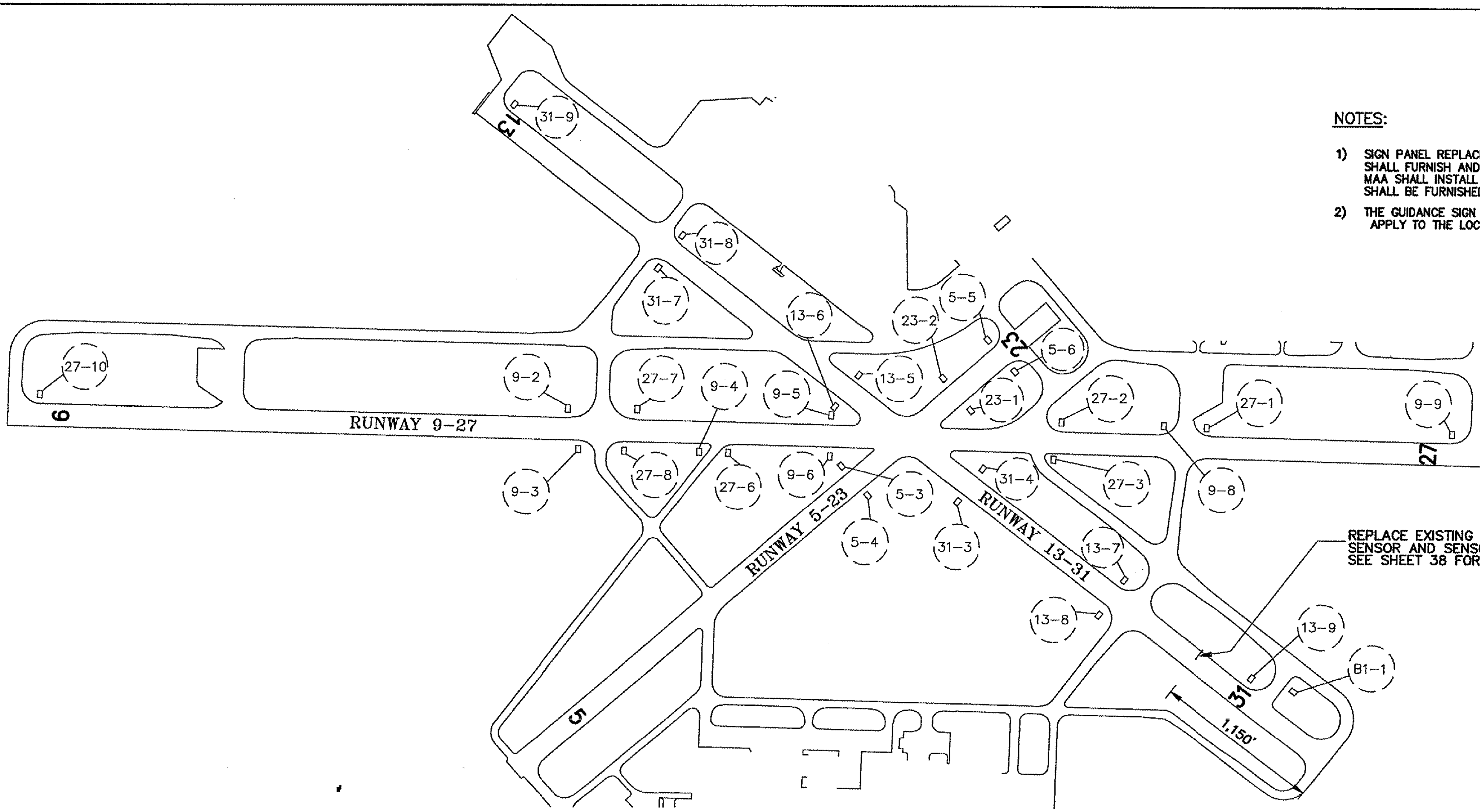
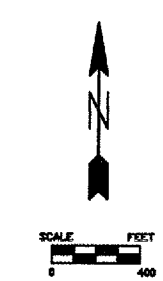
ILL. MLI-3689, QU005



NOTES:

1) SIGN PANEL REPLACEMENT SHOWN ON THIS SHEET ONLY: THE CONTRACTOR SHALL FURNISH AND DELIVER THE REPLACEMENT PANELS TO THE MAA. THE MAA SHALL INSTALL THE PANELS IN THESE SIGNS. ALL OTHER SIGN PANELS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.

2) THE GUIDANCE SIGN GENERAL NOTES FOUND ON SHEET 28 SHALL ALSO APPLY TO THE LOCATION SIGNS SHOWN ON THIS SHEET.



SUPPLY TAXIWAY GUIDANCE SIGN PANELS
SIZE 3, STYLE 2, CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS / BACKGROUND	PROPOSED LEGEND	LETTERS / BACKGROUND	PAY ITEMS	REMARK
5-3	NE	[ ] [ ] [ ] [ ]	B/B B/B B/B B/B	[23] [ ] [ ] [ ]	Y/B NO CHANGE	AR801614	SUPPLY 1 PANEL
	SW	[9 –] [27] [13] [–31]	W/R W/R W/R W/R	NO CHANGE			
5-4	NE	[ ] [ ] [ ] [ ]	B/B B/B B/B B/B	[ ] [ ] [ ] [23]	NO CHANGE Y/B	AR801614	SUPPLY 1 PANEL
	SW	[9 –] [27] [13] [–31]	W/R W/R W/R W/R	NO CHANGE			
5-5	NE	[ ] [ ]	B/B B/B	[23] [ ]	Y/B NO CHANGE	AR801614	SUPPLY 1 PANEL
	SW	[←] [B2]	B/Y B/Y	NO CHANGE			
5-6	NE	[ ] [ ]	B/B B/B	[ ] [23]	NO CHANGE Y/B	AR801614	SUPPLY 1 PANEL
	SW	[B2] [→]	B/Y B/Y	NO CHANGE			
9-2	W	[←E]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	E	[ ]	B/B	[27]	Y/B		
9-3	W	[E→]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	E	[ ]	B/B	[27]	Y/B		

LEGEND:

- EXISTING EDGE LIGHT
- EXISTING GUIDANCE SIGN
- (23-9) EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- (23-9) EXISTING SIGN NUMBER AT RELOCATED OR NEW SIGN LOCATION
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- [K1] PROPOSED NEW SIGN NUMBER

AIRFIELD LOCATION SIGN PANEL REPLACEMENT PLAN

SUPPLY TAXIWAY GUIDANCE SIGN PANELS

SIZE 3, STYLE 2, CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS / BACKGROUND	PROPOSED LEGEND	LETTERS / BACKGROUND	PAY ITEMS	REMARK
9-4	W	[D↘]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	E	[ ]	B/B	[27]	Y/B		
9-5	W	[13][-31][23][- 5]	W/R W/R W/R W/R	NO CHANGE		AR801614	SUPPLY 1 PANEL
	E	[ ][ ][ ][ ]	B/B B/B B/B B/B	[27][ ][ ][ ]	Y/B NO CHANGE		
9-6	W	[13][-31][23][- 5]	W/R W/R W/R W/R	NO CHANGE		AR801614	SUPPLY 1 PANEL
	E	[ ][ ][ ][ ]	B/B B/B B/B B/B	[ ][ ][ ][27]	NO CHANGE Y/B		
9-8	W	[←N]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	E	[ ]	B/B	[27]	Y/B		
9-9	W	[←A]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	E	[ ]	B/B	[27]	Y/B		
13-5	NW	[23][- 5][27][- 9]	W/R W/R W/R W/R	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SE	[ ][ ][ ][ ]	B/B B/B B/B B/B	[31][ ][ ][ ]	Y/B NO CHANGE		
13-6	NW	[23][- 5][27][- 9]	W/R W/R W/R W/R	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SE	[ ][ ][ ][ ]	B/B B/B B/B B/B	[ ][ ][ ][31]	NO CHANGE Y/B		
13-7	NW	[←N]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SE	[ ]	B/B	[31]	Y/B		
13-8	NW	[N→]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SE	[ ]	B/B	[31]	Y/B		
13-9	NW	[←B1]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SE	[ ]	B/B	[31]	Y/B		
23-1	NE	[27][- 9][31][-13]	W/R W/R W/R W/R	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SW	[ ][ ][ ][ ]	B/B B/B B/B B/B	[5][ ][ ][ ]	Y/B NO CHANGE		
23-2	NE	[27][- 9][31][-13]	W/R W/R W/R W/R	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SW	[ ][ ][ ][ ]	B/B B/B B/B B/B	[ ][ ][ ][5]	NO CHANGE Y/B		
27-1	W	[ ]	B/B	[9]	Y/B	AR801614	SUPPLY 1 PANEL
	E	[N→]	B/Y	NO CHANGE			
27-2	W	[ ]	B/B	[9]	Y/B	AR801614	SUPPLY 1 PANEL
	E	[B↘]	B/Y	NO CHANGE			
27-3	W	[ ]	B/B	[9]	Y/B	AR801614	SUPPLY 1 PANEL
	E	[←B]	B/Y	NO CHANGE			
27-6	W	[ ]	B/B	[9]	Y/B	AR801614	SUPPLY 1 PANEL
	E	[↖D]	B/Y	NO CHANGE			
27-7	W	[ ]	B/B	[9]	Y/B	AR801614	SUPPLY 1 PANEL
	E	[E→]	B/Y	NO CHANGE			
27-8	W	[ ]	B/B	[9]	Y/B	AR801614	SUPPLY 1 PANEL
	E	[←E]	B/Y	NO CHANGE			
27-10	W	[ ]	B/B	[9]	Y/B	AR801614	SUPPLY 1 PANEL
	E	[H→]	B/Y	NO CHANGE			
31-3	NW	[ ][ ][ ][ ]	B/B B/B B/B B/B	[13][ ][ ][ ]	Y/B NO CHANGE	AR801614	SUPPLY 1 PANEL
	SE	[5-][23][9-][27]	W/R W/R W/R W/R	NO CHANGE			
31-4	NW	[ ][ ][ ][ ]	B/B B/B B/B B/B	[ ][ ][ ][13]	NO CHANGE Y/B	AR801614	SUPPLY 1 PANEL
	SE	[5-][23][9-][27]	W/R W/R W/R W/R	NO CHANGE			
31-7	NW	[←N]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SE	[ ]	B/B	[31]	Y/B		
31-8	NW	[N→]	B/Y	NO CHANGE		AR801614	SUPPLY 1 PANEL
	SE	[ ]	B/B	[31]	Y/B		
31-9	NW	[ ]	B/B	[13]	Y/B	AR801614	SUPPLY 1 PANEL
	SE	[F→]	B/Y	NO CHANGE			
B1-1	N	[B1][31-][13]	Y/B W/R W/R	NO CHANGE		AR801614	SUPPLY 1 PANEL
	S	[ ][ ][ ]	B/B B/B B/B	[B1][ ][ ]	Y/B NO CHANGE		

N = NORTH
S = SOUTH
E = EAST
W = WEST

NW = NORTHWEST
SE = SOUTHEAST
NE = NORTHEAST
SW = SOUTHWEST

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

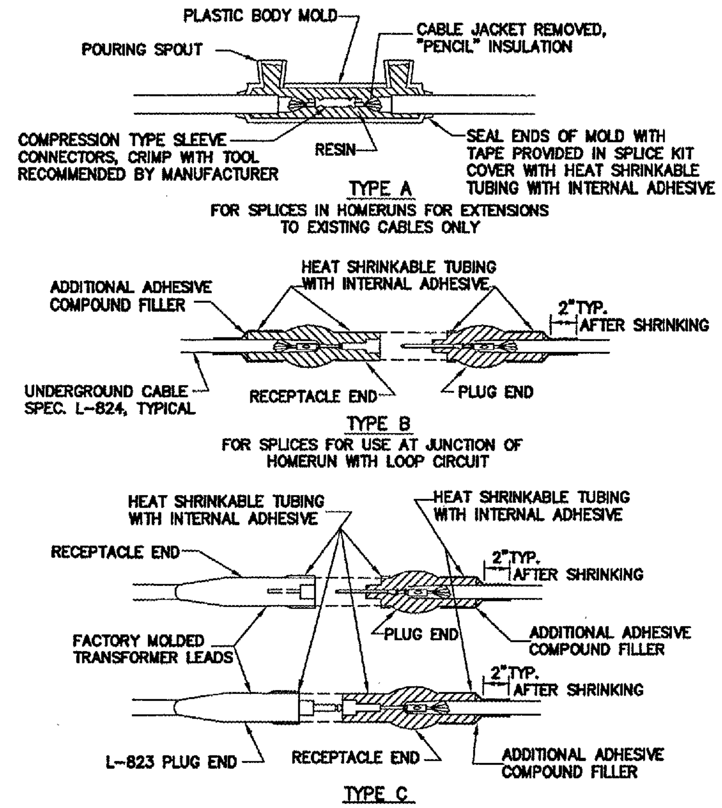
NOTES:

1) SIGN PANEL REPLACEMENT SHOWN ON THIS SHEET ONLY: THE CONTRACTOR SHALL FURNISH AND DELIVER THE REPLACEMENT PANELS TO THE MAA. THE MAA SHALL INSTALL THE PANELS IN THESE SIGNS. ALL OTHER SIGN PANELS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.

SIGN PANEL SCHEDULE

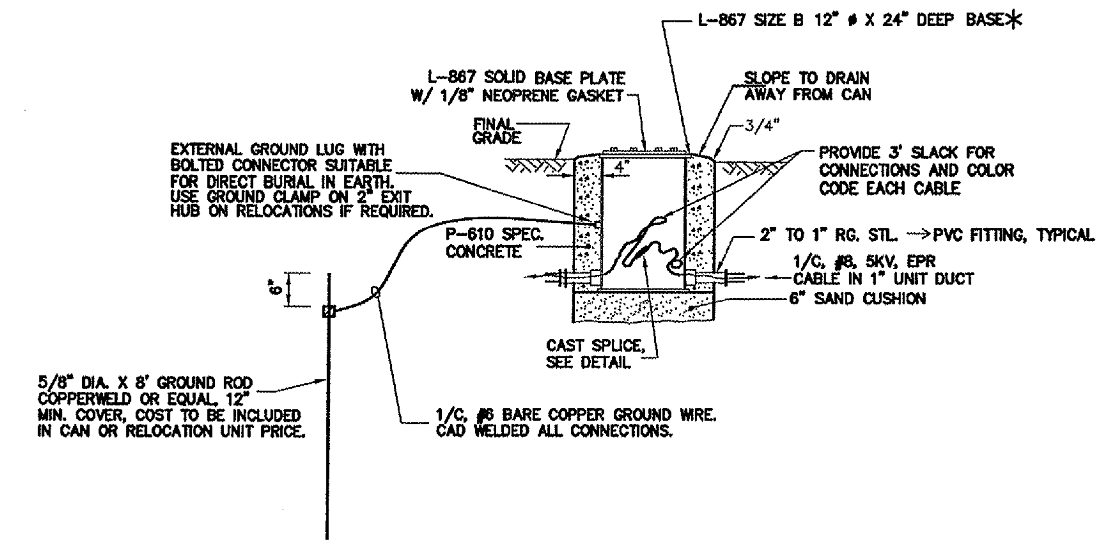
GENERAL ELECTRICAL NOTES:

1. ALL EXCAVATION SHALL BE DONE VERY CAREFULLY. EXCAVATION BY HAND DIGGING SHALL BE REQUIRED AROUND ALL EXISTING DUCT BANKS, SPLICE CANS, MANHOLES, AND EXISTING CABLES. MANY EXISTING ACTIVE UNDERGROUND CABLES, WHOSE EXACT LOCATIONS CANNOT BE DETERMINED, ARE FOUND IN THE PROJECT AREA. IN ORDER TO AVOID EXISTING UNDERGROUND CABLES, THE CONTRACTOR SHALL CONNECT A THUMPER TO ALL EXISTING CIRCUITS AFTER WHICH THEY SHALL BE STAKED IN ALL AREAS REQUIRING TRENCHING OR EXCAVATION. CONTRACTOR SHALL ALSO NOTE THAT LOW VOLTAGE, FAA CABLES ALSO RUN UNDERGROUND THROUGHOUT THESE AREAS. ANY CABLE DAMAGED SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
2. A MINIMUM OF 3 FEET OF SLACK SHALL BE PROVIDED IN THE CABLES AT EACH TRANSFORMER, CONNECTOR, OR SPLICE POINT. ALL CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS OR SPLICE CANS, UNLESS NOTED OTHERWISE.
3. THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
4. ALL MANUFACTURERS FOR SUPPLYING AIRPORT LIGHTING EQUIPMENT SHALL APPEAR ON THE CURRENT FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-53B. THE EQUIPMENT SHALL COMPLY WITH THE APPLICABLE CURRENT FAA ADVISORY CIRCULAR LISTED IN THE FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-2 (AIRPORTS ELECTRONIC BULLETIN BOARD NUMBER 14).
5. THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM (INCLUDING FAA APPROVED EQUIPMENT) ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
6. IF THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT WHICH REQUIRES ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., BEYOND THAT SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, THEN THE COST FOR THE ADDITIONAL ITEMS SHALL BE INCLUDED TO THE CONTRACT UNIT PRICES.
7. THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
8. WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES, STYLES, CLASSES, ETC. MAY BE FAA APPROVED.
9. ALL CONCRETE FOR ELECTRICAL EQUIPMENT SHALL COMPLY WITH SPECIFICATION 610-STRUCTURAL PC CONCRETE 3500 PSI AT 28 DAYS, AIR ENTRAINED CONCRETE MIX SHALL BE USED.
10. BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL HAVE A 1/4" DIAMETER OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE CONNECTOR INTO THE BASE.
11. THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1 1/2" ABOVE THE EDGE OF THE COVER IN THE CASE OF A BASE MOUNTED COUPLING.
12. ALL PERMANENT CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS, OR SPLICE CANS, UNLESS NOTED OTHERWISE.
13. MIMIC PANEL COLORS : RUNWAY 13-31 CIRCUIT 1 = WHITE, RUNWAY 13-31 CIRCUIT 2 = WHITE, TAXIWAY B CIRCUIT = PINK, TAXIWAY F CIRCUIT 2 = LIME, AND TAXIWAY K CIRCUIT 2 = RED.



