ITEM 13A

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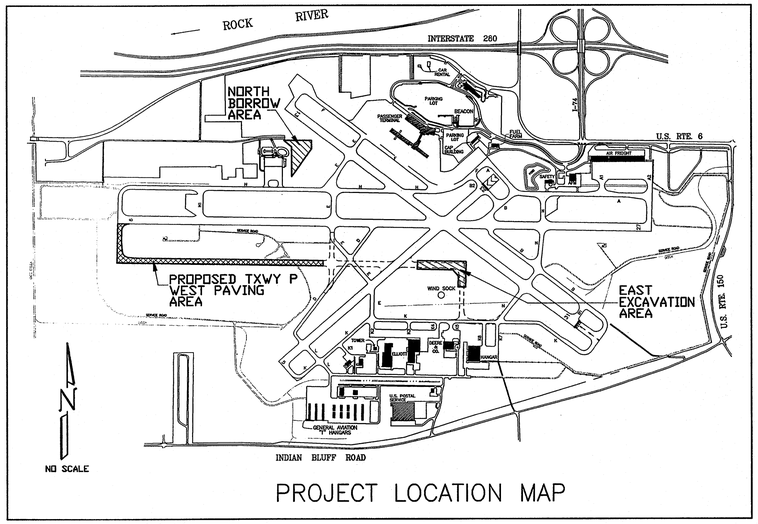
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

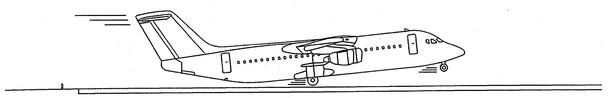
CONSTRUCTION PLANS
FOR
QUAD-CITY INTERNATIONAL AIRPORT
ROCK ISLAND COUNTY, ILLINOIS



PROJECT LOCATION MAP

TAXIWAY P, PHASE III - WEST PAVING

TAXIWAY P (3,867' X 100' AND 645' X 75') PAVEMENT
INCLUDING EARTHWORK, LIGHTING, UNDERDRAINS, MARKING,
GROOVING, UTILITY ADJUSTMENTS AND TURFING.



ILLINOIS PROJECT MLI-3855
A.I.P. PROJECT NO. 3-17-0068-XX
AIRPORT CLASSIFICATION – AIR CARRIER

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

WARNING

CALL BEFORE
YOU DIG

CONSULTING ENGINEERS
MISSMAN, STANLEY & ASSOC.

ENGINEER'S SIGNATURE Dennis Martin
SEALED & SIGNED 6/23/09
DATE OF LICENSE EXPIRATION 11/30/09

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

METROPOLITIAN AIRPORT AUTHORITY
OF ROCK ISLAND COUNTY, ILLINOIS

Bruce Carter
6/25/09 *DATE APPROVED*

JUNE 25, 2009
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 5 KV UG CABLE IN UD	L.F.	9,750	
AR108258	2/C #8 5 KV UG CABLE IN UD	L.F.	630	
AR108825	25 PAIR CONTROL CABLE	L.F.	3,770	
AR109962	RELOCATE ELECTRICAL EQUIPMENT	L.S.	1	
AR110014	4" DIRECTIONAL BORE	L.F.	45	
AR110501	1–WAY CONC. ENCASED DUCT	L.F.	210	
AR110502	2–WAY CONCRETE ENCASED DUCT	L.F.	200	
AR125415	MITL–BASE MOUNTED	EACH	21	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	1	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	3	
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1	
AR125510	MIRL, BASE MOUNTED	EACH	48	
AR125560	RUNWAY DISTANCE REMAINING SIGN	EACH	3	
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	1	
AR125984	REFURBISH TAXI GUIDANCE SIGN	EACH	2	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	129,200	
AR152441	ON–SITE BORROW	C.Y.	20,500	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR156540	RIPRAP	S.Y.	570	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	31,900	
AR209600	GEOTEXTILE FABRIC	S.Y.	53,700	
AR401610	BITUMINOUS SURFACE COURSE	TON	625	
AR501512	12" PCC PAVEMENT	S.Y.	49,800	
AR501530	PCC TEST BATCH	EACH	1	
AR501540	PCC PAVEMENT GROOVING	S.Y.	34,500	
AR602510	BITUMINOUS PRIME COAT	GAL.	700	
AR603510	BITUMINOUS TACK COAT	GAL.	145	
AR620510	PAVEMENT MARKING	S.F.	27,400	
AR701430	30" RCP, CLASS III	L.F.	560	
AR701512	12" RCP, CLASS IV	L.F.	450	
AR701518	18" RCP, CLASS IV	L.F.	290	
AR701710	RCEP SPAN 23 RISE 14	L.F.	410	
AR701900	REMOVE PIPE	L.F.	40	
AR705506	6" PERFORATED UNDERDRAIN	L.F.	9,300	
AR705508	8" PERFORATED UNDERDRAIN	L.F.	100	
AR705901	REMOVE UNDERDRAIN HEADWALL	EACH	2	
AR751411	INLET–TYPE A	EACH	1	
AR751415	INLET–SPECIAL	EACH	3	
AR751550	MANHOLE 5'	EACH	2	
AR751570	MANHOLE – SPECIAL	EACH	16	
AR751943	ADJUST MANHOLE	EACH	3	
AR752412	PRECAST REINFORCED CONC. FES 12"	EACH	2	
AR752430	PRECAST REINFORCED CONC. FES 30"	EACH	2	
AR801614	SUPPLY TAXI GUIDANCE SIGN PANEL	EACH	20	
AR901510	SEEDING	ACRE	61	
AR908513	MULCHING – METHOD 3	ACRE	61	
AR908520	EXCELSIOR BLANKET	S.Y.	1,500	

GENERAL NOTES:

1. MAXIMUM PAY WIDTH FOR 209510 CRUSHED AGGREGATE BASE COURSE 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 AR152410–UNCLASSIFIED EXCAVATION / AR152441–ON–SITE BORROW EXCAVATION ITEMS SHALL INCLUDE ALL COSTS ASSOCIATED WITH EXCAVATION OF SOILS, HAULING OF SOILS, STOCKPILING SOILS, INSTALLATION OF SOILS, COMPACTING 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 908513 MULCHING – METHOD 3 SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE IDOT–DOA SUPPLEMENTAL SPECIFICATIONS FOR HYDRAULIC MULCHING AND IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, METHOD 3 (HYDRAULIC MULCH).
8. ITEM 908520 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.

THIS PROJECT SHALL NOT START UNTIL THE PROPOSED (BY OTHERS) SOIL SURCHARGE HAS CONSOLIDATED THE EXISTING GROUND SOILS AS DETERMINED BY THE RESIDENT ENGINEER. IT IS ANTICIPATED THAT THE CONSTRUCTION OF THIS PROJECT SHALL NOT OCCUR UNTIL THE 2010 CONSTRUCTION SEASON.

THE CONTRACTOR SHALL COMPLETE HIS WORK IN THE EAST EXCAVATION AREA (STA. 647+22 TO STA. 654+30 AND STA. 900+50 TO STA. 905+00) WITHIN 30 WORKING DAYS OF THE CONTRACT NOTICE TO PROCEED DATE.

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010

NUMBERED LEGEND:

1. PROPOSED CONSTRUCTION ENTRANCE TO AIRFIELD (SOUTH OF RUNWAY 9-27) 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.
2. CONTRACTOR TO SUPPLY, INSTALL, AND MAINTAIN CLOSED RUNWAY MARKERS. THE MARKERS AT THESE LOCATIONS SHALL BE INSTALLED AT THE START OF BASE ROCK INSTALLATION. THESE MARKERS SHALL REMAIN IN-PLACE AFTER THIS CONSTRUCTION PROJECT (MLI-3855) HAS BEEN COMPLETED. UPON COMPLETION OF THIS PROJECT, THE MARKERS SHALL BECOME THE PROPERTY OF THE MAA.
3. HAUL ROUTE (A) FOR NORTH BORROW ONLY. SEE SHEET 12 FOR PROPOSED MINIMUM UTILITY PROTECTION ALONG ROUTE. SEE SHEET 4 FOR HAUL ROUTE CONSTRUCTION OPERATION LIMITS.
4. PROPOSED CONSTRUCTION ENTRANCE TO NORTH ON-SITE BORROW AREA (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.
5. CONTRACTOR SUPPLIED TRAFFIC CONTROL GUARD AND TRACTOR BRUSH DURING ALL HAULING OPERATIONS ALONG ROUTE (B). ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTION AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES.
6. HAUL ROUTE (B) FOR EAST EXCAVATION AREA ONLY. SEE SHEET 12 FOR PROPOSED MINIMUM UTILITY PROTECTION ALONG ROUTE. SEE SHEET 6 FOR HAUL ROUTE CONSTRUCTION OPERATION LIMITS.

LEGEND:

- = PROPOSED LIMITS OF EXCAVATION, EMBANKMENT, AND/OR CONSTRUCTION.
- = EXISTING ROAD / SERVICE ROAD
- (A) = PROPOSED CONTRACTOR CONSTRUCTED TEMPORARY HAUL ROUTE. SUPPLY & INSTALL TEMPORARY CULVERTS AS REQUIRED.
- = PROPOSED PAVEMENT BY OTHERS.
- = PROPOSED PAVEMENT BY OTHERS UNDER CONSTRUCTION.
- O = PROPOSED BARRICADES, SEE NOTE 8 ON SHEET 5 AND NOTE 2 ON THIS SHEET.
- = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- = EXISTING RUNWAY RPZ
- = STAGE 1 AREA, T-P, STA. 588+70 TO STA. 627+65.
- = STAGE 2 AREA, INSIDE 9-27 RSA, T-P1 (WEST CONNECTOR), STA. 800+70 TO STA. 802+25.
- = STAGE 3 AREA, ILS AREA, T-P1 (WEST CONNECTOR), STA. 802+25 TO STA. 807+20.
- = NORTH BORROW AREA
- = EAST EXCAVATION AREA, T-P, STA. 647+22 TO STA. 654+20 AND T-P2, STA. 900+50 TO STA. 904+65.
- (1) = PROPOSED LATH LINES


ROCK RIVER
INTERSTATE 280
AIRPORT RD.
RPZ
MTI
REILS
HOME ST.
PROPOSED NORTH BORROW AREA ENTRANCE ROUTE
PROPOSED NORTH BORROW AREA
69th AVE
CAR RENTAL
PARKING LOT
BEACON
PASSENGER TERMINAL
NORTH APRON
PARKING LOT
CAP BUILDING
FUEL FARM
INTERSTATE 74
U.S. RTE. 6
RUNWAY 23 CLOSED RUNWAY MARKING WHEN CONTRACTOR IS CROSSING THE 5-23 RSA DURING HAULING OPERATIONS ALONG ROUTE (B).
AIR FREIGHT
SAFETY
AFM
POND
BARRICADES, ONLY DURING NORTH BORROW HAULING OPERATIONS
PROPOSED HANGAR DEVELOPMENT BY OTHERS
DME
R27 LOCALIZER CRITICAL AREA
R27 LOCALIZER
RUNWAY 9 CLOSED RUNWAY MARKING WHEN CONTRACTOR IS IN THE 9-27 RSA.
BARRICADES, ONLY DURING NORTH BORROW HAULING OPERATIONS
ALTERNATE ROUTE (A) IF APPROVED BY THE MAA
REDUCED RSA DURING CONSTRUCTION
STAGE 2 BARRICADES
STAGE 2
STAGE 3
9 MALSR
R9 GLIDE SLOPE CRITICAL AREA
9 GLIDE SLOPE AND RVR
PROPOSED EDGE OF PVMT.
GS FORMING AREA
STAGE 1
BARRICADES
PROPOSED PAVEMENT BY OTHERS UNDER CONSTRUCTION
CRITICAL POINT # 2
EAST EXCAVATION AREA
WIND SOCK
BARRICADES, ONLY DURING T-P EAST EXCAVATION HAULING OPERATIONS
PROPOSED PAVEMENT BY OTHERS
PROPOSED TAXIWAY P AREA CONSTRUCTION, SEEDING, AND GRADING LIMITS
PROPOSED TEMPORARY CONTRACTOR ACCESS ROUTE TO TAXIWAY P CONSTRUCTION AREA.
RUNWAY 5 CLOSED RUNWAY MARKING WHEN CONTRACTOR IS CROSSING THE 5-23 RSA DURING HAULING OPERATIONS ALONG ROUTE (B).
9 LOCALIZER
27 MALSR
27 GLIDE SLOPE
SERVICE ROAD
RUNWAY 27 CLOSED RUNWAY MARKING WHEN CONTRACTOR IS IN THE 9-27 RSA.
U.S. RTE. 150
CASE CREEK
DITCH
PROPOSED CONSTRUCTION STAGING AREA.
CRITICAL POINT # 4
73rd AVE
47th ST
AIRPORT OWNED INDUSTRIAL PARK
50th ST
PROPOSED CONSTRUCTION ACCESS ROUTE.
77th AVE
L-880 PAPI
TOWER
ELLIOTT
DEERE & CO.
HANGAR
U.S. POSTAL SERVICE
68th ST
GENERAL AVIATION "T" HANGARS
INDIAN BLUFF ROAD
SCALE 0 400 800 FEET