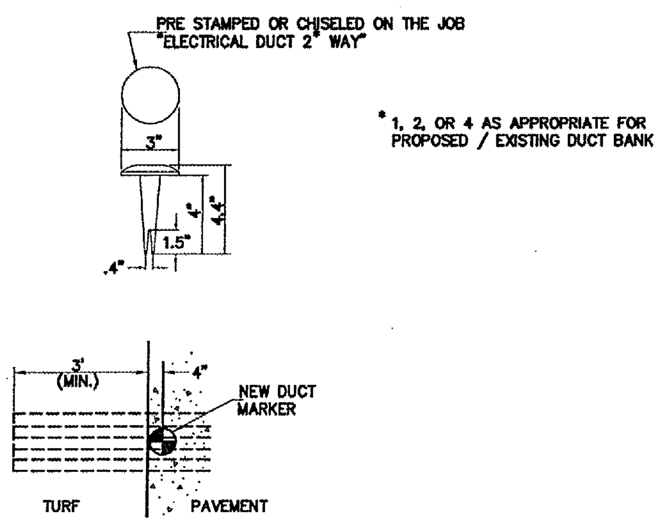
NOTES :
1. SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
2. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE

CABLE SPLICES
(NOT TO SCALE)



L-867 SPLICE CAN DETAIL
(NOT TO SCALE)

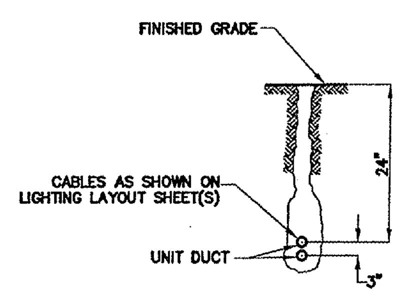
NOTES :
1. * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90° FROM MAIN ENTRANCE HUB WHERE SHOWN ON PLAN SHEETS.
2. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.



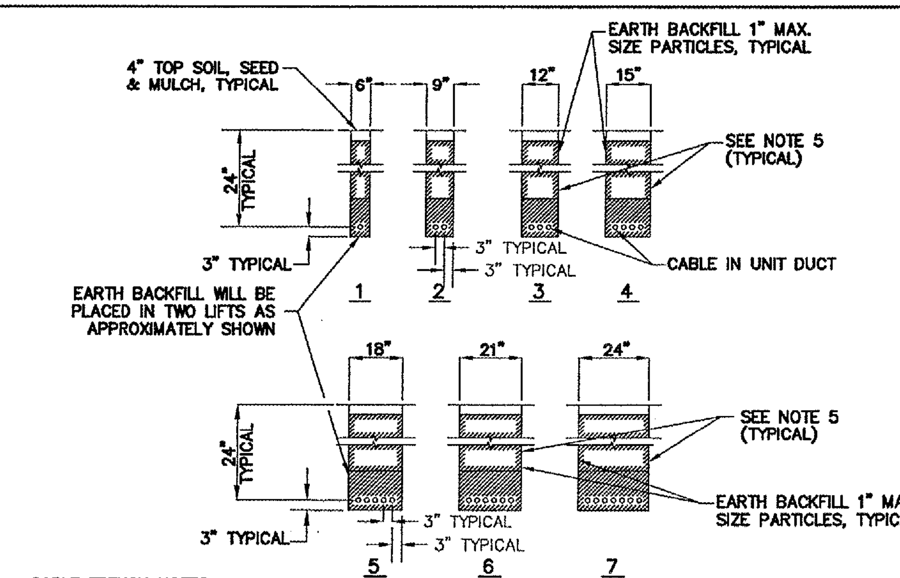
* 1, 2, OR 4 AS APPROPRIATE FOR PROPOSED / EXISTING DUCT BANK

IN-PAVEMENT BRASS DUCT MARKER DETAIL

NOTE: PAVING CONTRACTOR SHALL INSTALL NEW BRASS DUCT MARKERS IN THE PROPOSED PAVEMENT AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT CROSSES EXISTING OR PROPOSED ELECTRICAL DUCTS. COST OF DUCT MARKERS SHALL BE INCLUDED IN THE 401 AND / OR 501 CONTRACT UNIT PRICES.

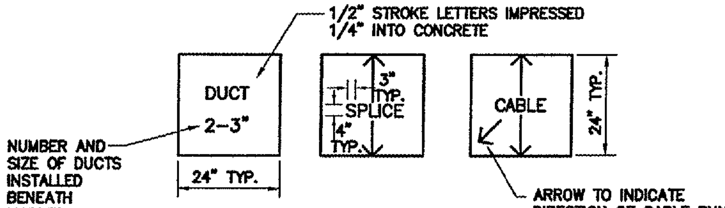


PLOWED CABLE
(NOT TO SCALE)

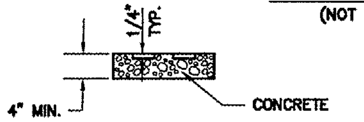


CABLE TRENCH NOTES :
1. DETAIL NUMBERS INDICATE NO. OF CABLES.
2. TRENCHES WITH MORE THAN 7 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE; IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
3. DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE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

CABLE TRENCHES
(NOT TO SCALE)



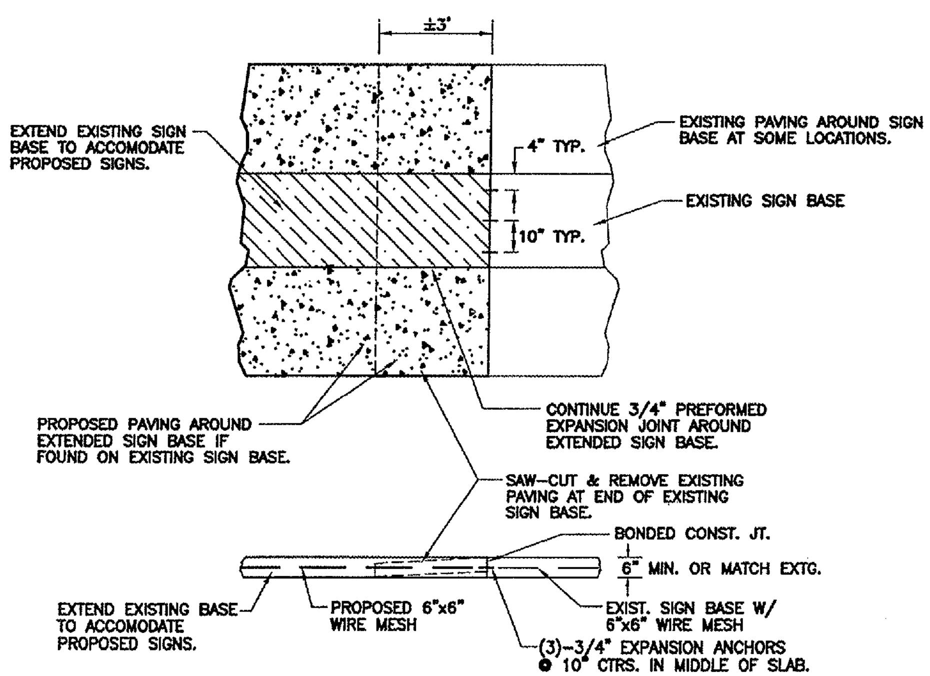
NEW OR REPLACEMENT IN-TURF CONCRETE CABLE AND DUCT MARKERS
(NOT TO SCALE)



SECTION VIEW

NOTES:

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

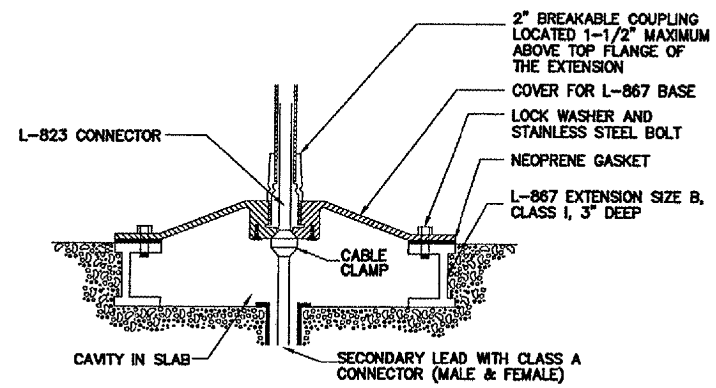


EXISTING SIGN BASE EXTENSION DETAIL

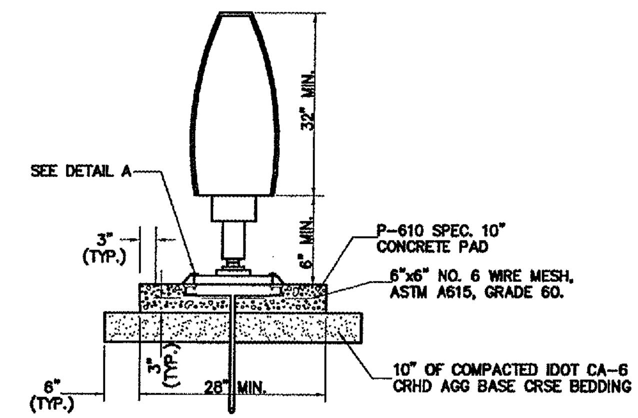
TAXI GUIDANCE SIGNS ISOLATION TRANSFORMER DATA*	
NUMBER OF MODULES	TRANSFORMER WATTAGE
1	100
2	300
3	500
4	500
DISTANCE REMAINING	500

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.

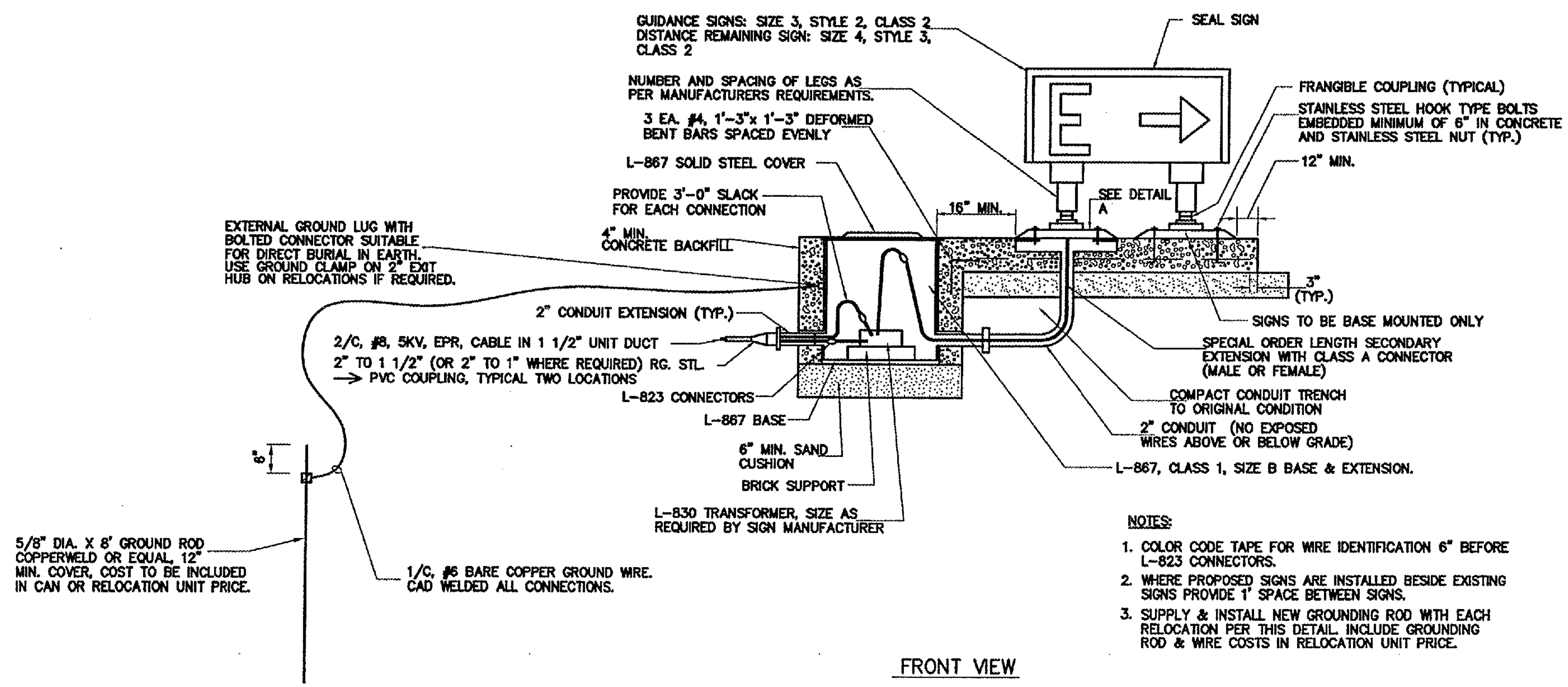
PROPOSED GUIDANCE / DISTANCE REMAINING SIGNS



DETAIL A



SIDE VIEW



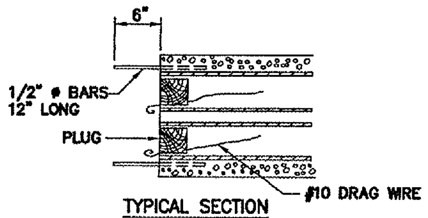
FRONT VIEW

NOTES:

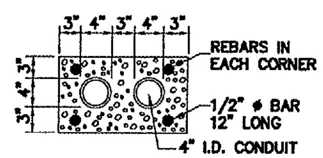
1. COLOR CODE TAPE FOR WIRE IDENTIFICATION 6" BEFORE L-823 CONNECTORS.
2. WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
3. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.

NOTES :

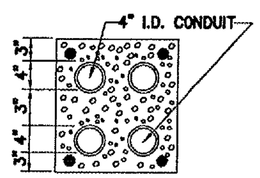
A. DIMENSIONS SHOWN ARE MINIMUM.
B. TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
C. DUCT CONCRETE SHALL BE 610 STRUCTURAL P.C. CONC.
D. PLASTIC DUCT (PVC) SHALL BE TYPE 1 CONFORMING TO FEDERAL SPEC. W-C-1094.
E. ALL DUCT SHALL BE 4" INSIDE DIA.
F. WHERE EDGE DRAINS ARE USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN TWO FEET FROM THE OUTSIDE EDGE OF ANY POROUS GRANULAR BACKFILL MATERIAL.
G. WHERE EDGE DRAINS ARE NOT USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN THREE FEET FROM THE EDGE OF ANY PAVED SURFACE.
H. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN (TURF CABLE MARKER)
I. USE SPLIT DUCT IN DUCT BANKS AS REQUIRED WHERE EXISTING CABLES ARE PRESENT. COST OF SPLIT DUCT TO BE INCLUDED IN THE UNIT PRICE FOR DUCT BANK.



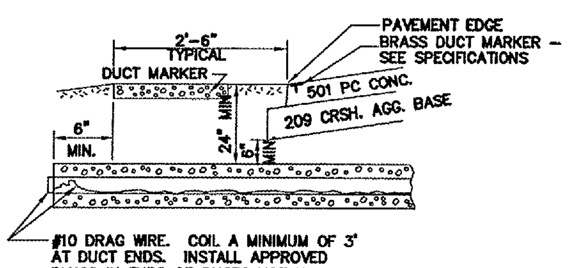
TYPICAL SECTION
(NOT TO SCALE)



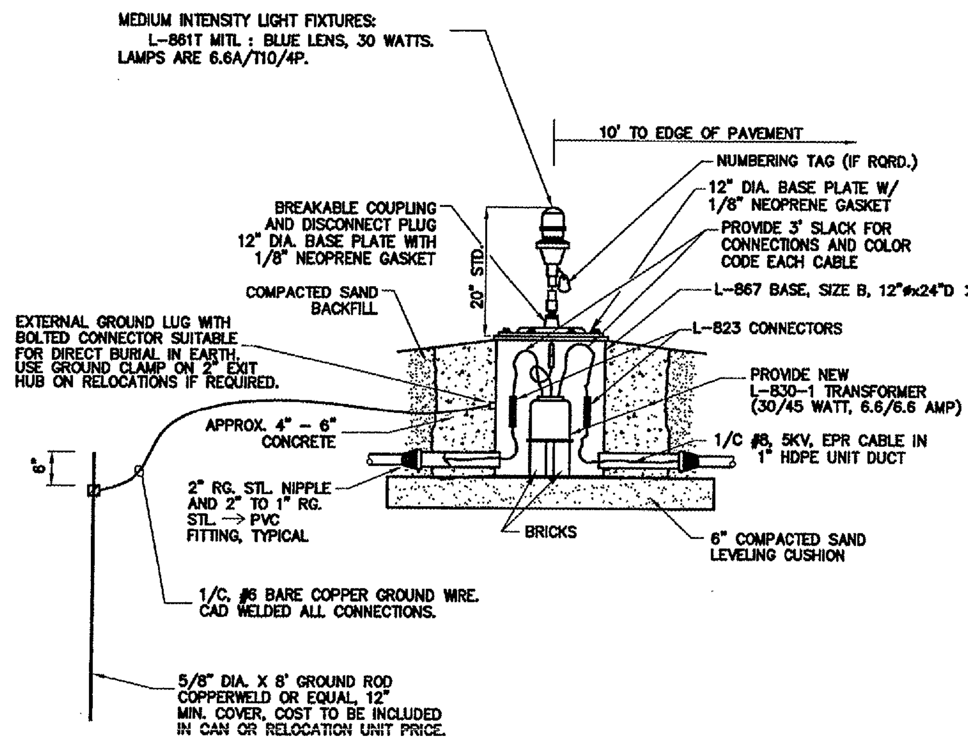
2–DUCT BANK
(NOT TO SCALE)



4–DUCT BANK
(NOT TO SCALE)



UNDERGROUND ELECTRICAL DUCT
(NOT TO SCALE)