GENERAL NOTES:

1. SEE SHEETS 4, 5 & 6 FOR SAFETY PLAN NOTES, CLOSED RUNWAY MARKING, AND STAGING 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 5 FOR ADDITIONAL INFORMATION.
3. PROPOSED TEMPORARY CONSTRUCTION STAGING / BATCH PLANT AREA EQUIPMENT HEIGHT LIMIT = 50 FEET. AT ALL OTHER LOCATIONS: EQUIPMENT HEIGHT LIMIT = 25 FEET.
4. SEE SHEET 6 FOR CRITICAL POINT DATA TABLE.
5. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

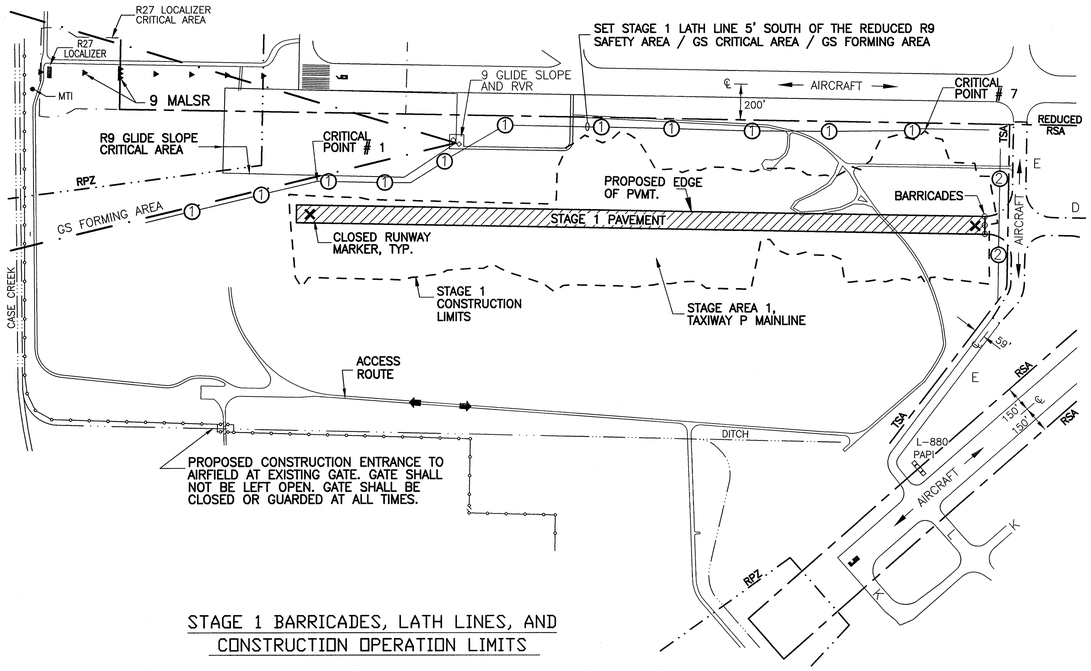
PROPOSED SAFETY PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 4 OF 91

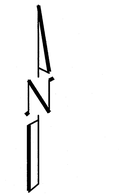
STAGE 1 NOTES:

1. INSTALL STAGE 1 LATH LINE PRIOR TO THE START OF WORK.
2. CONTRACTOR TO REMAIN CLEAR OF ALL AIRFIELD SAFETY / RESTRICTED AREAS.
3. CONTRACTOR TO NOT STOCKPILE MATERIALS ABOVE THE FAA PART 77 CIVIL AIRPORT IMAGINARY SURFACE FOR RUNWAY 9–27 AS DETERMINED BY THE RESIDENT ENGINEER.
4. CONTRACTOR TO REMAIN BELOW (INCLUDING TOP OF CONSTRUCTION EQUIPMENT) THE OFZ SURFACE FOR RUNWAY 9–27 AS DETERMINED BY THE RESIDENT ENGINEER.
5. CONTRACTOR TO REMAIN BELOW (INCLUDING TOP OF CONSTRUCTION EQUIPMENT) THE FAA PART 77 CIVIL AIRPORT IMAGINARY SURFACE FOR RUNWAY 9–27 (AS DETERMINED BY THE RESIDENT ENGINEER) DURING IFR CONDITIONS.
6. SEE HAUL ROUTE CONSTRUCTION LIMITATIONS FOR EARTHWORK SAFETY REQUIREMENTS WHEN HAULING SOILS TO THE STAGE 1 AREA.

○ = PROPOSED BARRICADES



STAGE 1 BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS



0 400 800
SCALE FEET

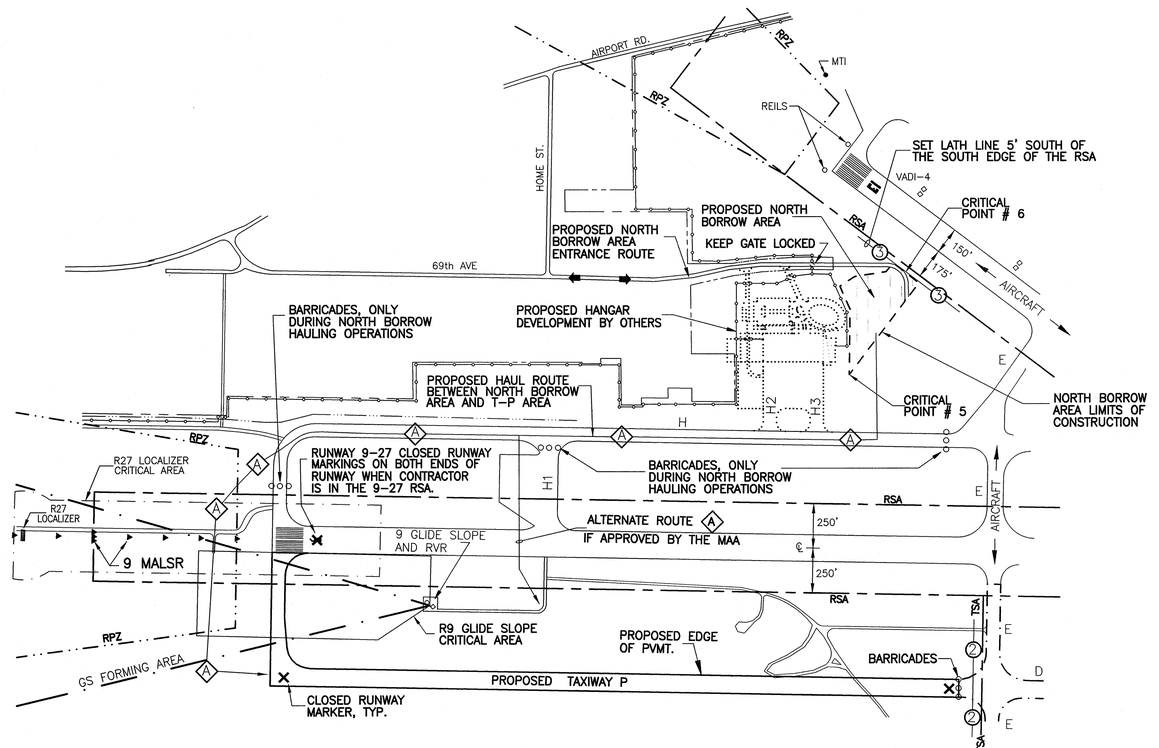
STAGE 1 AIRFIELD STATUS

1. ALL AIRFIELD PAVEMENTS OPEN TO AIRCRAFT.
2. CONTRACTOR SHALL NOT ENTER ANY SAFETY / RESTRICTED AREAS.
3. CONTRACTOR SHALL NOT ENTER THE R9 GLIDE SLOPE CRITICAL / FORMING AREAS.

TEMPORARY HAUL ROUTE (A) NOTES:

1. RUNWAY 9–27 CLOSED RUNWAY MARKINGS IN PLACE ON BOTH ENDS OF RUNWAY WHEN CONTRACTOR IS IN THE R9–27 RSA.
2. RUNWAY 13–31 SHALL BE OPEN TO AIRCRAFT WHEN RUNWAY 9–27 IS CLOSED.
3. CONTRACTOR SHALL MINIMIZE THE TIME SPENT IN THE RUNWAY 9–27 SAFETY AND G.S. CRITICAL AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. THE HAULING OPERATIONS OUT OF THE NORTH BORROW AREA SHALL BE BROKEN DOWN INTO UNITS OF WORK WHICH CAN BE ACCOMPLISHED IN SEPARATE TWO DAY PERIODS. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO STOP WORK AND REOPEN RUNWAY 9–27 / TAXIWAY H AT ANY TIME DURING THE WORK PERIODS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
5. AT THE END OF EVERY WORK PERIOD, THE CONTRACTOR SHALL REMOVE ALL ITEMS FROM THE R9–27 AND TAXIWAY H SAFETY / CRITICAL AREAS, REGRADE THE R9–27 AND TAXIWAY H SAFETY / CRITICAL AREAS AND REOPEN THE R9–27 & T–H PAVEMENTS TO AIRCRAFT TRAFFIC. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

○ = PROPOSED BARRICADES



TEMPORARY HAUL ROUTE (A) BARRICADES AND CONSTRUCTION OPERATION LIMITS

0 400 800
SCALE FEET

TEMPORARY HAUL ROUTE (A) AIRFILED STATUS

1. RUNWAY 9–27 CLOSED TO AIRCRAFT TRAFFIC FOR A SERIES OF NON–CONSECUTIVE TWO DAY PERIODS. THE TWO DAY PERIODS WILL BE SELECTED BY THE MAA BASED ON WEATHER AND AIR TRAFFIC CONDITIONS. RUNWAY 9–27 TO BE OPENED TO AIRCRAFT TRAFFIC BETWEEN THE TWO DAY WORK PERIODS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. TAXIWAY H CLOSED BETWEEN RUNWAY 9–27 AND TAXIWAY E DURING NORTH BORROW HAULING OPERATIONS.
3. RUNWAY 13–31 OPEN TO AIRCRAFT TRAFFIC.
4. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT TRAFFIC.