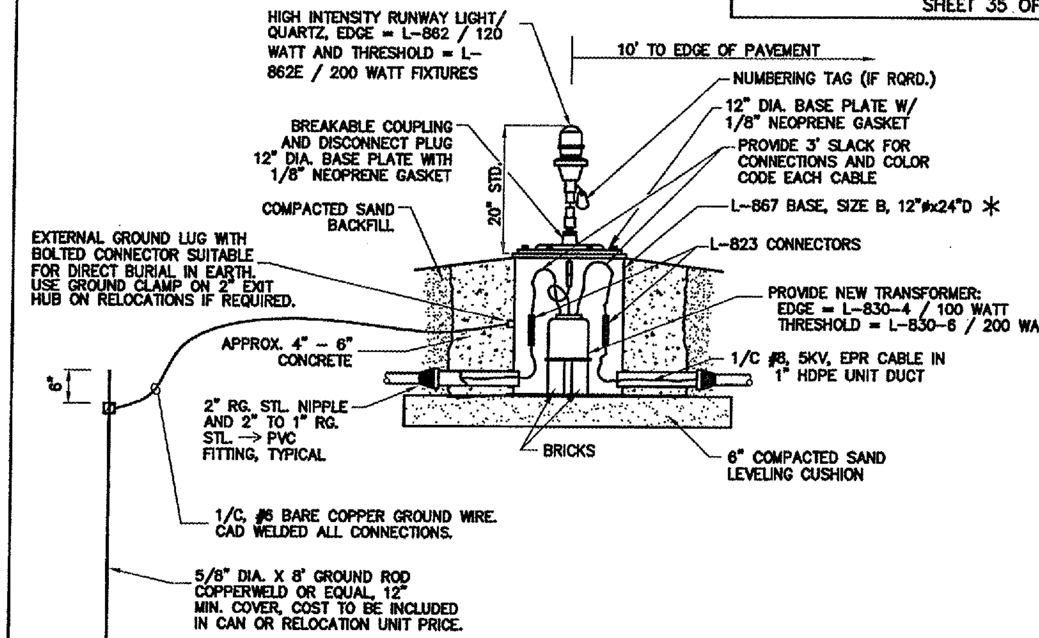


L–861T EDGE LIGHT INSTALLATION / RELOCATION DETAILS
MEDIUM INTENSITY TAXIWAY LIGHT (MITL)

BASE MOUNTED, 6.6 AMP SERIES CIRCUIT
NOT TO SCALE

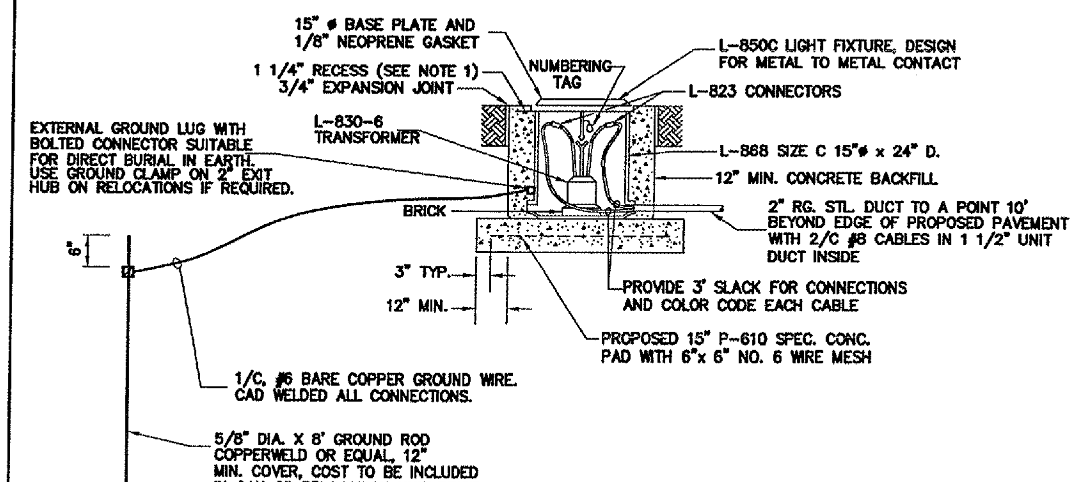
NOTES :

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



NOTE : SEE NOTES UNDER L-861T TAXIWAY EDGE LIGHT DETAIL. THESE NOTES ALSO APPLIES TO TYPE L-862 RUNWAY EDGE LIGHTS.

L–862 EDGE LIGHT INSTALLATION / RELOCATION DETAILS
HIGH INTENSITY RUNWAY LIGHT / QUARTZ (HIRLQ)
BASE MOUNTED, SERIES CIRCUIT
NOT TO SCALE

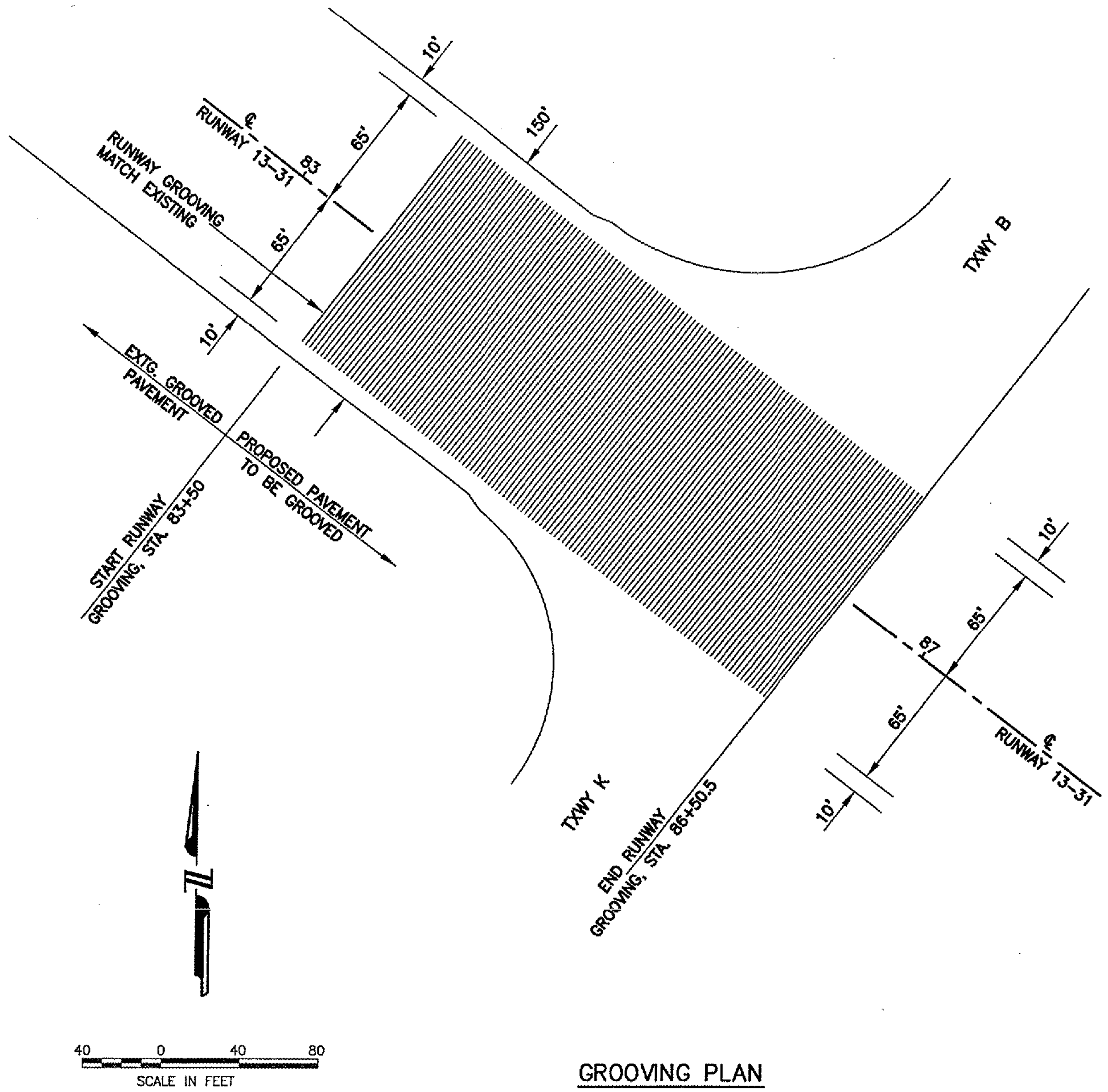


NOTES :

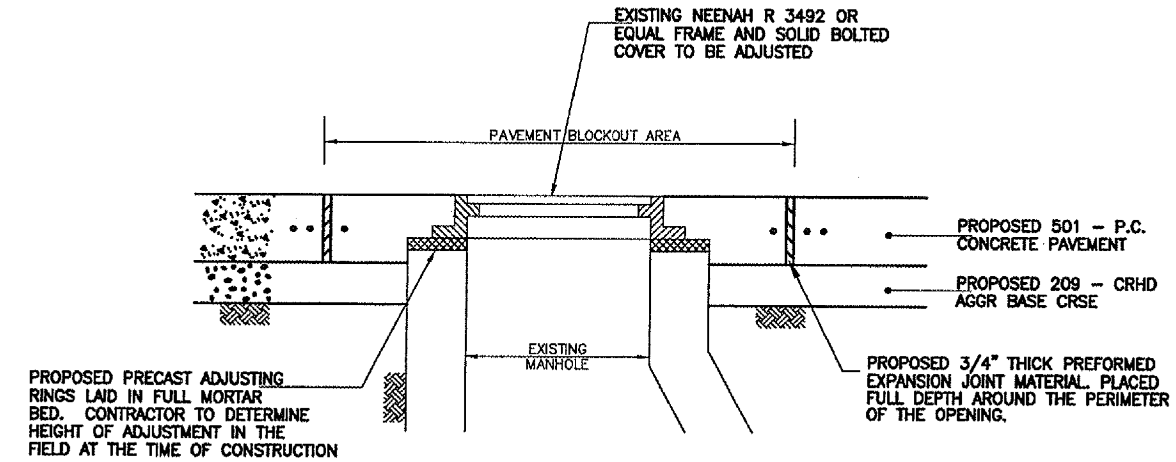
1. IF INSTALLATION IS IN BITUMINOUS PAVEMENT, LEAVE CONCRETE BACKFILL 3–4 INCHES LOW FOR BACKFILL WITH BITUMINOUS MATERIAL.
2. SEE NOTES 3 AND 4 UNDER L-861T TAXIWAY EDGE LIGHT DETAIL. THESE NOTES ALSO APPLIES TO TYPE L-850C RUNWAY EDGE LIGHTS.

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

LIGHTING DETAILS

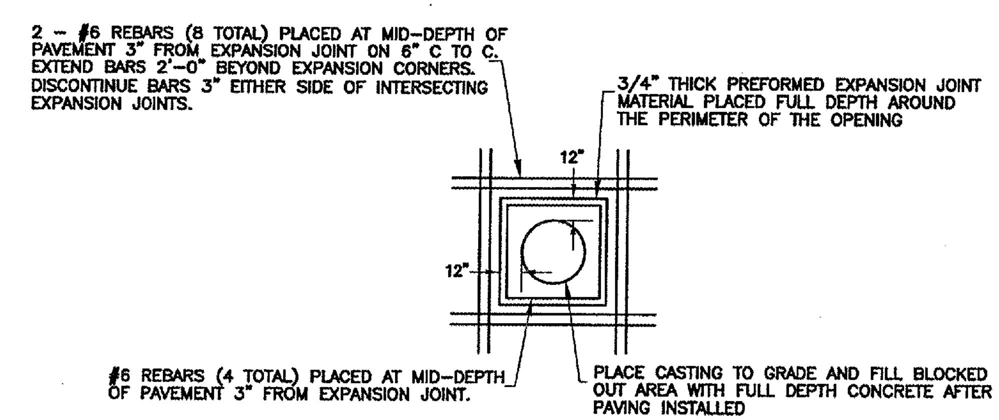


GROOVING PLAN



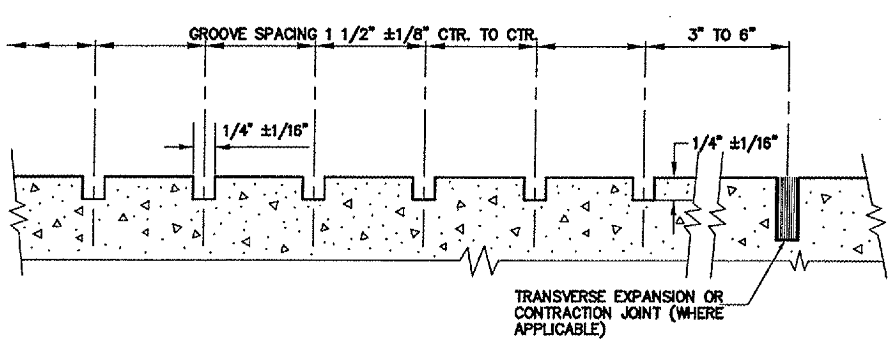
TYPICAL DETAIL – MANHOLE ADJUSTMENT IN P.C.C. PAVEMENT

NO SCALE



PAVEMENT SQUARE BLOCKOUT FOR CIRCULAR CASTING

NO SCALE



GROOVE DIMENSIONS

N.T.S.

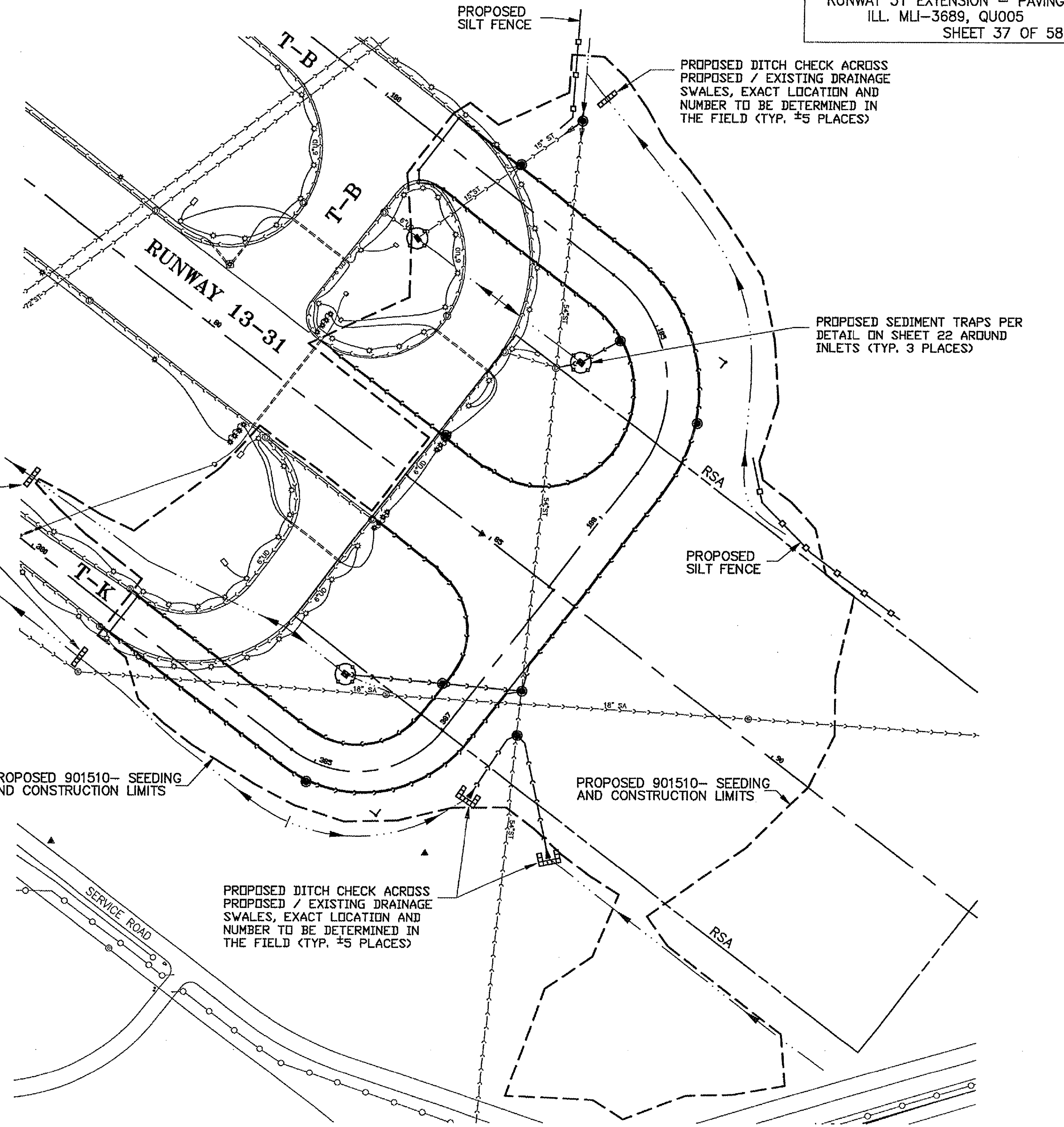
NOTES:

1. GROOVING EXTENDS OUTWARD 65' FROM ℄ OF RUNWAY UNLESS OTHERWISE NOTED.
2. SUCCESSIVE PASSES OF THE GROOVING MACHINE SHALL NOT OVERLAP.
3. CONTRACTOR SHALL NOT ALLOW ACCUMULATION OF CUTTINGS IN TURFED AREAS. THE GROOVING MACHINE SHALL BE EQUIPPED WITH AUTOMATIC CUTTING PICK-UP FEATURES TO PREVENT ACCUMULATION OF CUTTINGS IN THE TURFED AREAS.
4. GROOVING SHALL BE COMPLETED PRIOR TO THE INSTALLATION OF NEOPRENE COMPRESSION SEALS IN THE LONGITUDINAL JOINTS.
5. CONTRACTOR SHALL REPLACE AND / OR RE-SEAL ALL EXISTING JOINTS THAT ARE DAMAGED BY THE PAVEMENT GROOVING OPERATIONS. COSTS TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT.