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/PENALITIES 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 RESIDENT 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 RESIDENT 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 SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

STAGE 2 AIRFIELD STATUS

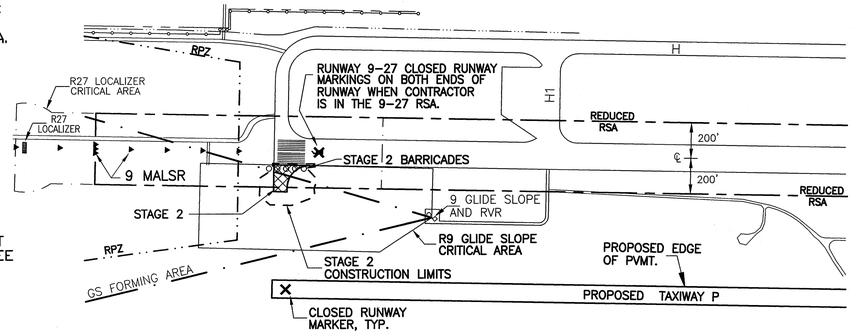
1. RUNWAY 9–27 CLOSED TO AIRCRAFT TRAFFIC FOR A SERIES OF NON–CONSECUTIVE TWO DAY PERIODS. THE TWO DAY PERIODS WILL BE SELECTED BY THE MAA BASED ON WEATHER AND AIR TRAFFIC CONDITIONS. RUNWAY 9–27 TO BE OPENED TO AIRCRAFT TRAFFIC BETWEEN THE TWO DAY WORK PERIODS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. RUNWAY 5–23 AND RUNWAY 13–31 OPEN TO AIRCRAFT TRAFFIC.
3. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT TRAFFIC.
4. RUNWAY 9 GLIIDE SLOPE TURNED OFF BY FAA.

0 400 800
SCALE FEET

○ = PROPOSED BARRICADES

STAGE 2 NOTES:

1. RUNWAY 9–27 CLOSED RUNWAY MARKINGS IN PLACE ON BOTH ENDS OF RUNWAY WHEN CONTRACTOR IS IN THE R9–27 RSA.
2. RUNWAY 13–31 SHALL BE OPEN TO AIRCRAFT WHEN RUNWAY 9–27 IS CLOSED.
3. CONTRACTOR SHALL MINIMIZE THE TIME SPENT IN THE RUNWAY 9–27 SAFETY AND G.S. CRITICAL AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. ALL PROPOSED WORK IN THE STAGE 2 AREA SHALL BE BROKEN DOWN INTO UNITS OF WORK WHICH CAN BE ACCOMPLISHED IN SEPARATE TWO DAY PERIODS. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO STOP WORK AND REOPEN THE RUNWAY AT ANY TIME DURING THE WORK PERIODS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
5. AT THE END OF EVERY WORK PERIOD, CONTRACTOR SHALL REMOVE ALL ITEMS FROM THE SAFETY / CRITICAL AREAS, REGRADE THE SAFETY / CRITICAL AREAS AND REOPEN THE PAVEMENTS TO AIRCRAFT TRAFFIC. RUNWAY 9–27 SHALL BE OPEN TO AIRCRAFT TRAFFIC AT ALL TIMES WHEN THE CONTRACTOR IS NOT IN THE R9–27 SAFETY / CRITICAL AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
6. AS A MINIMUM, THE CONTRACTOR SHALL WORK FOURTEEN HOURS PER DAY UNTIL RUNWAY 9–27 IS REOPENED TO AIRCRAFT TRAFFIC.
7. COMPLETE STAGE 2 WORK AND OPEN RUNWAY 9–27 TO AIRCRAFT TRAFFIC PRIOR TO STARTING STAGE 3.



STAGE 2 BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS

STAGE 3 AIRFIELD STATUS

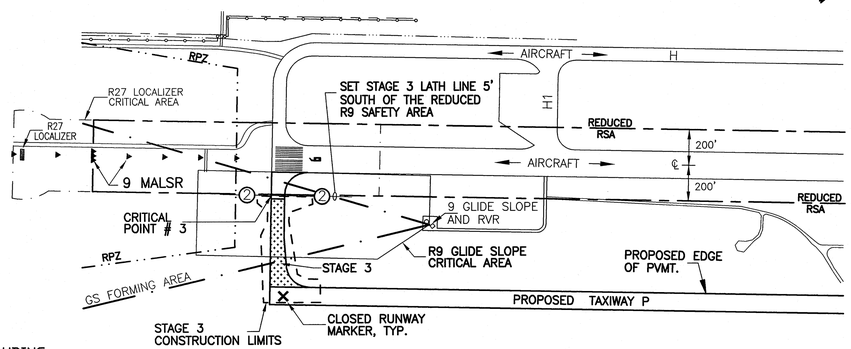
1. ALL AIRFIELD PAVEMENTS OPEN TO AIRCRAFT.
2. CONTRACTOR SHALL NOT ENTER ANY SAFETY AREA.
3. RUNWAY 9 GLIDE SLOPE TURNED OFF BY FAA.

0 400 800
SCALE FEET

○ = PROPOSED BARRICADES

STAGE 3 NOTES:

1. INSTALL STAGE 3 LATH LINE PRIOR TO THE START OF WORK.
2. CONTRACTOR TO REMAIN CLEAR OF ALL AIRFIELD SAFETY AREAS.
3. CONTRACTOR TO NOT STOCKPILE MATERIALS ABOVE THE FAA PART 77 CIVIL AIRPORT IMAGINARY SURFACE FOR RUNWAY 9–27 AS DETERMINED BY THE RESIDENT ENGINEER.
4. CONTRACTOR TO REMAIN BELOW (INCLUDING TOP OF CONSTRUCTION EQUIPMENT) THE OFZ SURFACE FOR RUNWAY 9–27 AS DETERMINED BY THE RESIDENT ENGINEER.
5. CONTRACTOR TO REMAIN BELOW (INCLUDING TOP OF CONSTRUCTION EQUIPMENT) THE FAA PART 77 CIVIL AIRPORT IMAGINARY SURFACE FOR RUNWAY 9–27 (AS DETERMINED BY THE RESIDENT ENGINEER) DURING IFR CONDITIONS.



STAGE 3 BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS

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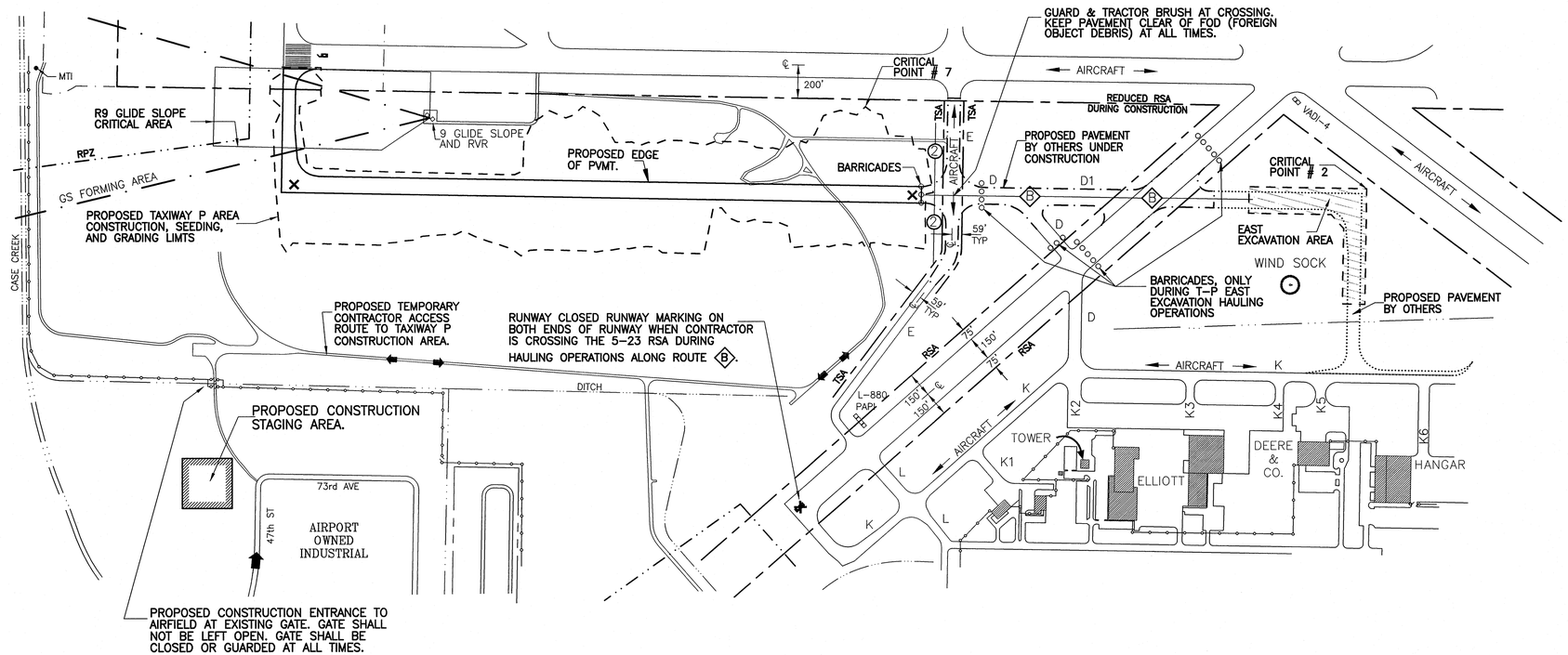
TEMPORARY HAUL ROUTE
Ⓑ AIRFILED STATUS

1. RUNWAY 5–23, TAXIWAY D1, AND TAXIWAY D (BETWEEN RUNWAY 5–23 AND TAXIWAY E) CLOSED TO AIRCRAFT TRAFFIC DURING DAY TIME CONSTRUCTION WORK PERIODS ONLY. THE WORK PERIODS WILL BE SELECTED BY THE MAA BASED ON WEATHER AND AIR TRAFFIC CONDITIONS. RUNWAY 5–23, TAXIWAY D1, AND TAXIWAY D TO BE OPENED TO AIRCRAFT TRAFFIC BETWEEN THE DAY TIME WORK PERIODS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. RUNWAY 9–27 AND RUNWAY 13–31 OPEN TO AIRCRAFT TRAFFIC.
3. TAXIWAY E OPEN TO AIRCRAFT TRAFFIC.
4. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT TRAFFIC.

○ = PROPOSED BARRICADES

TEMPORARY HAUL ROUTE Ⓑ NOTES:

1. RUNWAY 5-23 CLOSED RUNWAY MARKINGS IN PLACE ON BOTH ENDS OF RUNWAY WHEN CONTRACTOR IS HAULING ACROSS THE R5-23 RSA.
2. CONTRACTOR SHALL MINIMIZE THE TIME SPENT IN THE TAXIWAY AND RUNWAY SAFETY AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. PROPOSED HAULING OPERATIONS ACROSS THE SAFETY AREAS SHALL BE BROKEN DOWN INTO UNITS OF WORK WHICH CAN BE ACCOMPLISHED IN SEPARATE DAY TIME WORK PERIODS. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO STOP WORK AND REOPEN THE PAVEMENTS TO AIRCRAFT TRAFFIC AT ANY TIME DURING THE WORK PERIODS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. AT THE END OF EVERY WORK PERIOD, THE CONTRACTOR SHALL REMOVE ALL ITEMS FROM THE RUNWAY AND TAXIWAY SAFETY / CRITICAL AREAS, REGRADE THE SAFETY / CRITICAL AREAS, CLEAN ALL PAVEMENTS, AND REOPEN THE PAVEMENTS TO AIRCRAFT TRAFFIC. THE RUNWAY AND TAXIWAYS SHALL BE OPEN TO AIRCRAFT TRAFFIC AT ALL TIMES WHEN THE CONTRACTOR IS NOT HAULING ACROSS THE SAFETY / CRITICAL AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



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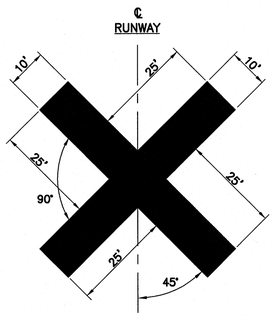
TEMPORARY HAUL ROUTE Ⓑ BARRICADES AND CONSTRUCTION OPERATION LIMITS



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.