MISCELLANEOUS DETAILS

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005

EROSION AND SEDIMENT CONTROL MEASURES		
ITEM	LOCATION	SPECIAL PROVISION/ PAY ITEM
TEMPORARY DITCH CHECKS	EXTG. DITCH, STA. 379+50, LT.; EXTG. DITCH, STA. 381+50, RT.; EXTG. FES, STA. 387+00, RT. 300'; EXTG. FES, STA. 88+40, RT. 300'; AND EXTG. / PROP. DITCH, STA. 182+50, LT.	156500
TEMPORARY SILT FENCE	AT ALL SEDIMENT TRAP & DITCH CHECK LOCATIONS. ALSO NORTH OF EXTG. DITCH, T-B STA. 181+40 TO STA. 182+25' AND OUTSIDE RSA, STA. 87+20 TO STA. 90+20, LT.	156500
TEMPORARY SEDIMENT TRAPS	RNWY 31, STA. 81+50, LT. 275'; RNWY 31, STA. 81+45, LT. 275'; AND RNWY 31, STA. 84+57, RT. 270'	156500



LEGEND:

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

NOTE:

SEE SHEET 38 FOR THE STORM WATER POLLUTION PREVENTION GENERAL NOTES, STORM WATER MANAGERS SIGNATURE CHART, ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE, AND EROSION / SEDIMENT CONTROL MEASURES LIST.

G:\Airport\A06T024 R31 EXTN, PVMT\SWPP.dwg, 5/8/2007 11:08:36 AM, jeffm

PROPOSED STORM WATER POLLUTION PREVENTION PLAN

GENERAL NOTES:

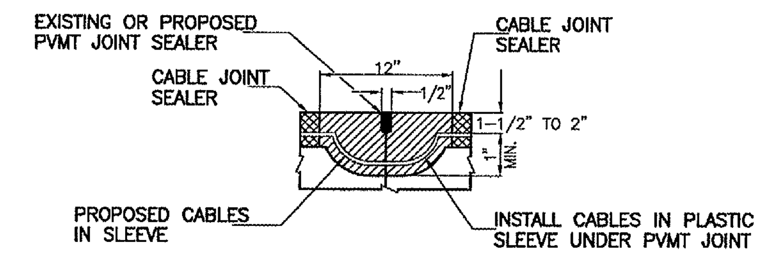
1. TEMPORARY DITCH CHECKS – TWO BALES HIGH WITH SILT FENCING SHALL BE REQUIRED PER IDOT STANDARD 280001 – TEMPORARY EROSION SITE CONTROL SYSTEM DRAWING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MAINTAINING, AND REMOVING DITCH CHECKS, SILT FENCE, AND SEDIMENT TRAPS TO THE SATISFACTION OF THE RESIDENT ENGINEER. THIS INCLUDES, BUT IS NOT LIMITED TO, CLEANING EROSION SOILS AS REQUIRED.
2. LOCATION OF THE DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.
3. ONCE CONSTRUCTION HAS BEEN COMPLETED, OR TEMPORARILY SUSPENDED FOR LONGER THAN 21 DAYS (SUCH AS A WINTER SHUTDOWN), THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED IN ACCORDANCE WITH ITEM 901510 WITHIN 14 DAYS OF THE LAST DISTURBANCE. THE COST OF ANY TEMPORARY SEEDING SHALL BE INCLUDED IN THE ITEM 156500 – TEMPORARY EROSION CONTROL LUMP SUM PRICE. DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE CONTRACTOR ESTABLISHES A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR AND EACH SUBCONTRACTOR RESPONSIBLE FOR WATER POLLUTION CONTROL SHALL DESIGNATED, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WATER POLLUTION CONTROL ITEMS. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE TO REPAIR AND MAINTAIN WATER POLLUTION CONTROL DEVICES ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
5. CONTRACTOR TO EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALE AS REQUIRED TO PREVENT RAIN WATER PONDING AND TO CONTROL STORM WATER RUN-OFF.
6. CONTRACTOR SHALL ADHERE TO THE CITY OF MOLINE'S EROSION AND SEDIMENT CONTROL REGULATIONS AND THE ILLINOIS MANUAL ON EROSION AND SEDIMENT CONTROL.
7. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION THAT DISTURBS EXISTING STORM WATER RUN-OFF CONDITIONS AND/OR GROUND VEGETATION.
8. EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH PRECIPITATION EVENT AND REPLACED OR REPAIRED AS NECESSARY.
9. RESIDENT ENGINEER SHALL CHECK THAT ALL FILL AREAS ARE TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY.
10. SILT FENCE, SEDIMENT TRAPS, AND HAY BALES SHALL BE CLEANED OR REPLACED WHEN SILT BUILDS UP TO WITHIN ONE FOOT OF THE TOP OF THE SILT FENCE OR HAY BALES.
11. ADDITIONAL EROSION CONTROL DEVICES SHALL BE USED AS REQUIRED. THE COSTS OF ALL MEASURES NECESSARY TO COMPLY WITH THIS STORM WATER POLLUTION PREVENTION PLAN SHALL BE INCLUDED IN THE ITEM 156500 – TEMPORARY EROSION CONTROL LUMP SUM PRICE.
12. SEE SHEET XX FOR STORM WATER MANAGERS SIGNATURE CHART, ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE, AND EROSION / SEDIMENT CONTROL MEASURES LIST.

ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE

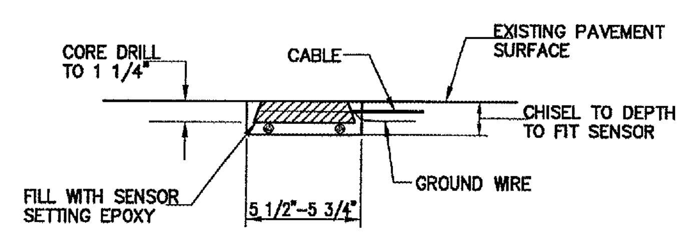
NO.	ITEM DESCRIPTION	WEEK 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	INSTALL SEDIMENT/EROSION CONTROLS																
2	CLEARING AND GRADING																
3	EXCAVATION AND EMBANKMENT																
4	TURFING																
5	MAINTAIN SEDIMENT/EROSION CONTROL																
6	PAVING																
7	CLEAN-UP																

STORM WATER MANAGERS

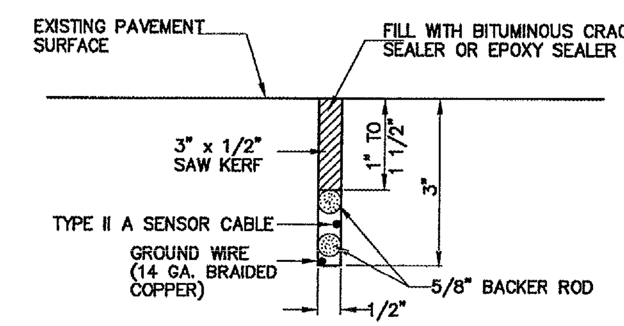
	NAME	ADDRESS	TELEPHONE NUMBER WORK	TELEPHONE NUMBER HOME	SIGNATURE
CONTRACTOR					
SUBCONTRACTOR					
SUBCONTRACTOR					



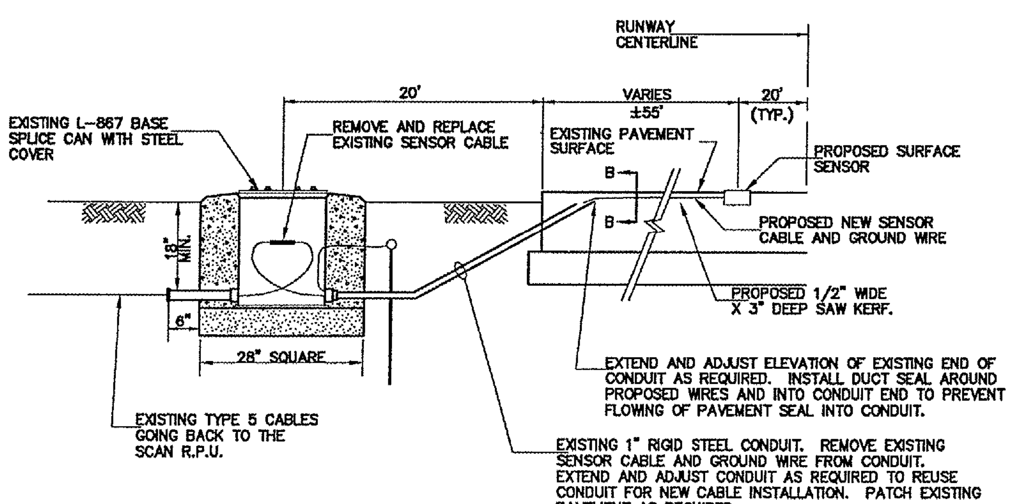
SAW KERF AT PAVEMENT JOINT INTERSECTION



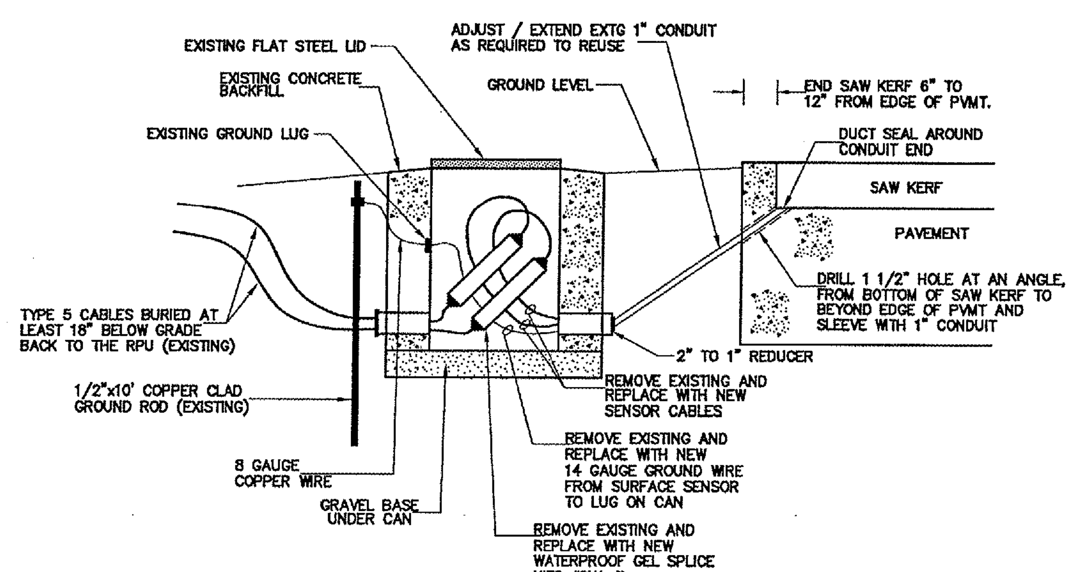
SECTION A–A



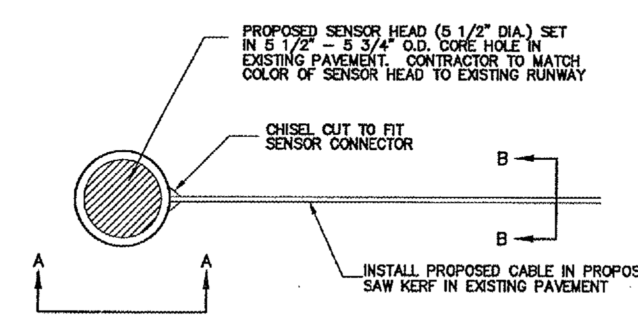
SECTION B–B



PROPOSED SURFACE SENSOR AND SENSOR CABLE
INSTALLATION PROFILE VIEW, STA. 75+00 LEFT



SPLICE CAN DETAILS



TYPICAL SENSOR HEAD AND
CABLE INSTALLATION DETAIL

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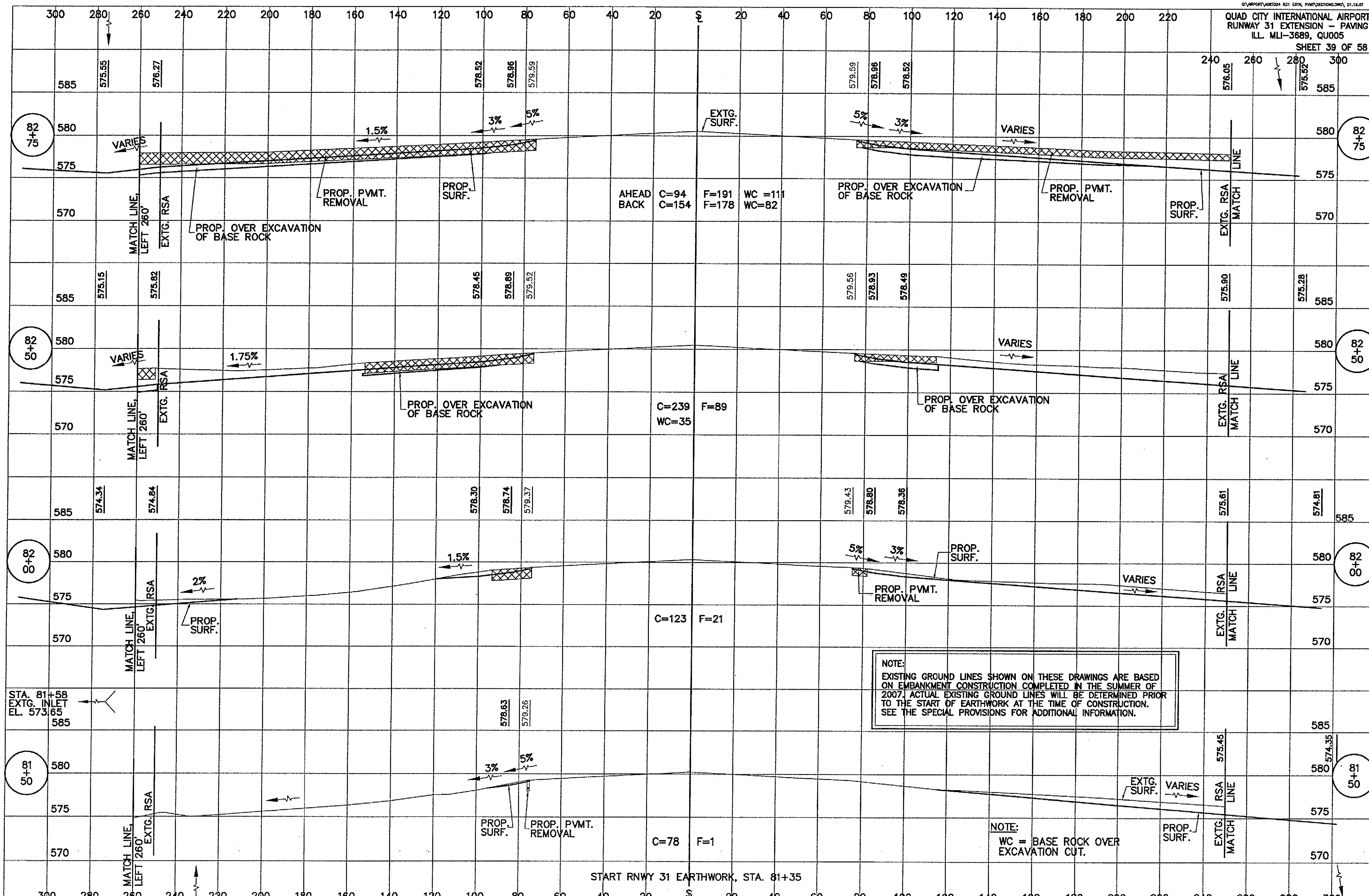
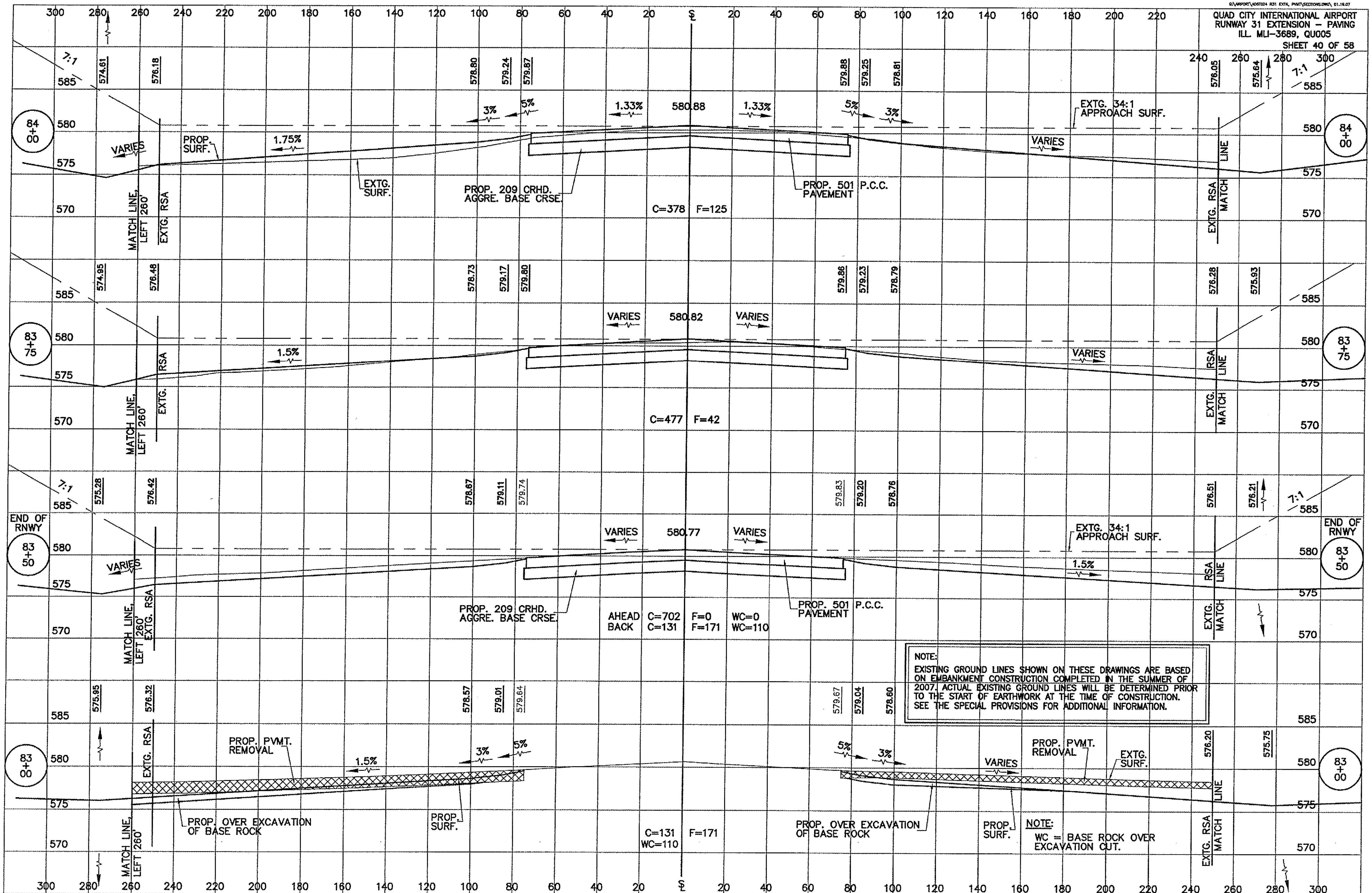
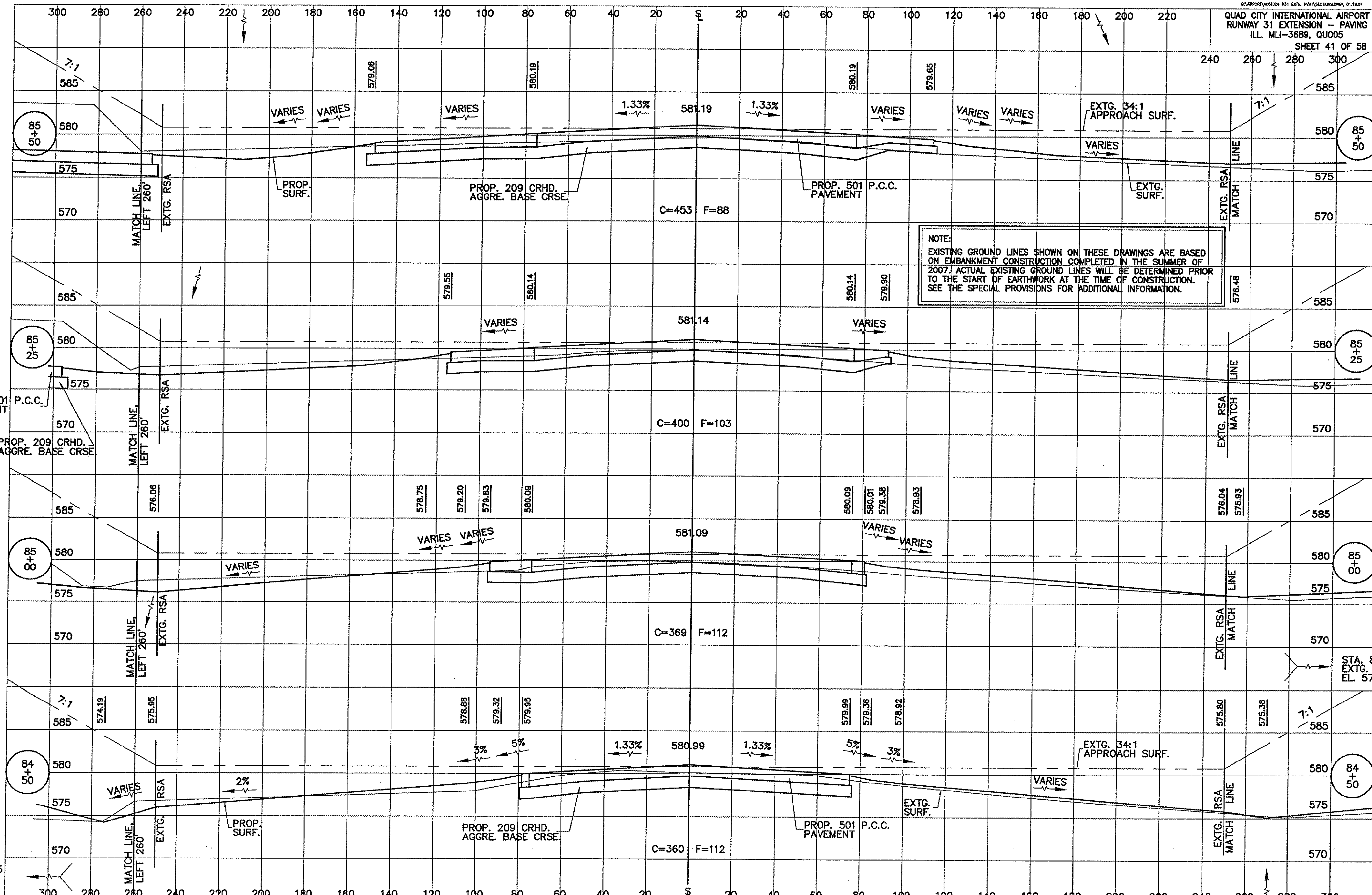
PROPOSED STORM WATER POLLUTION PREVENTION PLAN / SURFACE SENSOR DETAILS