CRITICAL POINT DATA					
NUMBER	LOCATION	LATITUDE	LONGITUDE	GROUND ELEVATION	
				EXISTING	PROPOSED
1	NW CORNER OF STAGE 1 AREA	41D 26' 51.56"	90D 31' 35.61"	571'	574.7'
2	NE CORNER OF EAST EXCAVATION AREA	41D 26' 48.93"	90D 30' 11.71"	576'	577.7'
3	NW CORNER OF STAGE 3 AREA	41D 26' 54.96"	90D 31' 37.33"	574'	576.05'
4	NE CORNER OF BATCH PLANT / STAGING AREA	41D 26' 33.24"	90D 31' 41.54"	580'	580'
5	SW CORNER OF NORTH BORROW AREA	41D 27' 05.07"	90D 30' 54.43"	588'	588'
6	NE CORNER OF NORTH BORROW AREA	41D 27' 11.30"	90D 30' 49.82"	586'	586'
7	NORTHERN MOST POINT OF STAGE 1 AREA	41D 26' 54.15"	90D 30' 51.36"	582'	582'

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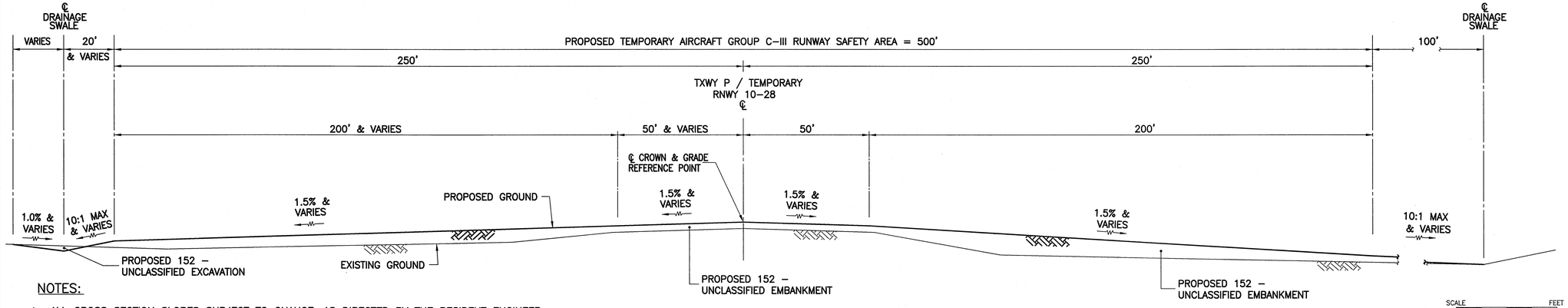
AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III
NON–PRECISION RUNWAY

PROPOSED TYPICAL SECTION – SAFETY AREA EARTHWORK

TAXIWAY P / TEMPORARY RUNWAY 10–28, STA. 588+00 TO STA. 588+98



NOTES:

1. ALL CROSS SECTION SLOPES SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. RIGHT SIDE SAFETY AREA EARTHWORK STARTS AT STA. 588+00, SEE CROSS SECTIONS FOR DETAILS.
3. LEFT SIDE SAFETY AREA EARTHWORK STARTS AT STA. 603+50, SEE CROSS SECTIONS FOR DETAILS.

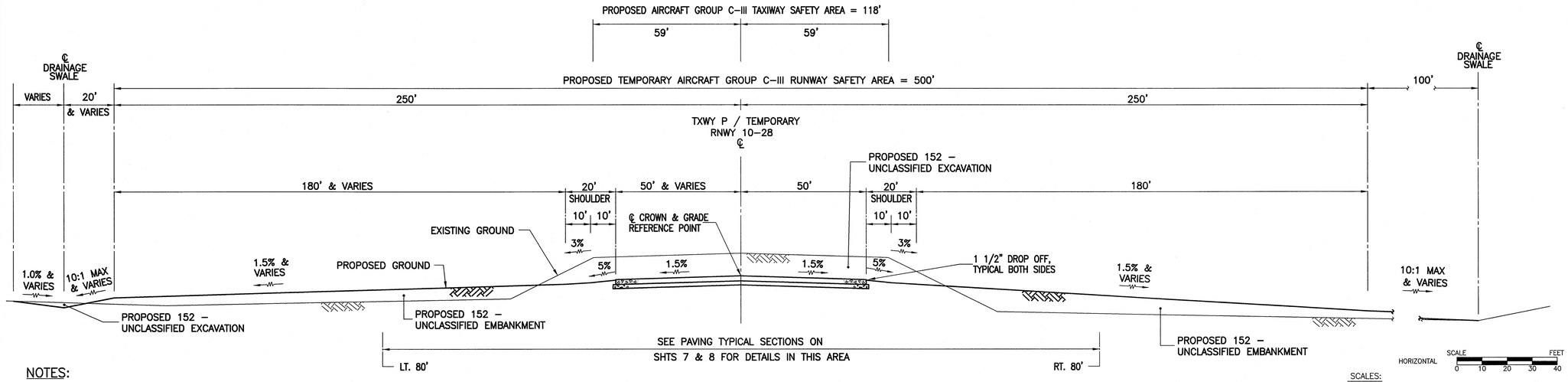
SCALES:

HORIZONTAL SCALE FEET 0 10 20 30 40

VERTICAL SCALE FEET 0 5 10 15 20

PROPOSED TYPICAL SECTION – SAFETY AREA EARTHWORK

TAXIWAY P / TEMPORARY RUNWAY 10–28, STA. 588+98 TO STA. 627+65



NOTES:

1. ALL CROSS SECTION SLOPES SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. LEFT SIDE SAFETY AREA EARTHWORK STARTS AT STA. 603+50, SEE CROSS SECTIONS FOR DETAILS.

SCALES:

HORIZONTAL SCALE FEET 0 10 20 30 40

VERTICAL SCALE FEET 0 5 10 15 20

QUAD CITY INTERNATIONAL AIRPORT
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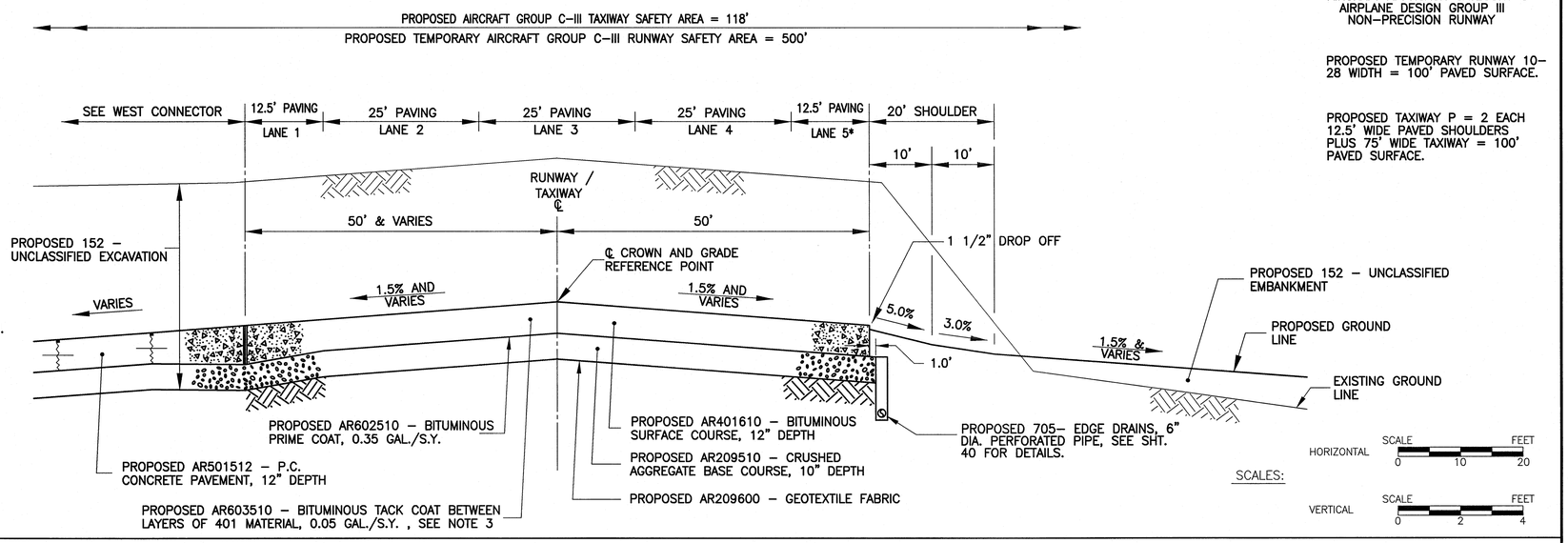
PROPOSED TYPICAL SECTION – BITUMINOUS PAVING

TAXIWAY P / TEMPORARY RUNWAY 10–28, STA. 588+98 TO STA. 590+15

NOTES:

1. SEE SHEET 7 FOR CONTINUATION OF EARTHWORK OUTSIDE OF THE PAVING AREA.
2. * = IF REQUIRED BY THE FAA, A FUTURE PROJECT COULD REMOVE THE OUTSIDE 12.5' LANE (5) TO CREATE A TAXIWAY PAVEMENT WIDTH OF 75'.
3. CONTRACTOR SHALL SPRAY A LIGHT COAT OF 603–BITUMINOUS TACK COAT MATERIALS BETWEEN ALL LAYERS OF BITUMINOUS AS DIRECTED BY THE RESIDENT ENGINEER.
4. THIS BITUMINOUS PAVEMENT IS TEMPORARY AND WILL BE REMOVED DURING A FUTURE PROJECT TO CONVERT PROPOSED TEMPORARY RUNWAY 10–28 INTO PERMANENT TAXIWAY P. TO A LANDING AIRCRAFT PILOT, A ROUNDED END OF PAVEMENT LOOKS LIKE A TAXIWAY. A SQUARE END OF PAVEMENT COULD BE MISTAKEN FOR A RUNWAY THRESHOLD.
5. * = THE LOCATION OF THE BITUMINOUS TO PCC PAVEMENT JOINT IS UNDER REVIEW. FINAL JOINT LOCATION SHALL BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD AT THE TIME OF CONSTRUCTION.

END OF BITUMINOUS PAVEMENT / START OF P.C. CONCRETE PAVEMENT*	
PAVING LANE	BITUMINOUS PAVEMENT LOCATION
1	STA. 588+98 – STA. 589+19
2	STA. 588+98 – STA. 589+31.5
3	STA. 588+98 – STA. 589+47
4	STA. 588+98 – STA. 589+73.5
5	STA. 588+98 – STA. 590+15



AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III
NON–PRECISION RUNWAY

PROPOSED TEMPORARY RUNWAY 10–28 WIDTH = 100' PAVED SURFACE.

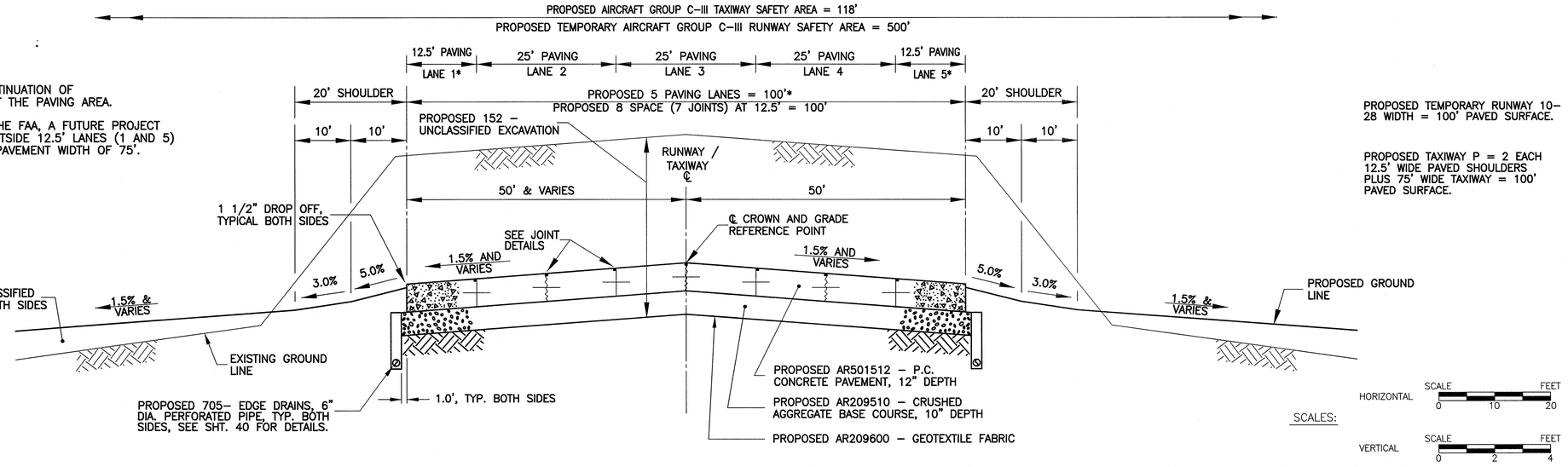
PROPOSED TAXIWAY P = 2 EACH 12.5' WIDE PAVED SHOULDERS PLUS 75' WIDE TAXIWAY = 100' PAVED SURFACE.