RUNWAY 31 CROSS SECTIONS, STA 81+50 TO STA 82+75

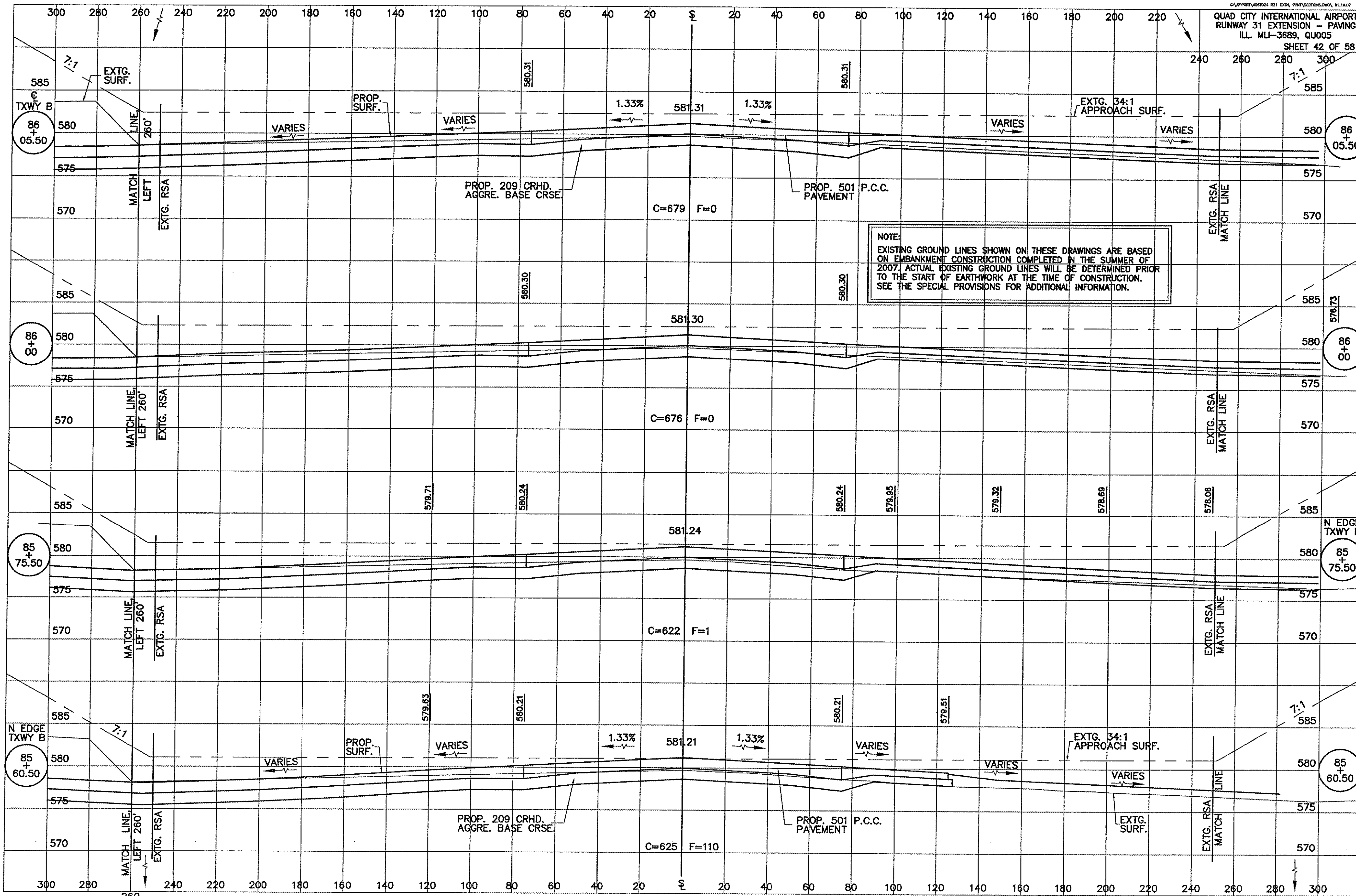


RUNWAY 31 CROSS SECTIONS, STA 83+00 TO STA 84+00



NOTE:
EXISTING GROUND LINES SHOWN ON THESE DRAWINGS ARE BASED ON EMBANKMENT CONSTRUCTION COMPLETED IN THE SUMMER OF 2007. ACTUAL EXISTING GROUND LINES WILL BE DETERMINED PRIOR TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

RUNWAY 31 CROSS SECTIONS, STA 84+50 TO STA 85+50



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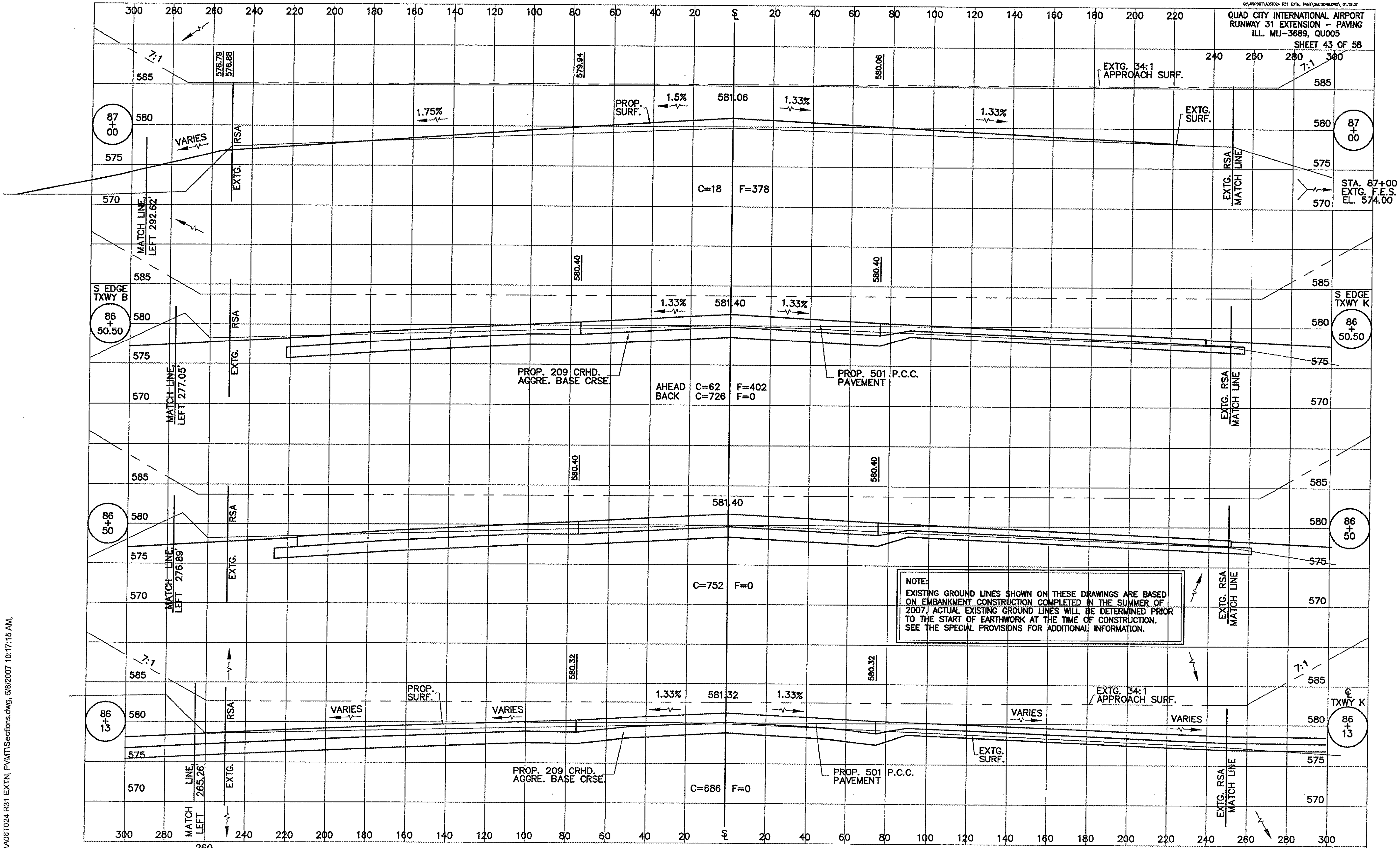
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005
SHEET 43 OF 58



NOTE:
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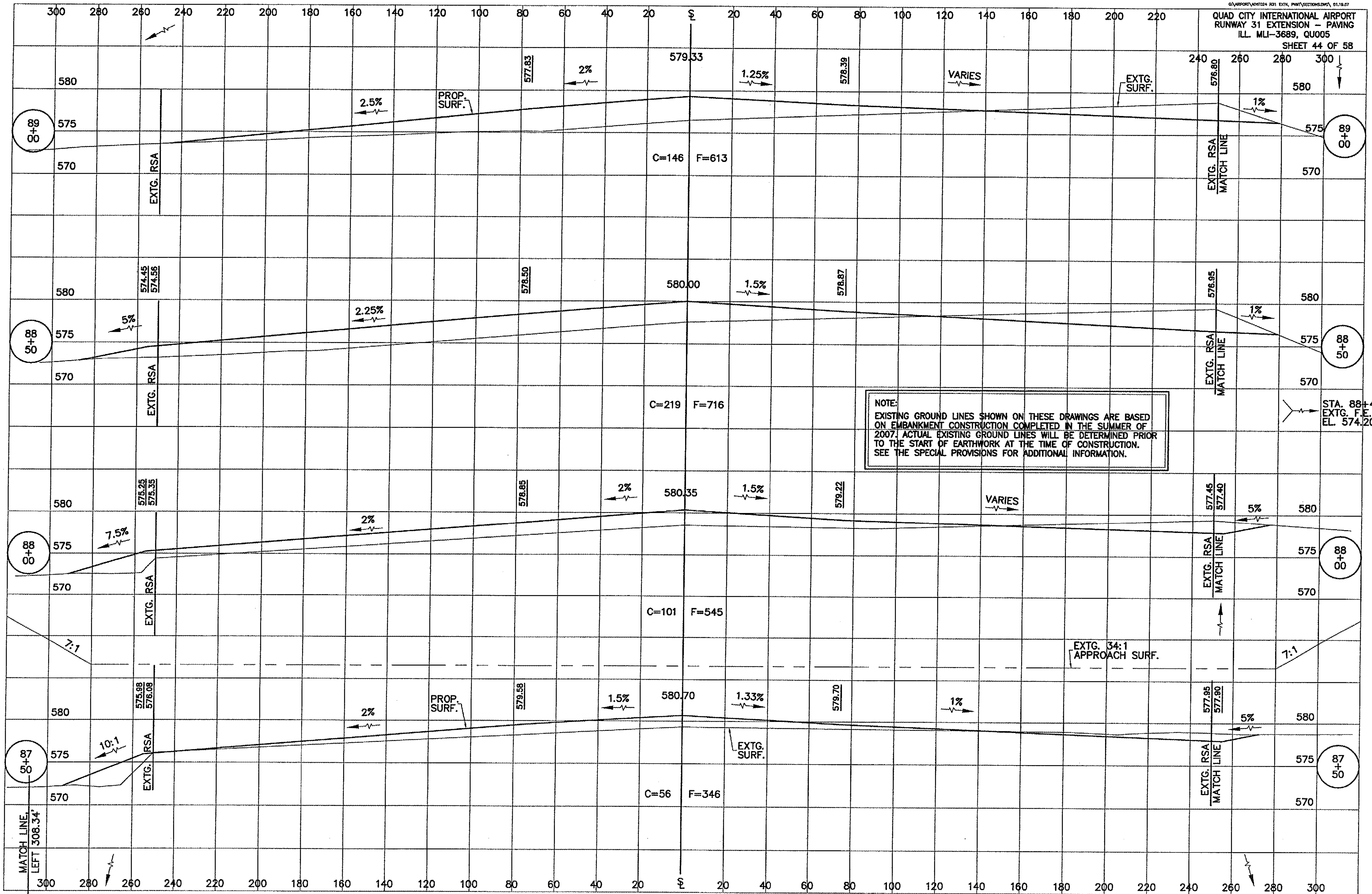
RUNWAY 31 CROSS SECTIONS, STA 86+13 TO STA 87+00