PROPOSED TYPICAL SECTION – PCC PAVING

TAXIWAY P / TEMPORARY RUNWAY 10–28, STA. 590+15 TO STA. 612+50

NOTES:

1. SEE SHEET 7 FOR CONTINUATION OF EARTHWORK OUTSIDE OF THE PAVING AREA.
2. * = IF REQUIRED BY THE FAA, A FUTURE PROJECT COULD REMOVE THE OUTSIDE 12.5' LANES (1 AND 5) TO CREATE A TAXIWAY PAVEMENT WIDTH OF 75'.



PROPOSED TEMPORARY RUNWAY 10–28 WIDTH = 100' PAVED SURFACE.

PROPOSED TAXIWAY P = 2 EACH 12.5' WIDE PAVED SHOULDERS PLUS 75' WIDE TAXIWAY = 100' PAVED SURFACE.

TYPICAL SECTIONS

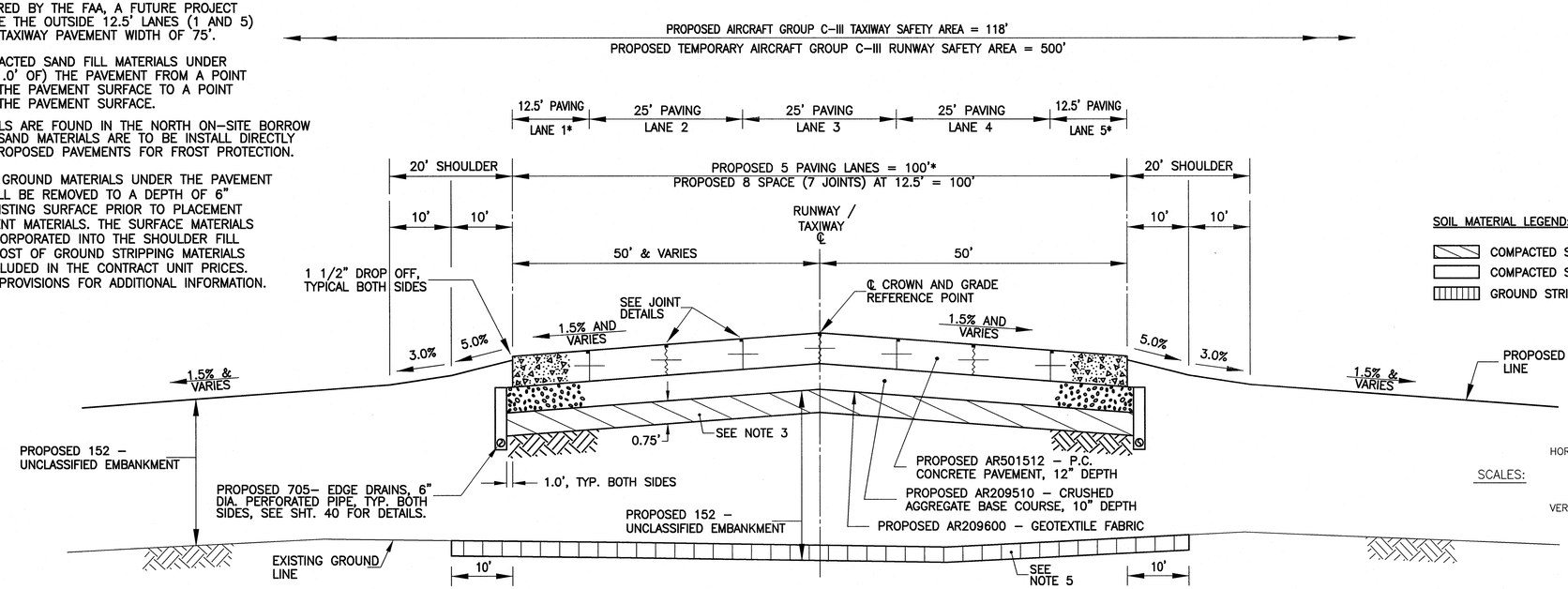
8/91

NOTES:

1. SEE SHEET 7 FOR CONTINUATION OF EARTHWORK OUTSIDE OF THE PAVING AREA.
2. * = IF REQUIRED BY THE FAA, A FUTURE PROJECT COULD REMOVE THE OUTSIDE 12.5' LANES (1 AND 5) TO CREATE A TAXIWAY PAVEMENT WIDTH OF 75'.
3. INSTALL COMPACTED SAND FILL MATERIALS UNDER (AND WITHIN 1.0' OF) THE PAVEMENT FROM A POINT 1.83' BELOW THE PAVEMENT SURFACE TO A POINT 2.58' BELOW THE PAVEMENT SURFACE.
4. SAND MATERIALS ARE FOUND IN THE NORTH ON–SITE BORROW AREA. THESE SAND MATERIALS ARE TO BE INSTALL DIRECTLY BELOW THE PROPOSED PAVEMENTS FOR FROST PROTECTION.
5. THE EXISTING GROUND MATERIALS UNDER THE PAVEMENT SURFACE SHALL BE REMOVED TO A DEPTH OF 6" FROM THE EXISTING SURFACE PRIOR TO PLACEMENT OF EMBANKMENT MATERIALS. THE SURFACE MATERIALS SHALL BE INCORPORATED INTO THE SHOULDER FILL AREAS. THE COST OF GROUND STRIPPING MATERIALS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROPOSED TYPICAL SECTION – PCC PAVING

TAXIWAY P / TEMPORARY RUNWAY 10–28, STA. 612+50 TO STA. 627+65



AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III
NON–PRECISION RUNWAY

PROPOSED TEMPORARY RUNWAY 10–28 WIDTH = 100' PAVED SURFACE.

PROPOSED TAXIWAY P = 2 EACH 12.5' WIDE PAVED SHOULDERS PLUS 75' WIDE TAXIWAY = 100' PAVED SURFACE.

SOIL MATERIAL LEGEND:

- COMPACTED SAND FILL MATERIALS
- COMPACTED SAND OR CLAY FILL MATERIALS
- GROUND STRIPPING MATERIALS

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

NOTES:

1. PAVEMENT, BASE ROCK, FINAL GRADING, ETC. IN THIS AREA BY OTHERS (T–P, PHASE IV – EAST PAVING, MLI–3873).
2. * = T–P, STA. 647+21.7 TO STA. 653+22.4 LEFT SIDE: 50'.
   T–P, STA. 647+21.7 TO STA. 653+22.4 RIGHT SIDE: 50' & VARIES.
   T–P2, STA. 900+50 TO STA. 905+00 LEFT SIDE: 37.5'.
   T–P2, STA. 900+50 TO STA. 905+00 RIGHT SIDE: 37.5' & VARIES.
3. STA. 647+50 TO STA. 649+18 ONLY:
   THE CONTRACTOR SHALL REMOVE THE EXISTING CLAY SOIL SURCHARGE AS SHOWN. AFTER THE CONTRACTOR HAS REMOVED THE EXISTING CLAY SURCHARGE SOILS, HE SHALL STOCKPILE SAND MATERIALS FROM THE NORTH BORROW AREA AS SHOWN. THE STOCKPILED SAND MATERIALS WILL BE USED BY OTHERS.
4. IF THE SAME CONTRACTOR IS AWARDED BOTH THE PHASE III AND PHASE IV PAVING CONTRACTS, THE SAND WILL BE COMPACTED IN ITS FINAL LOCATION, BETWEEN THE EAST EDGE OF R5–23 TO STA. 647+20 AND STA. 909+95 TO STA. 910+31.28 PER NOTE 5 ABOVE. THE SAND STOCKPILE AREA WILL BE DELETED.

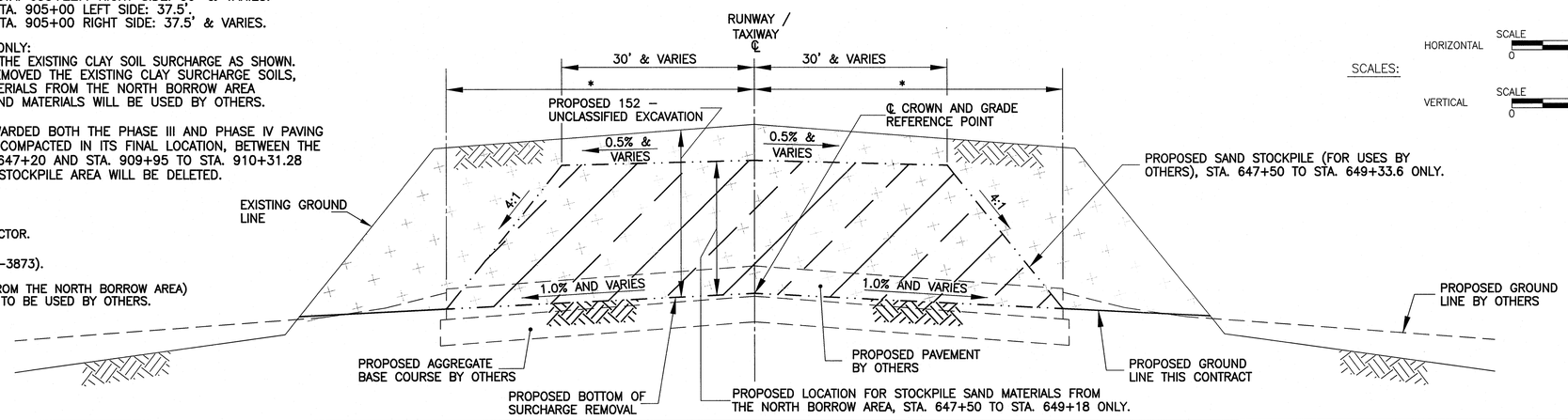
SOIL EXCAVATION LEGEND:

- EXCAVATION BY THIS CONTRACTOR.
- EXCAVATION BY OTHERS (MLI–3873).
- SAND TO BE STOCKPILED (FROM THE NORTH BORROW AREA) BY THIS CONTRACTOR. SAND TO BE USED BY OTHERS.

PROPOSED TYPICAL SECTION – SURCHARGE EXCAVATION

TAXIWAY P / TEMPORARY RUNWAY 10–28, STA. 647+21.7 TO STA. 653+29.4

TAXIWAY P, SURVEY LINE P2, STA. 900+50 TO STA. 905+00



THE CONTRACTOR SHALL COMPLETE HIS WORK IN THE EAST EXCAVATION AREA (STA. 647+22 TO STA. 654+30 AND STA. 900+50 TO STA. 905+00) WITHIN 30 WORKING DAYS OF THE CONTRACT NOTICE TO PROCEED DATE.