89+00
579.33
577.83
578.39
2.5%
2%
1.25%
VARIES
1%
PROP. SURF.
EXTG. SURF.
576.80
C=146 F=613
EXTG. RSA
EXTG. RSA MATCH LINE
88+50
580.00
574.45
574.56
578.50
578.87
576.95
5%
2.25%
1.5%
1%
C=219 F=716
STA. 88+40
EXTG. F.E.S.
EL. 574.20
NOTE:
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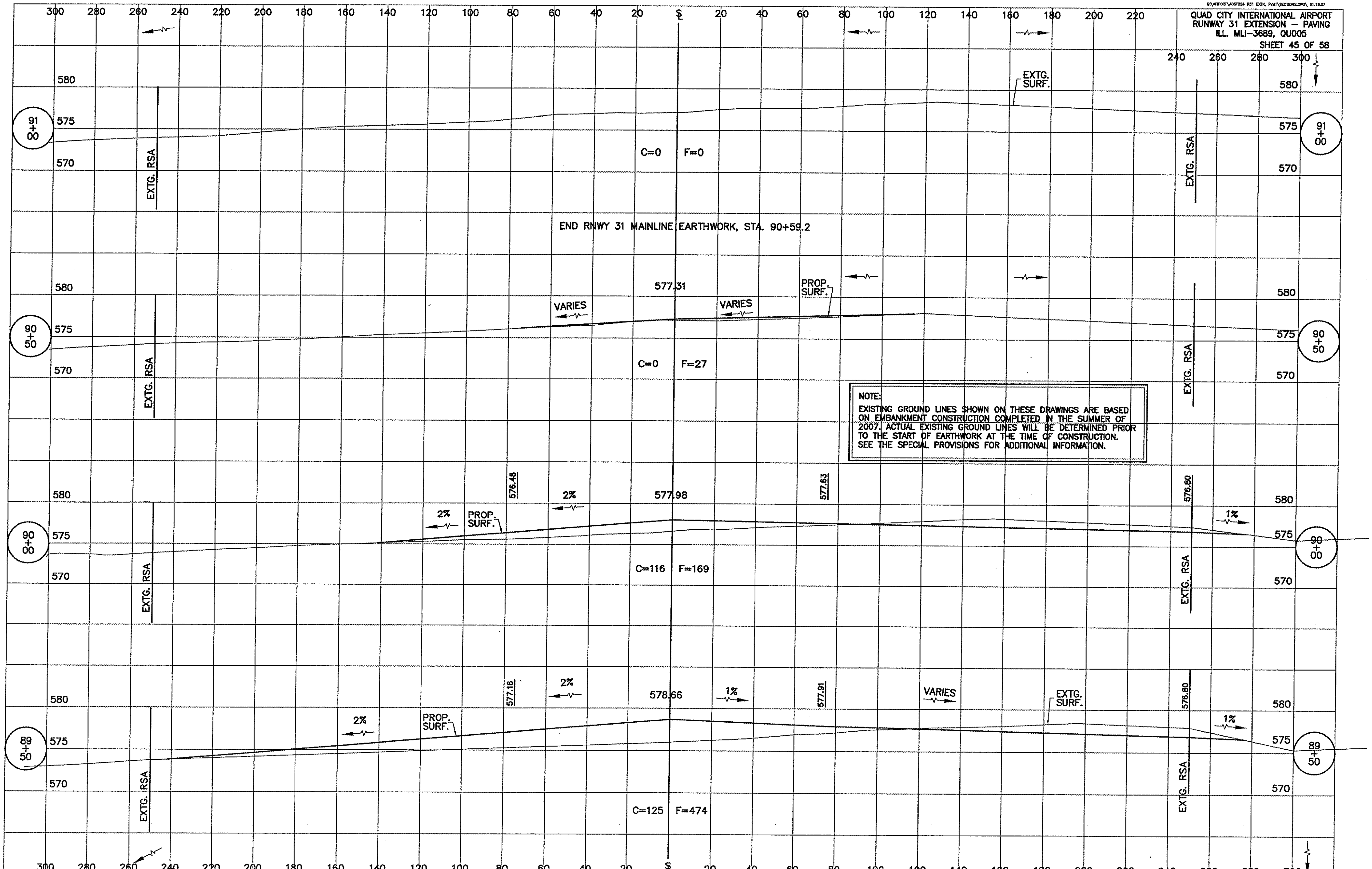
88+00
580.35
575.25
575.35
578.85
579.22
577.45
577.40
7.5%
2%
1.5%
VARIES
5%
C=101 F=545
7:1
EXTG. 34:1 APPROACH SURF.
87+50
580.70
575.98
576.08
579.58
579.70
577.95
577.80
10:1
2%
1.5%
1.33%
1%
5%
PROP. SURF.
EXTG. SURF.
C=56 F=346
MATCH LINE, LEFT 308.34'

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005
SHEET 45 OF 58



NOTE:
EXISTING GROUND LINES SHOWN ON THESE DRAWINGS ARE BASED ON EMBANKMENT CONSTRUCTION COMPLETED IN THE SUMMER OF 2007. ACTUAL EXISTING GROUND LINES WILL BE DETERMINED PRIOR TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

RUNWAY 31 CROSS SECTIONS, STA 89+50 TO STA 91+00

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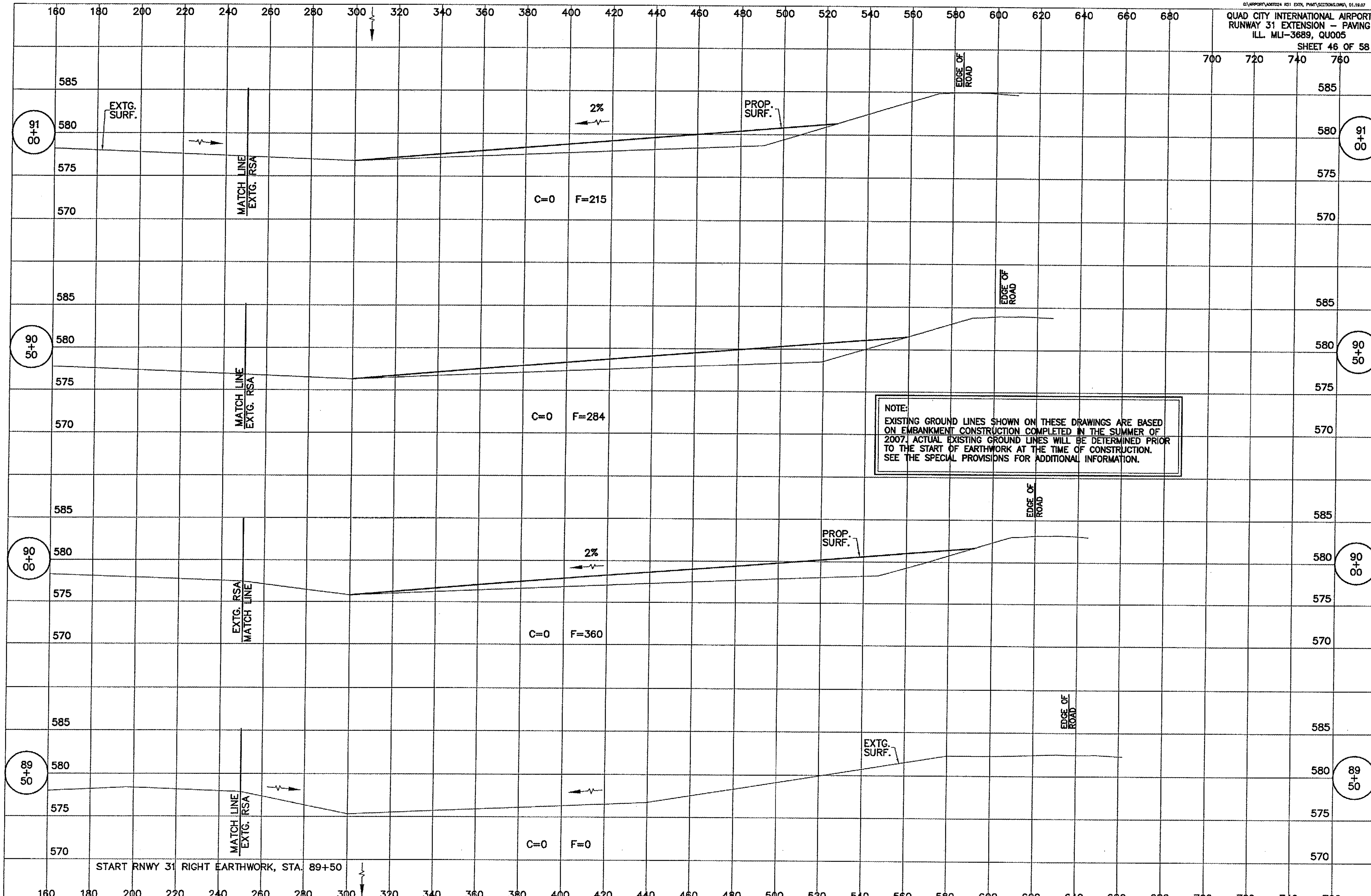
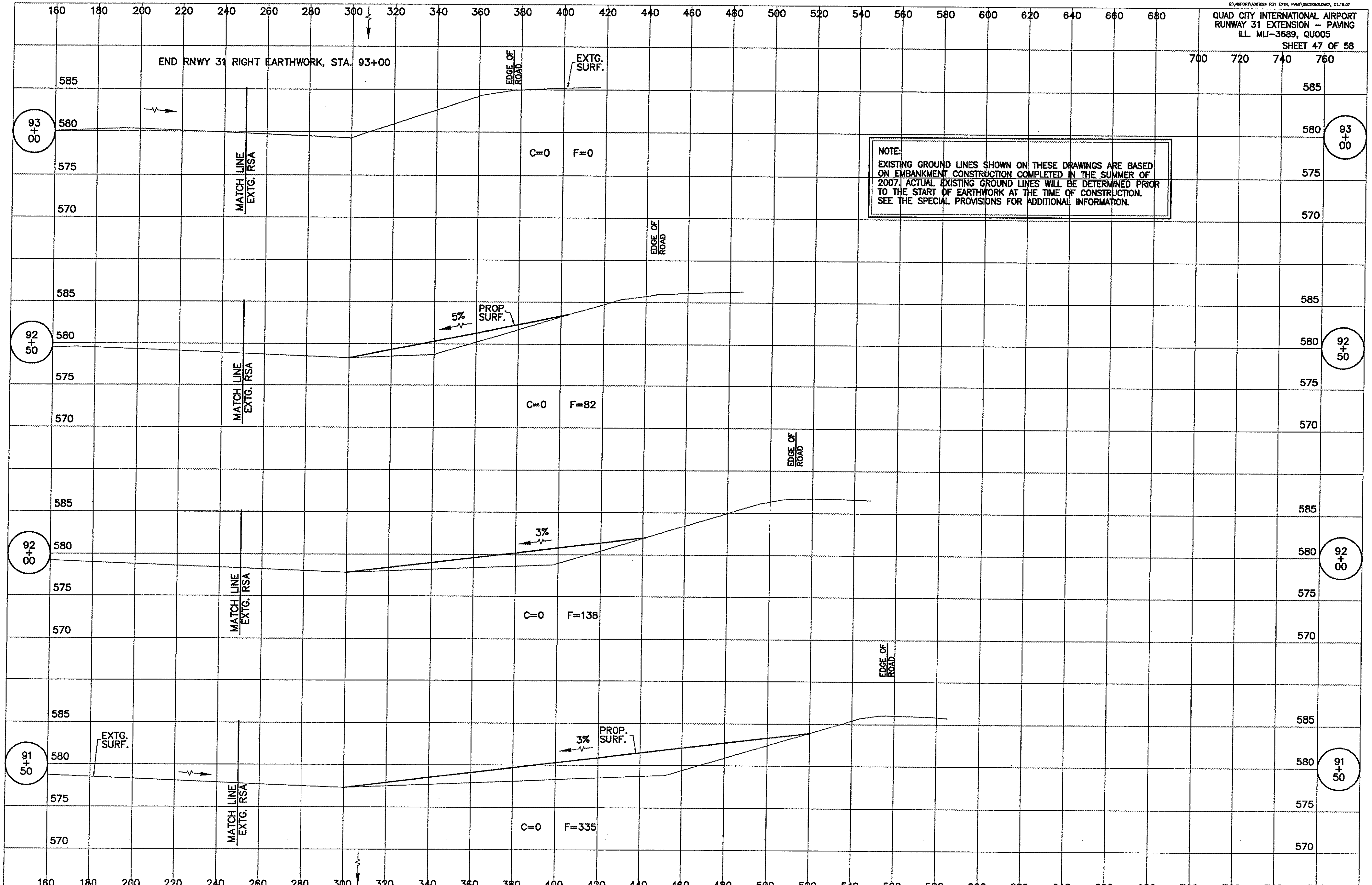
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005
SHEET 46 OF 58



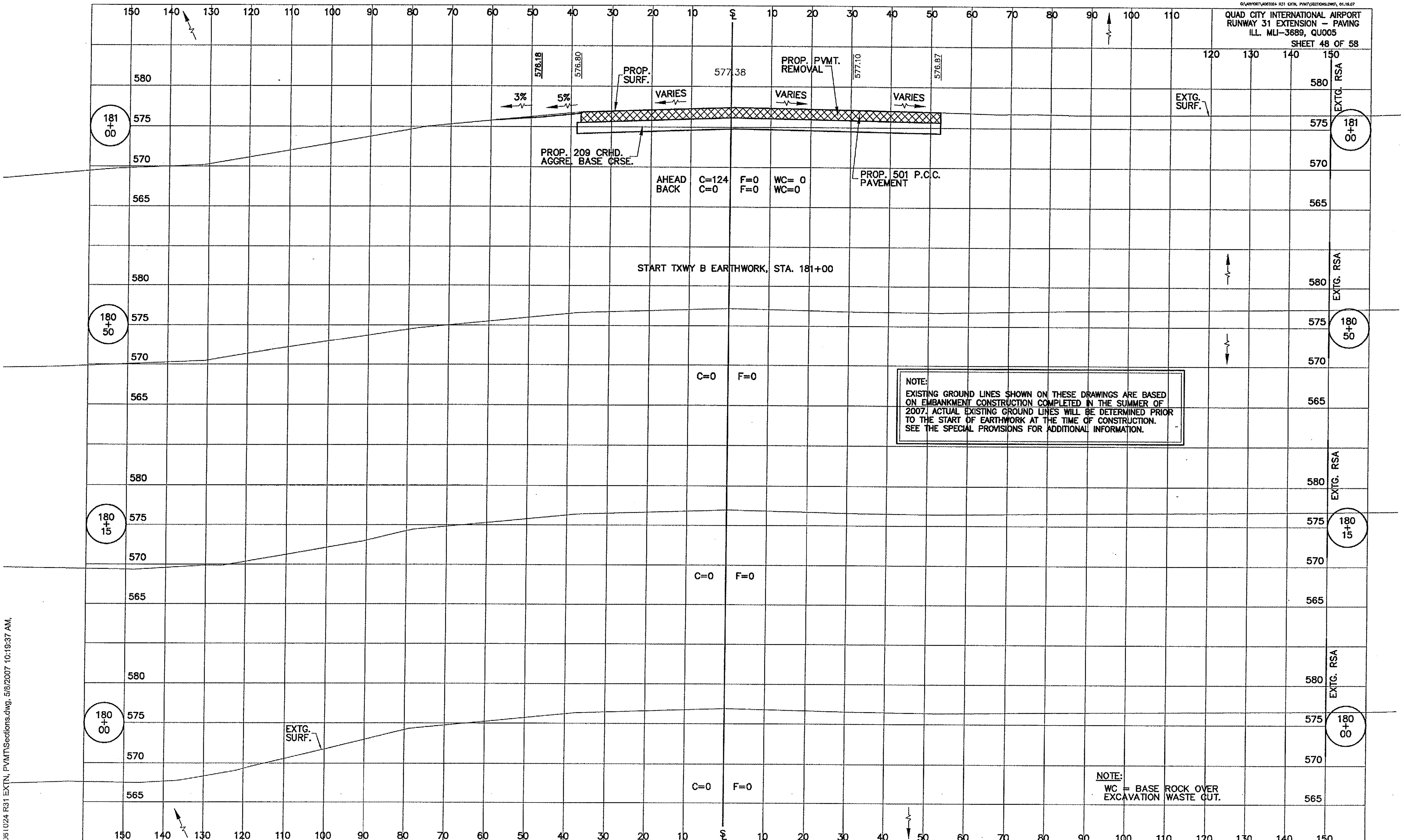
NOTE:
EXISTING GROUND LINES SHOWN ON THESE DRAWINGS ARE BASED ON EMBANKMENT CONSTRUCTION COMPLETED IN THE SUMMER OF 2007. ACTUAL EXISTING GROUND LINES WILL BE DETERMINED PRIOR TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

RUNWAY 31 RIGHT CROSS SECTIONS, STA 89+50 TO STA 91+00

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005



RUNWAY 31 RIGHT CROSS SECTIONS, STA 91+50 TO STA 93+00



TAXIWAY B CROSS SECTIONS, STA 180+00 TO STA 181+00

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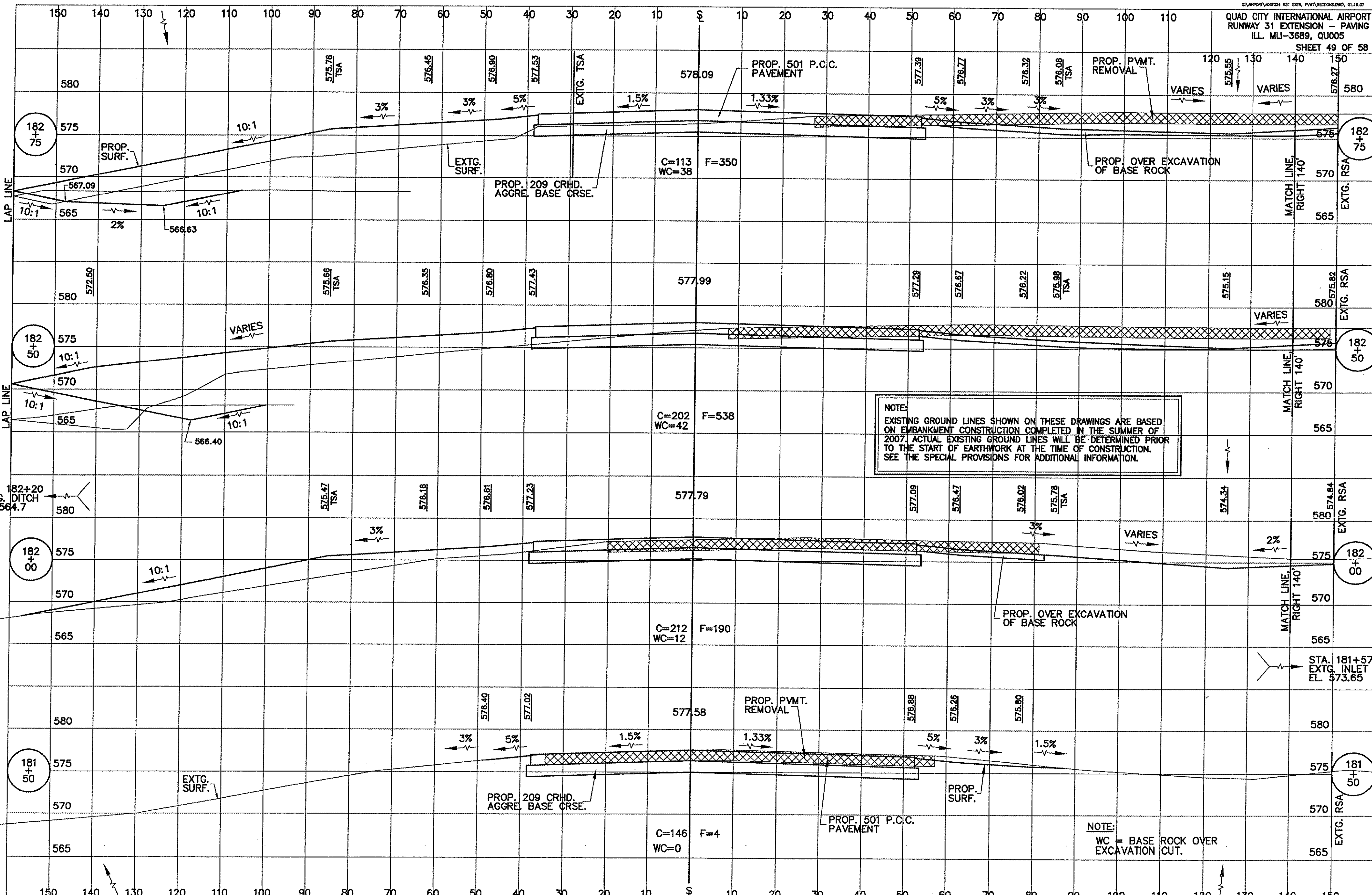
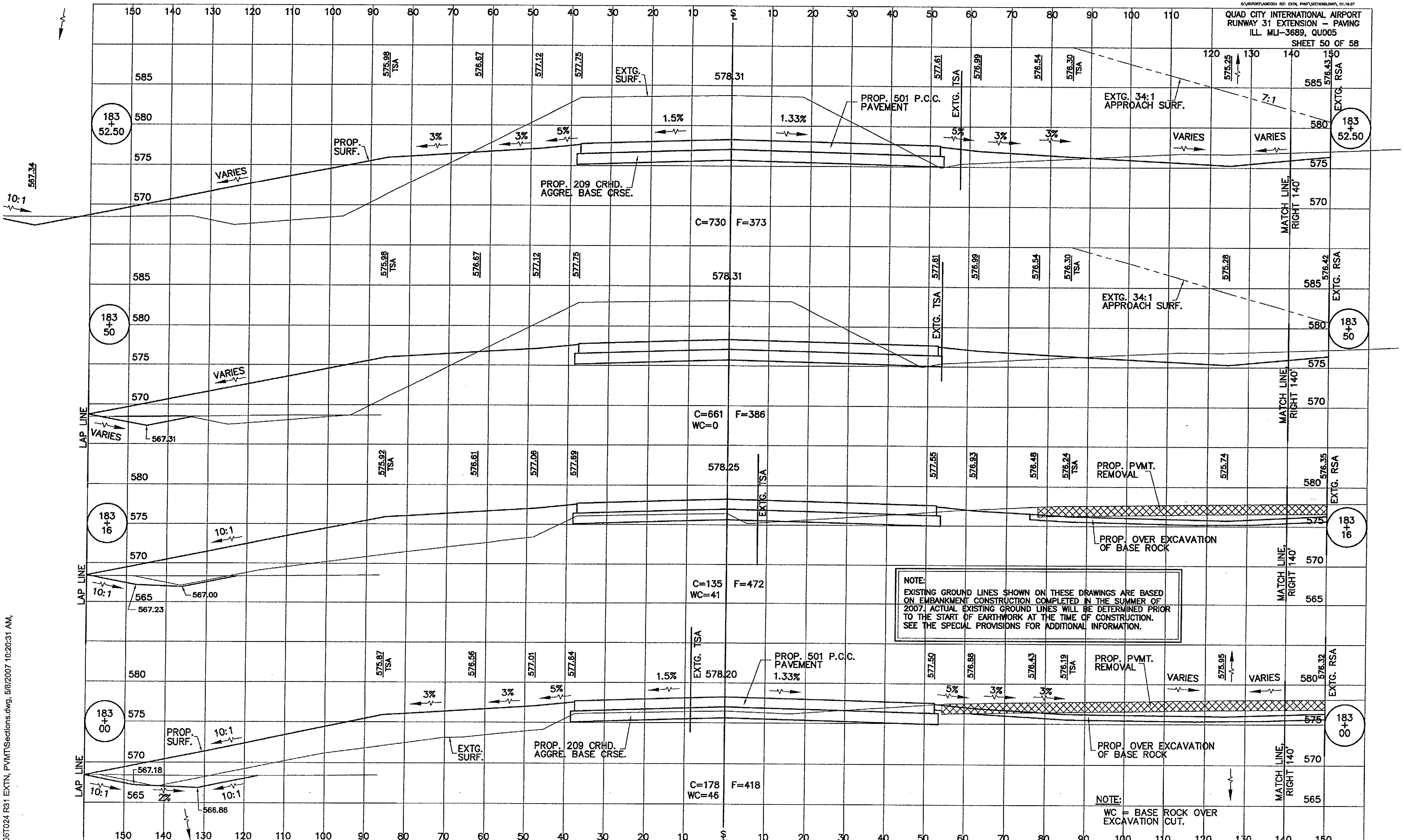


TAXIWAY B CROSS SECTIONS, STA 181+50 TO STA 182+75

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005
SHEET 50 OF 58



TAXIWAY B CROSS SECTIONS, STA 183+00 TO STA 183+52.50

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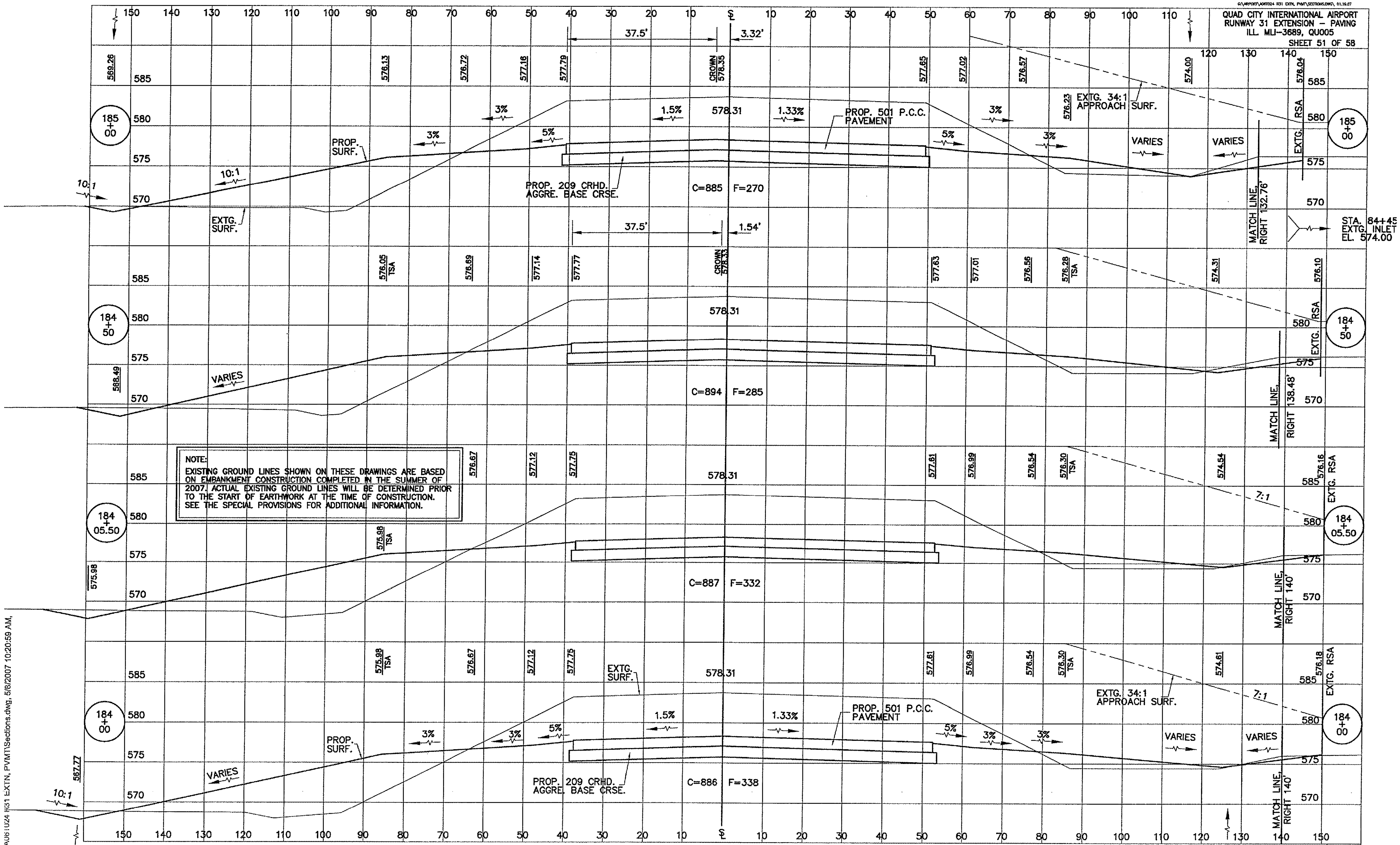
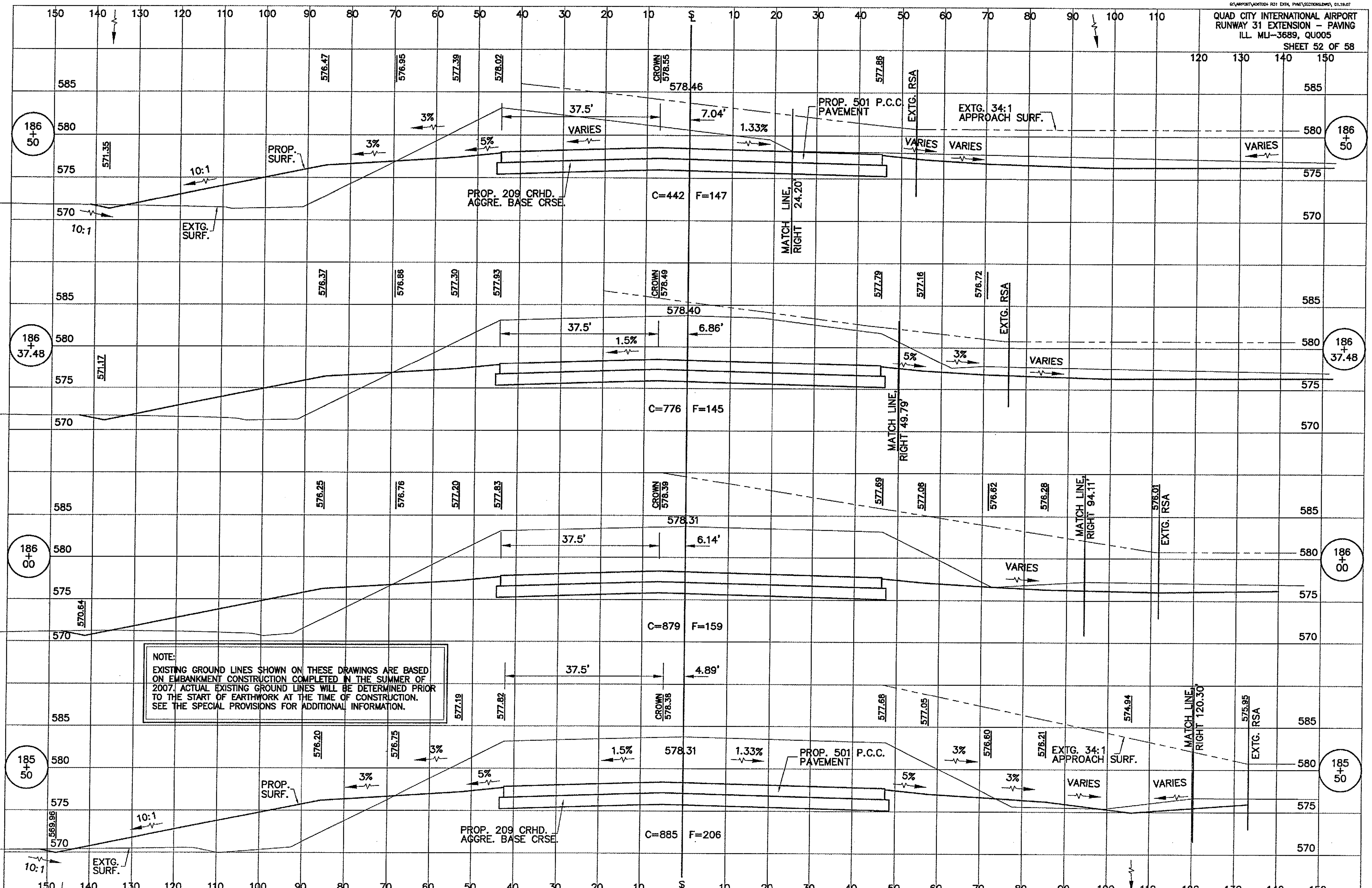


TAXIWAY B CROSS SECTIONS, STA 184+00 TO STA 185+00

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI–3689, QU005
SHEET 52 OF 58



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TAXIWAY B CROSS SECTIONS, STA 185+50 TO STA 186+50

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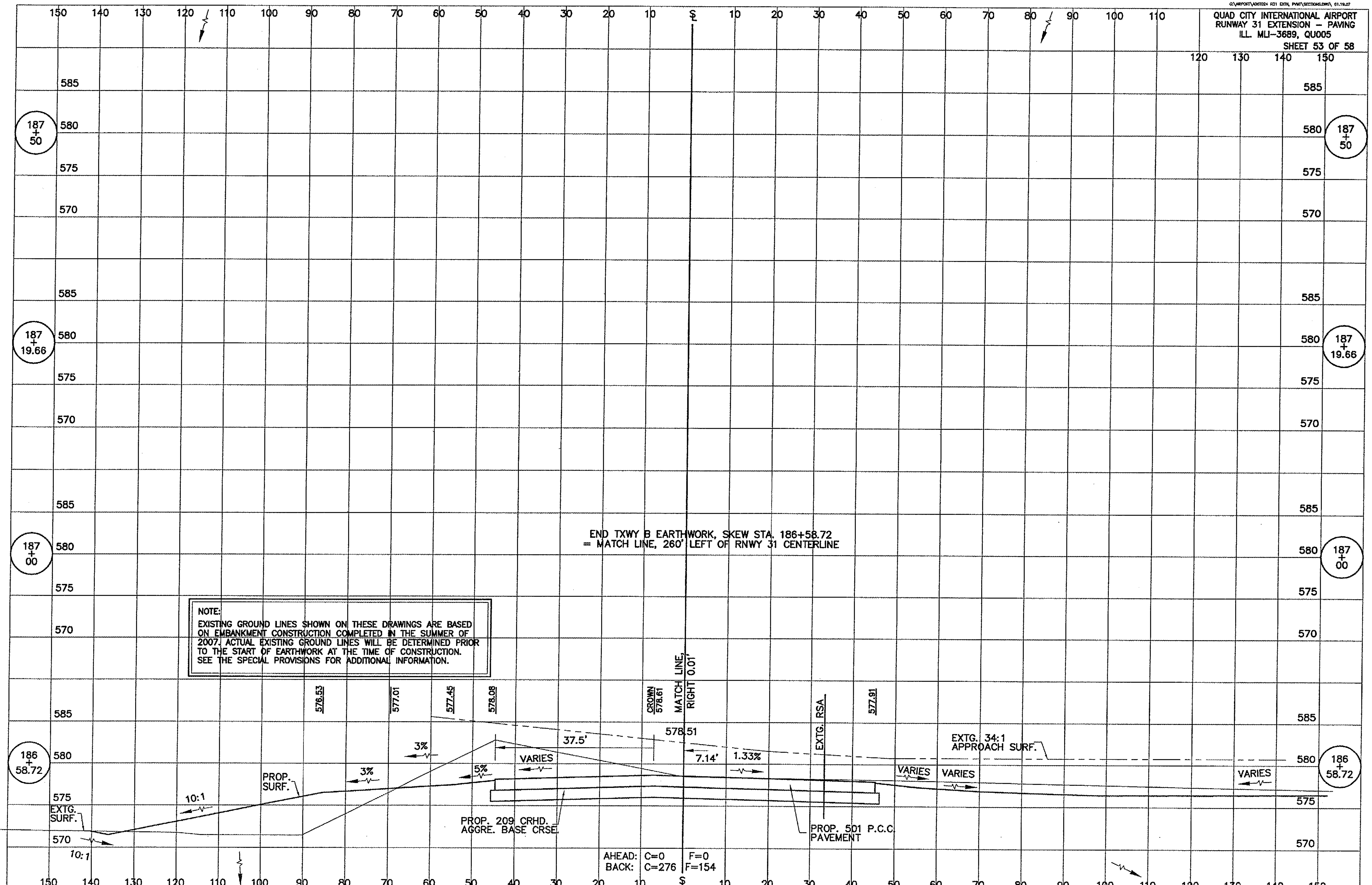
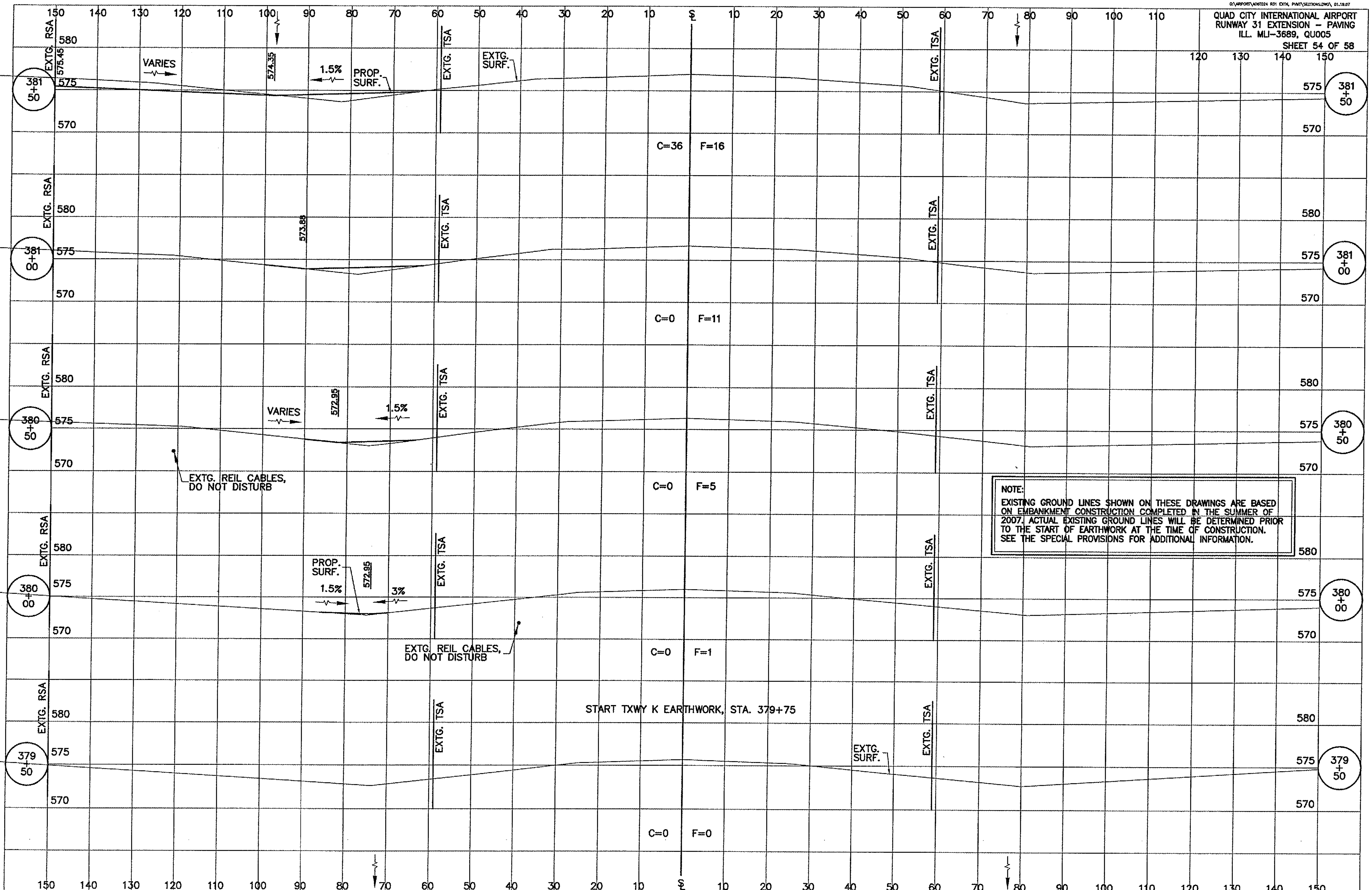
QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI-3689, QU005