SCALES:

HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
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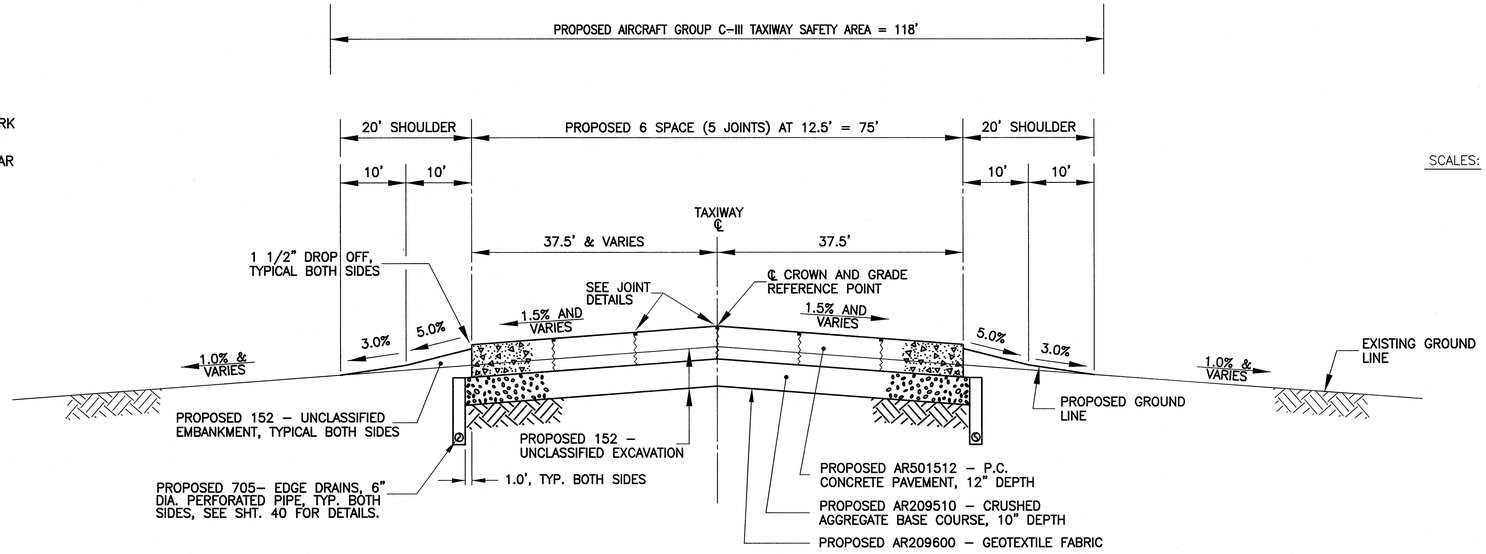
AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III

PROPOSED TYPICAL SECTION – PCC PAVING

SURVEY LINE P1 (WEST CONNECTOR), STA. 800+74.76 TO STA. 802+25

NOTES:

1. SEE CROSS SECTIONS FOR EARTHWORK OUTSIDE OF THE 20' SHOULDER.
2. INSTALL PAVING LANES PERPENDICULAR TO SURVEY LINE IN THIS AREA.



SCALES:

HORIZONTAL SCALE FEET 0 10 20

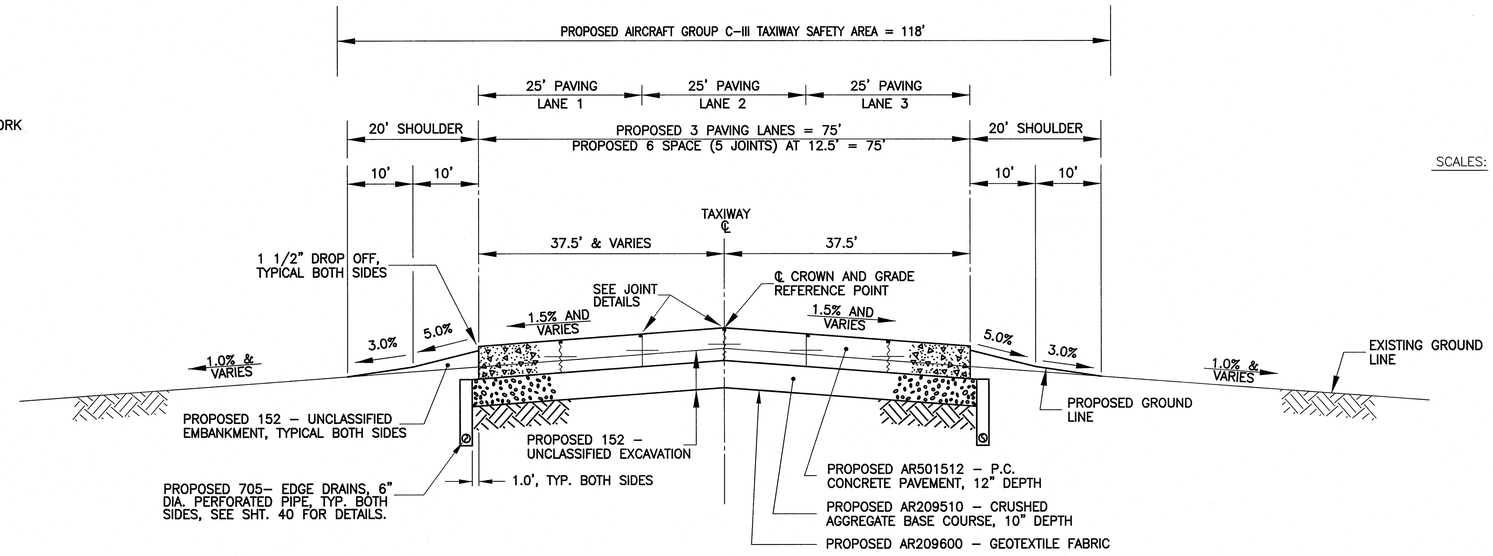
VERTICAL SCALE FEET 0 2 4

PROPOSED TYPICAL SECTION – PCC PAVING

SURVEY LINE P1 (WEST CONNECTOR), STA. 802+25 TO STA. 807+20

NOTES:

1. SEE CROSS SECTIONS FOR EARTHWORK OUTSIDE OF THE 20' SHOULDER.
2. INSTALL PAVING LANES PARALLEL TO SURVEY LINE IN THIS AREA.



SCALES:

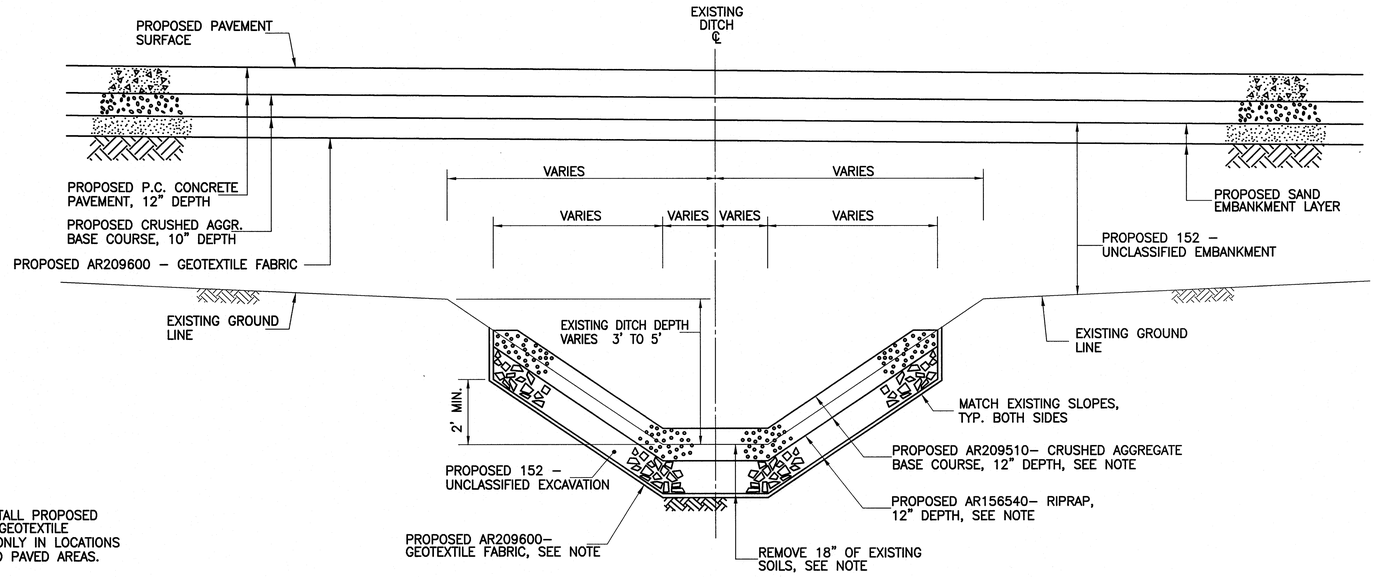
HORIZONTAL SCALE FEET 0 10 20

VERTICAL SCALE FEET 0 2 4

TYPICAL SECTIONS

10/91

PROPOSED TYPICAL SECTION
EXISTING DITCH TO BE ABANDONED IN PLACE
STA. 622+80, LT. & RT.



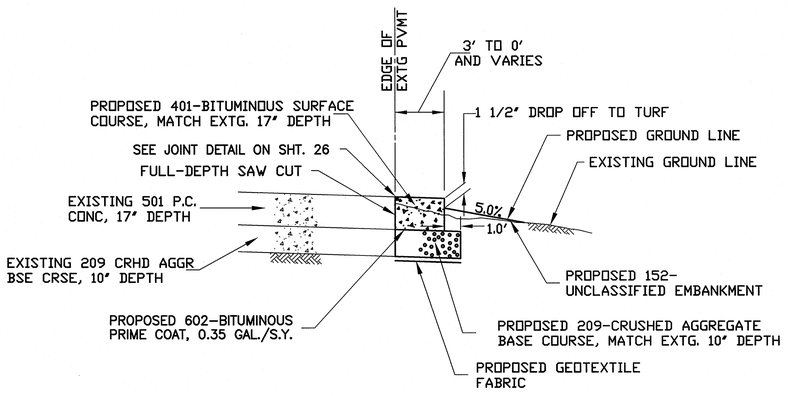
NOTE:

REMOVE EXISTING SOIL MATERIALS AND INSTALL PROPOSED CRUSHED AGGREGATE BASE, RIP RAP AND GEOTEXTILE FABRIC IN BOTTOM OF ABANDONED DITCH ONLY IN LOCATIONS UNDER (OR WITHIN 10' OF) THE PROPOSED PAVED AREAS.

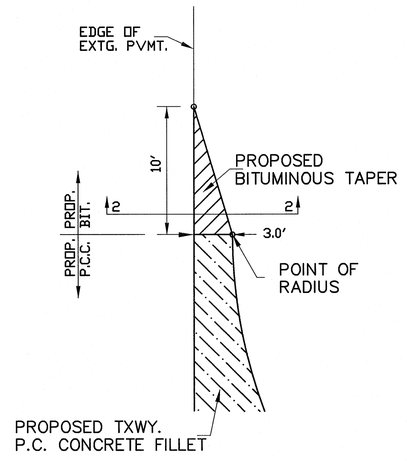
SCALES:

HORIZONTAL SCALE FEET 0 5 10

VERTICAL SCALE FEET 0 2 4



SECTION 2–2



PLAN VIEW
BITUMINOUS TAPER

TYPICAL SECTION
BITUMINOUS TAPER AT EDGE OF RNWY :
SURVEY LINE P1 (WEST CONNECTOR), STA. 800+75, LT.