TAXIWAY B CROSS SECTIONS, STA 186+58.72 TO STA 187+50

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 31 EXTENSION – PAVING
ILL. MLI–3689, QU005



TAXIWAY K CROSS SECTIONS, STA 379+50 TO STA 381+50

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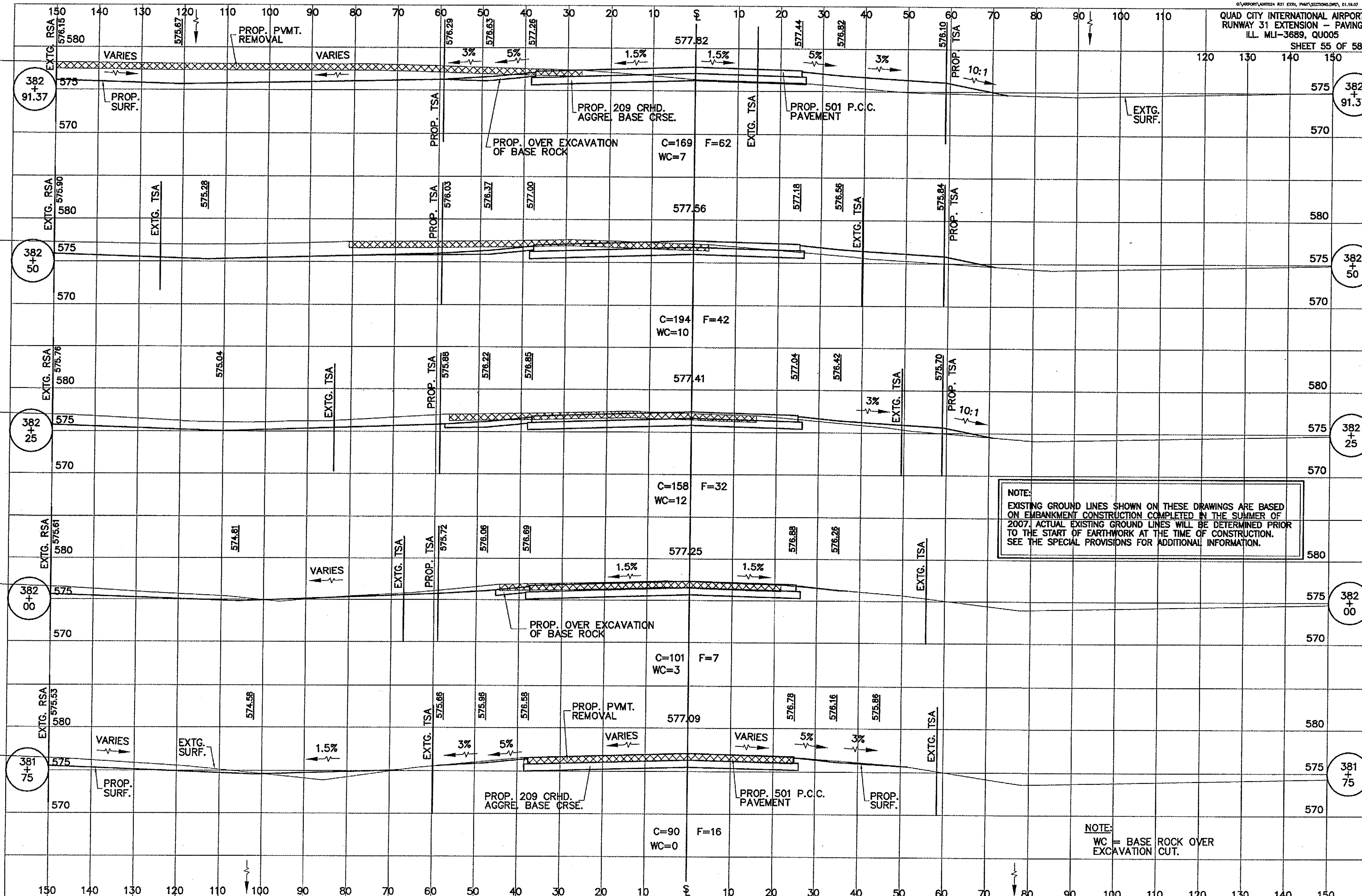

TAXIWAY K CROSS SECTIONS, STA 381+75 TO STA 382+91.37

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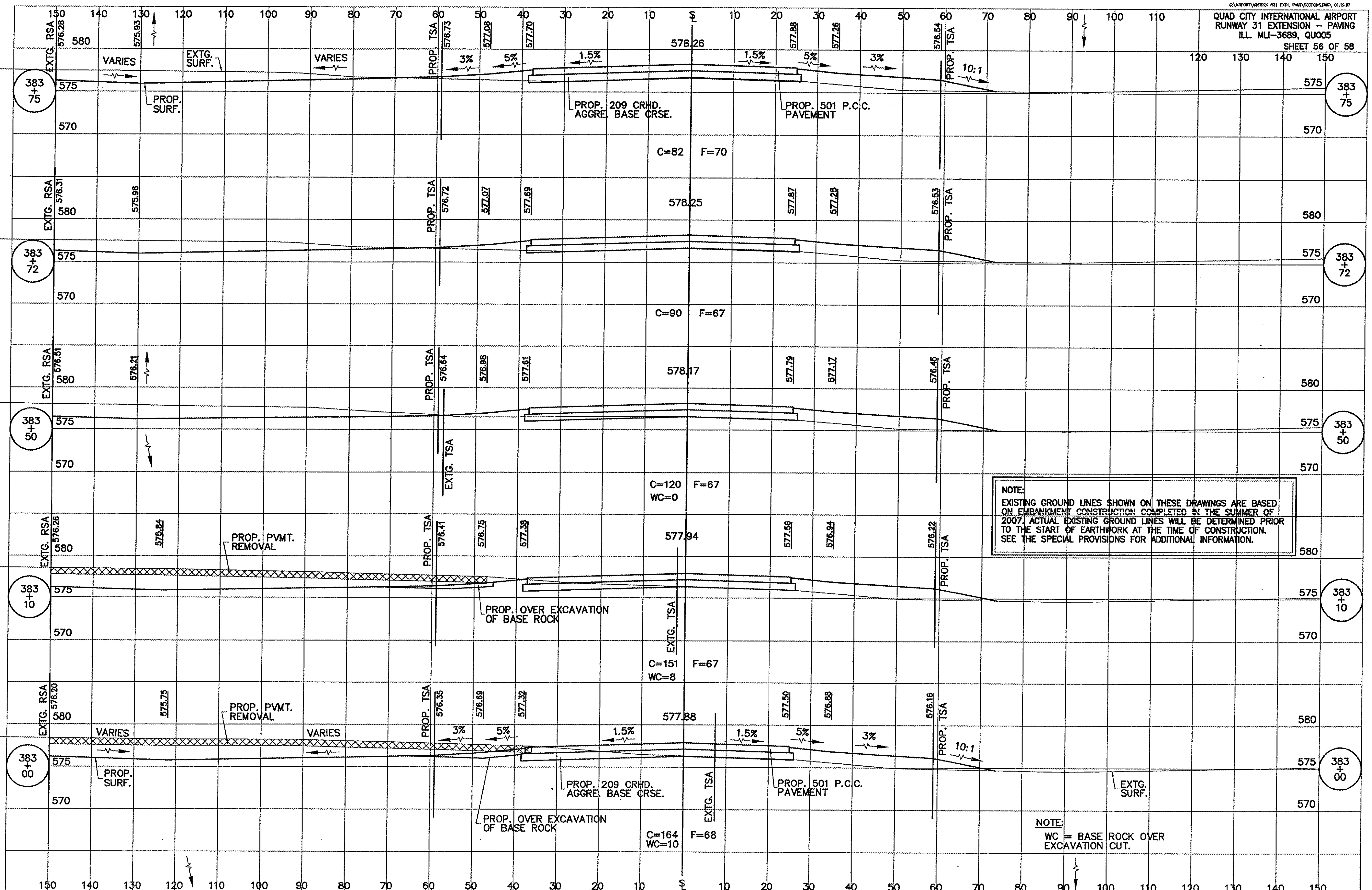

TAXIWAY K CROSS SECTIONS, STA 383+00 TO STA 383+75

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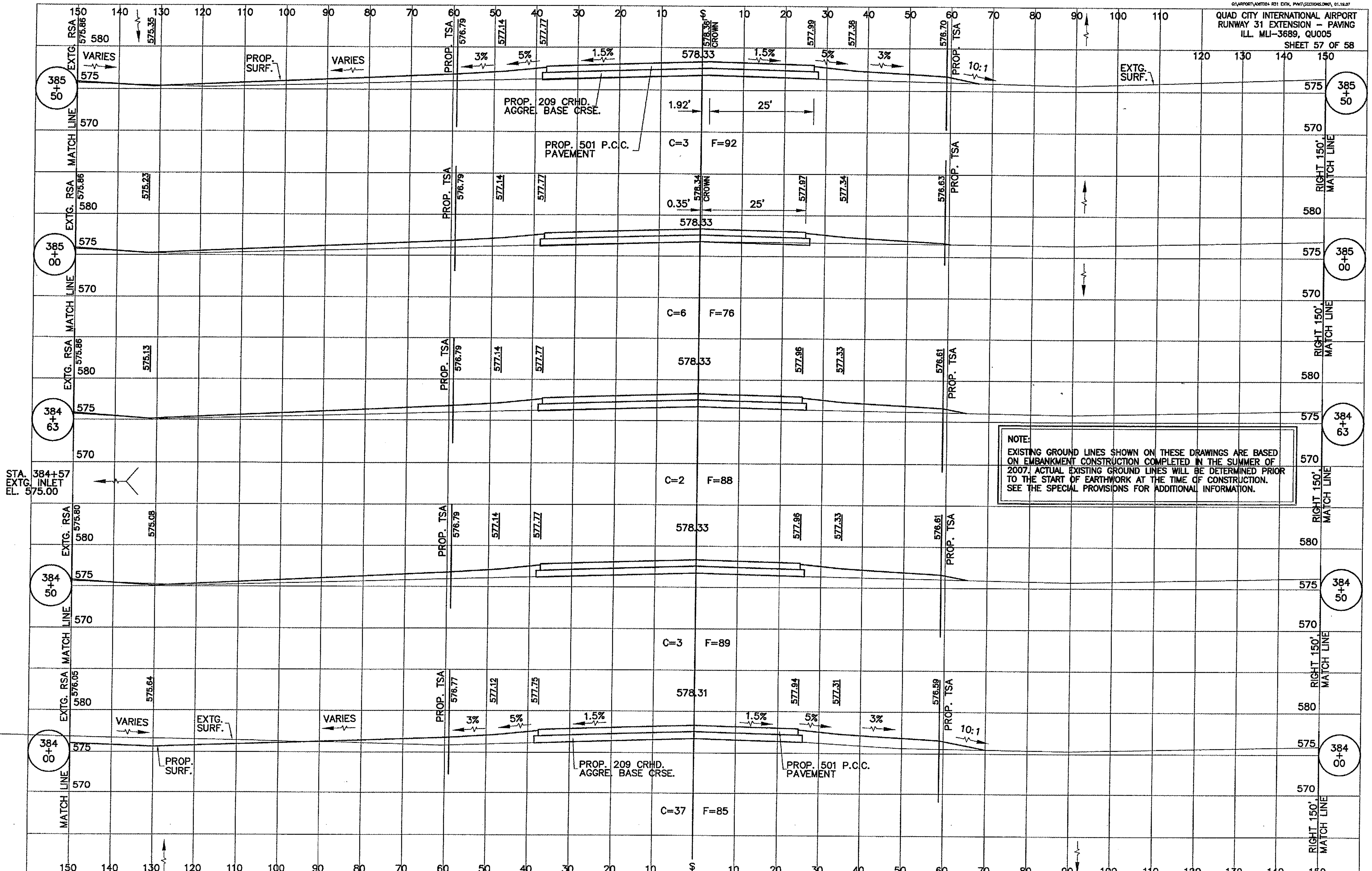

TAXIWAY K CROSS SECTIONS, STA 384+00 TO STA 385+50

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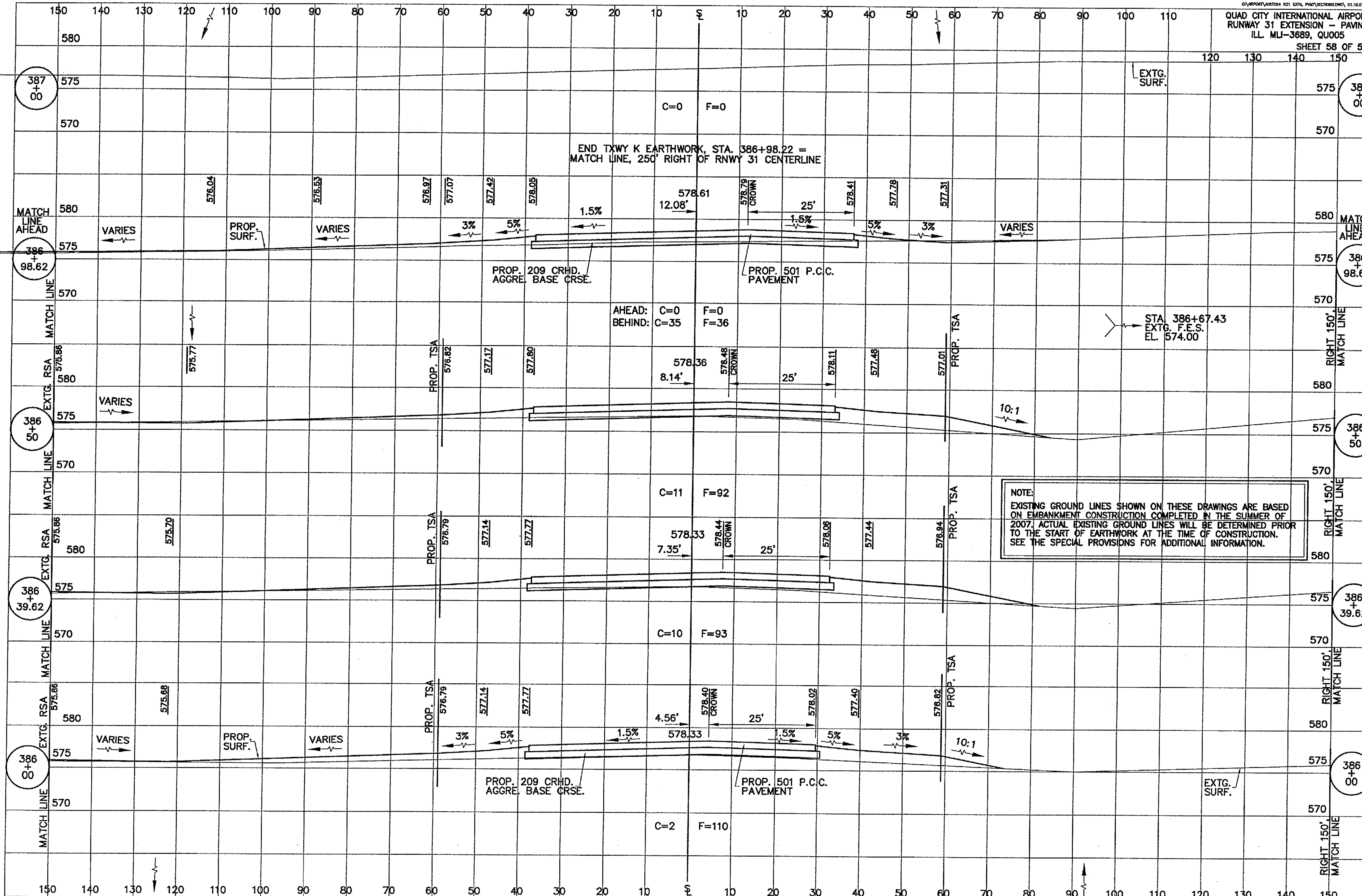

TAXIWAY K CROSS SECTIONS, STA 386+00 TO STA 387+00

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