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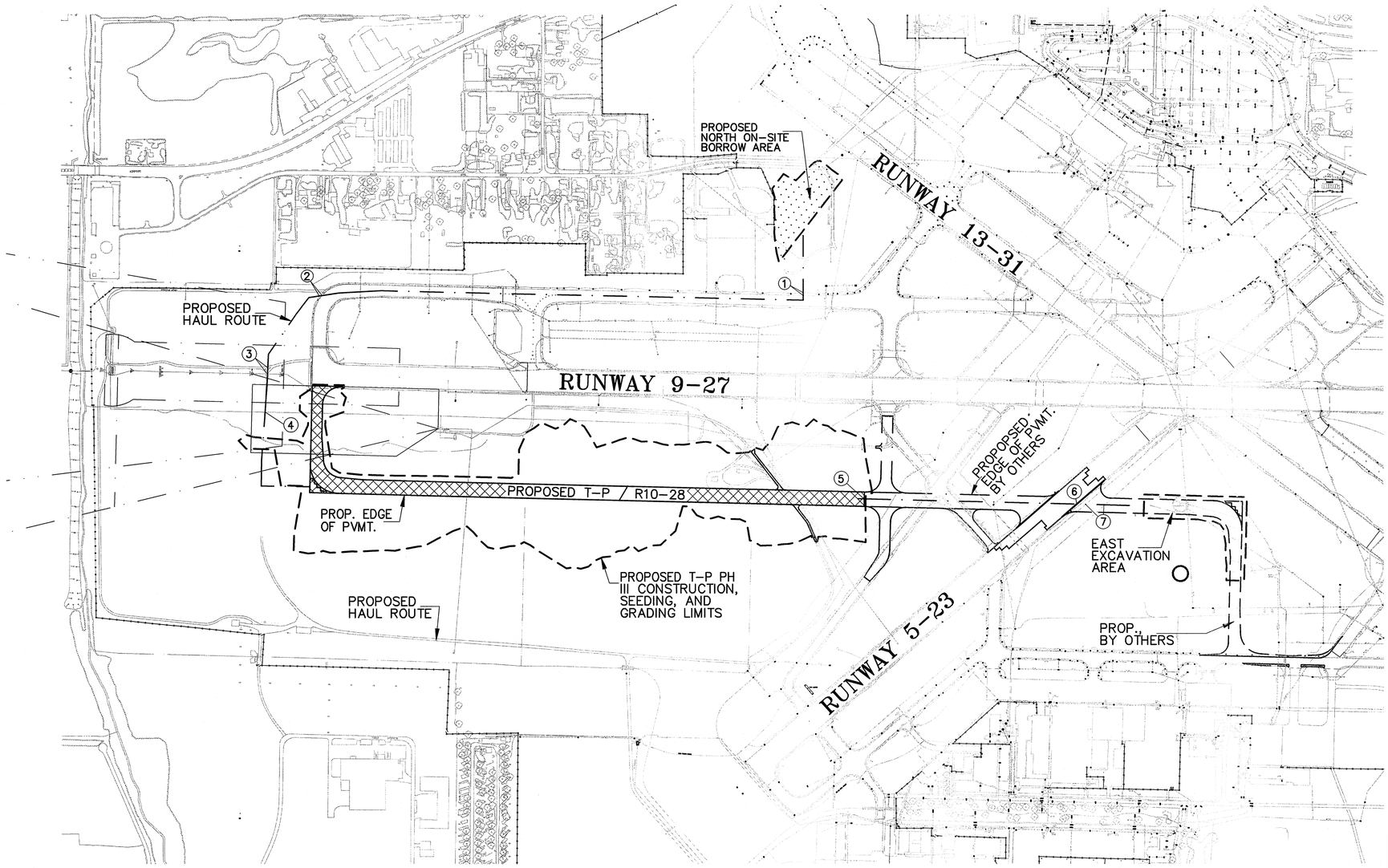
ILL. MLI-3855, QU010
SHEET 12 OF 91



N

SCALE FEET
0 400

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 BY OTHERS
- PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
- PROPOSED HAUL ROUTE
- ① PROPOSED UTILITY PROTECTION LOCATION NUMBER.
- PROPOSED NORTH ON-SITE BORROW AREA.
- PROPOSED PHASE III PAVEMENT, MLI-3855.
- PROPOSED EAST EXCAVATION AREA.

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199823.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TOP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS [2] – [7] N1741569.4966, E2200420.1701 STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □ , SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □ HOLD SIGN BASE, NE COR, S SIDE R9, N1741775.92035, E2203365.21359 STATION 144+70.44, RT. 113.99'

PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
5	STA. 108+94.45, RT. 339.57' N1741638.7660, E2199784.7412	580.05	
7	STA. 121+74.76, RT. 449.70' N1741496.8955, E2201061.9416	577.67	
8	STA. 127+73.19, RT. 413.69' N1741518.2450, E2201661.0745	579.45	
13	STA. 143+25.87, RT. 1163.46' N1740729.9858, E2203194.7470	574.40	1/2" REBAR
2000	STA. 107+69.21, LT. 736.44' N1742717.7720, E2199686.1370	587.72	SPK

NOTES:

1. SEE PLAN & PROFILE SHEETS FOR LOCATION OF EXISTING UNDERGROUND ELECTRICAL AND FIELD TILES.
2. CONTRACTOR SHALL REPAIR OR REPLACE ANY IMPROVEMENTS DAMAGED DURING CONSTRUCTION AT HIS OWN EXPENSE.

PROPOSED MINIMUM UTILITY PROTECTION*		
LOCATION NUMBER	UTILITY DESCRIPTION	MINIMUM PROTECTION
①	EDGE LIGHT CABLE / EDGE OF PCC PVMT	STEEL PLATES
②	EDGE LIGHT CABLE / EDGE OF PCC PVMT	STEEL PLATES
③	MALSR CABLE / SERVICE ROAD	STEEL PLATES
④	LOCALIZER CONTROL CABLE	STEEL PLATES
⑤ & ⑥	EDGE OF PAVEMENT	STEEL PLATES
⑦	FAA CONTROL CABLE AND MAA CONTROL CABLE (2 LOCATIONS)	STEEL PLATES

* = MINIMUM THICKNESS OF ALL STEEL PLATES = 1" (ONE INCH), ALL STEEL PLATES TO HAVE A MINIMIM OF 3" SOIL COVER TO HOLD PLATES IN PLACE.

PROJECT AREA PLAN

12/91

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TAXIWAY P, PHASE III – WEST PAVING
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TEMPORARY RUNWAY 10–28 RSA (1,000' X 500')

N

PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
5	STA. 108+94.45, RT. 339.57' N1741638.7660, E2199784.7412	580.05	
7	STA. 121+74.76, RT. 449.70' N1741496.8955, E2201061.9416	577.67	
8	STA. 127+73.19, RT. 413.69' N1741518.2450, E2201661.0745	579.45	
13	STA. 143+25.87, RT. 1163.46' N1740729.9858, E2203194.7470	574.40	1/2" REBAR
2000	STA. 107+69.21, LT. 736.44' N1742717.7720, E2199686.1370	587.72	SPK

770' TXWY. ℄ TO RNWY. ℄

℄ 582 583 584 585 586 587 588 589 590 591 592 ℄

EXTENDED TAXIWAY P ℄

EXISTING ROAD REMOVED BY OTHERS

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

TEMPORARY RUNWAY 10–28 RSA (1,000' X 500')

PROPOSED SURVEY LINE P1

37.5' 52.5' 130' R 200' R

PROPOSED EDGE OF PAVEMENT

P.R. STA. 591+18.00, LT. 190.0'

P.R. STA. 590+98.00, LT. 150.0'

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

150'

R.P. STA. 591+18.00, LT. 60'

P.I. STA. 592+68.00, LT. 50'

PROP TEMP TXWY H

806 807

60' 50'

PROPOSED AR401610 BITUMINOUS PAVEMENT, SEE NOTE 5 ON SHT. 8

MEET EXTG. GROUND, STA. 588+71.9, EL. 577.32'

PROPOSED EDGE OF PCC PVMT., SEE JOINT PLAN FOR DETAILS AND NOTE 5 ON SHT. 8

90D

FUTURE EDGE OF TAXIWAY

PROPOSED T-P / R10-28

50' 50'

PROPOSED END OF PAVEMENT, STA. 588+98, EL. 577.50'

STA. 589+35.50, TXWY P= STA. 807+70.00, SURVEY LINE P1, PROPOSED PVMT. EL. 577.61'

PROPOSED EDGE OF PAVEMENT

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 REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED AR401610 BITUMINOUS PAVEMENT

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE CDR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TOP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE CDR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS [S] – [7] N1741569.4966, E2200420.1701 STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □, SE CDR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □, HOLD SIGN BASE, NE CDR, S SIDE R9, N1741775.92035, E2203365.21359 STATION 144+70.44, RT. 113.99'

SCALE FEET HORZ 0 40

SCALE FEET VERT 0 4

STA. 589+47

VPI STA=588+98
VPI EL=577.50'
CURVE LEN=00'
E=0.00'

BIT. PVMT. PCC PVMT.

EXISTING GRADE LINE ALONG TAXIWAY P EXTENDED CENTERLINE

TEMPORARY RUNWAY 10–28 PART 77 34:1 APPROACH SURFACE

EXISTING GRADE LINE ALONG TAXIWAY P CENTERLINE

PROPOSED TEMPORARY 401 BIT. WEDGE, 12" OF 401 BIT., STA. 588+98 TO STA. 589+47, SEE NOTE 5 ON SHT. 8

PROPOSED PAVEMENT PROFILE ALONG TAXIWAY P CENTERLINE

0.2938%

PROPOSED END OF PAVEMENT, STA. 588+98, EL. 577.50'

MEET EXTG. GROUND, STA. 588+71.9, EL. 577.32'

0.691%

PROPOSED AR501512 – P.C. CONCRETE PAVEMENT, 12" DEPTH

PROPOSED AR209600–GEOTEXTILE FABRIC

PROPOSED AR209510 – CRUSHED AGGREGATE BASE COURSE, 10" DEPTH

584 580 576 572 568 564

CENTERLINE ELEVATIONS	573.22	573.40	573.58	573.76	573.94	574.12	574.30	574.48	574.67	574.90	575.16	575.44	575.72	575.99	576.27	576.55	576.82	577.10	577.38	577.56	577.68	577.80	577.92	578.03	578.15	578.27	578.39	578.50	578.62
	579.29	582.13	582.25	582.36	582.48	582.60	582.72	582.84	582.95	583.07	583.19																		

581+60 582+40 583+20 584+00 584+80 585+60 586+40 587+20 588+00 588+80 589+60 590+40 591+20 592+00 592+80

TAXIWAY P PLAN & PROFILE, STA 581+80 TO STA 592+60

13/91

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TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 14 OF 91

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.59'
TBM K	578.34	TOP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS [2] – [7] N1741569.4966, E2200420.1701 STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □ , SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □ , HOLD SIGN BASE, NE COR, S SIDE R9, N1741775.92035, E2203365.21359 STATION 144+70.44, RT. 113.99'

N

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

770' TXWY. ℄ TO RNWY. ℄

P.I. STA. 592+ 68.00, LT. 50'

50'

50'

℄ 593 594 595 596 597 598 599 600 601 602 603 ℄

PROPOSED TAXIWAY P ℄

PROPOSED EDGE OF PAVEMENT

PROPOSED EDGE OF PAVEMENT

50'

50'

DO NOT DISTURB EXISTING MID–AMER. POWER CABLE. PROTECT EXISTING CABLE FROM DAMAGE.

PROPOSED ONE–WAY DUCT BANK FOR FUTURE USE BY UTILITY COMPANY (TO REPLACE EXISTING ONE PHASE POWER CABLE). PROPOSED MINIMUM COVER = 42 INCHES. SEE SHT. 40 FOR DETAILS.

UG POWER CABLE

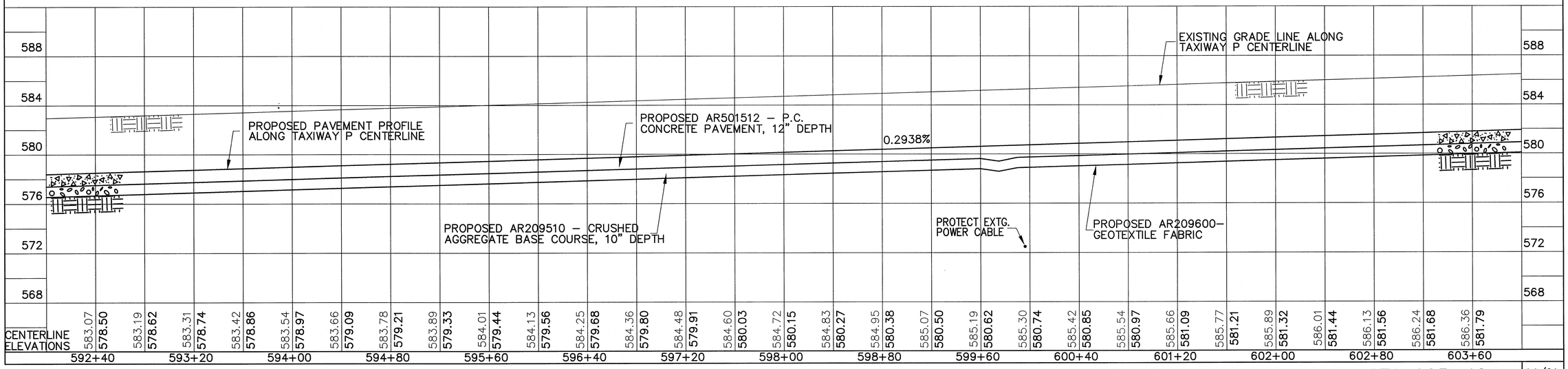
PROPOSED
T-P / R10-28

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 REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED AR401610 BITUMINOUS PAVEMENT

PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
5	STA. 108+94.45, RT. 339.57' N1741638.7660, E2199784.7412	580.05	
7	STA. 121+74.76, RT. 449.70' N1741496.8955, E2201061.9416	577.67	
8	STA. 127+73.19, RT. 413.69' N1741518.2450, E2201661.0745	579.45	
13	STA. 143+25.87, RT. 1163.46' N1740729.9858, E2203194.7470	574.40	1/2" REBAR
2000	STA. 107+69.21, LT. 736.44' N1742717.7720, E2199686.1370	587.72	SPK

SCALE FEET
HORZ 0 40
SCALE FEET
VERT 0 4



TAXIWAY P PLAN & PROFILE, STA 592+60 TO STA 603+40

14/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
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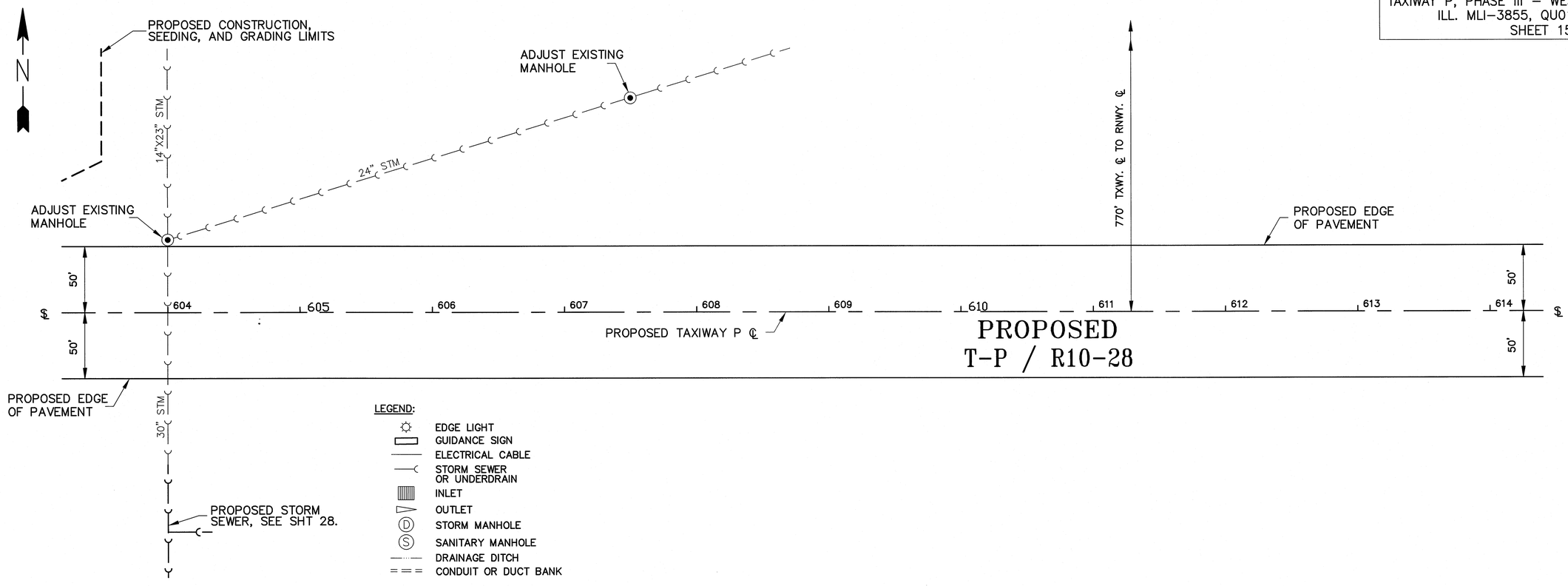
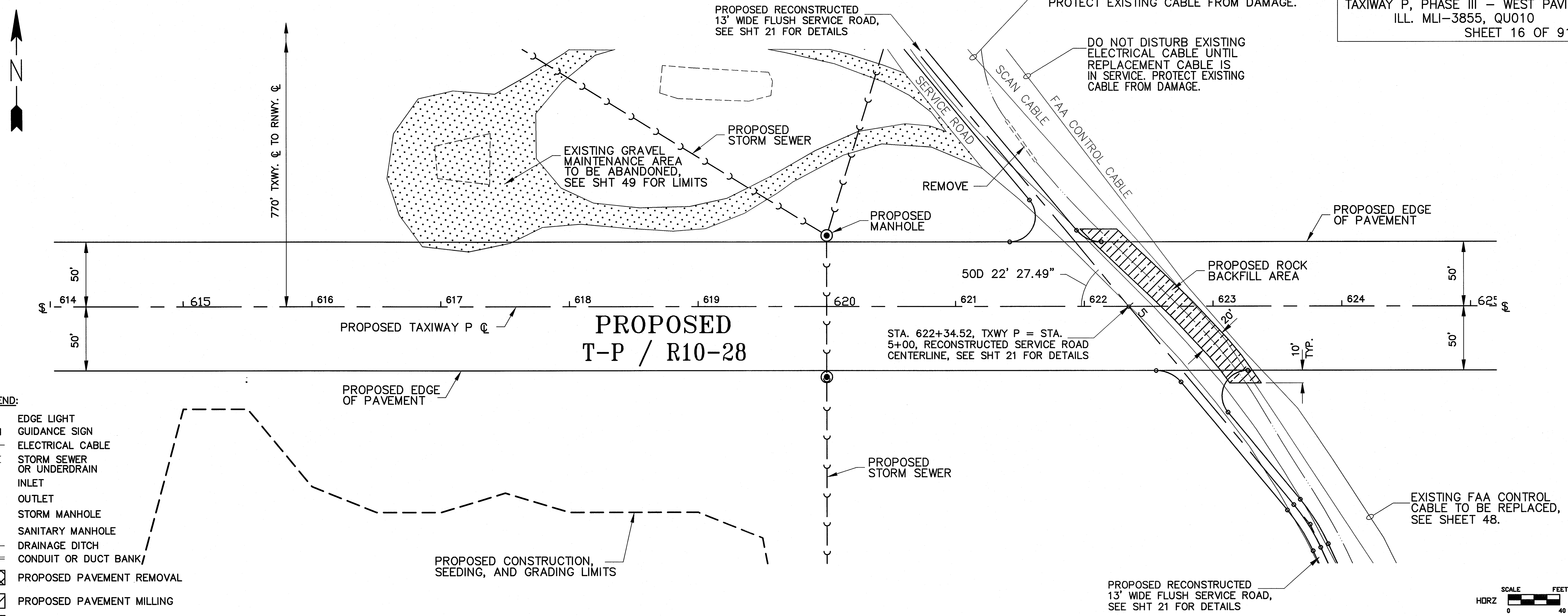


TAXIWAY P PLAN & PROFILE, STA 603+40 TO STA 614+20

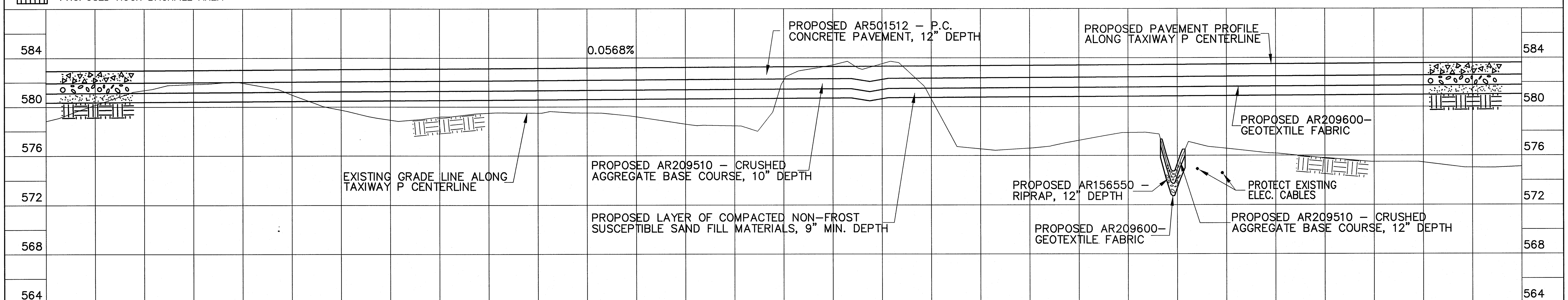
15/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 16 OF 91



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 REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED AR401610 BITUMINOUS PAVEMENT
- PROPOSED ROCK BACKFILL AREA



CENTERLINE ELEVATIONS

Station	Existing	Proposed
614+00	580.2	582.95
	581.4	582.98
614+80	581.9	583.00
	581.9	583.02
615+60	581.0	583.05
	579.8	583.07
616+40	578.9	583.09
	579.2	583.11
617+20	579.5	583.14
	579.5	583.16
618+00	579.5	583.18
	579.2	583.20
618+80	578.6	583.23
	578.4	583.25
619+60	582.2	583.27
	583.4	583.29
620+40	583.5	583.32
	580.6	583.34
621+20	576.6	583.36
	576.6	583.39
622+00	577.2	583.41
	577.9	583.43
622+80	574.9	583.45
	576.6	583.48
623+60	576.2	583.50
	575.8	583.52
624+40	575.5	583.54
	575.4	583.57
625+20	575.0	583.59

TAXIWAY P PLAN & PROFILE, STA 614+20 TO STA 625+00

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QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
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N

770' TXWY. ℄ TO RNWY. ℄

PROPOSED EDGE OF PAVEMENT BY OTHERS

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

PROPOSED STM. SEW. BY OTHERS

PROPOSED MANHOLE BY OTHERS

PROPOSED PH. III EDGE OF PAVEMENT

END PHASE III PAVEMENT, MEET PROPOSED PAVEMENT BY OTHERS, STA. 627+65, EL. 583.73'

PROPOSED T-P / R10-28

PROPOSED PH. III EDGE OF PAVEMENT

STA. 629+13.94, TXWY P = STA. 857+70, RELOCATED TXWY D/E, PROP, PVMT. EL. 583.81'

PROPOSED MANHOLE BY OTHERS

PROPOSED RELOCATED TXWY E (BY OTHERS)

PROPOSED MANHOLE BY OTHERS

PROPOSED STM. SEW. BY OTHERS

PROPOSED TAXIWAY P ℄

PROPOSED EDGE OF PAVEMENT BY OTHERS

PROPOSED EDGE OF PAVEMENT BY OTHERS

UG CABLES

6'UD

EXISTING T-E

EXTG. T-D

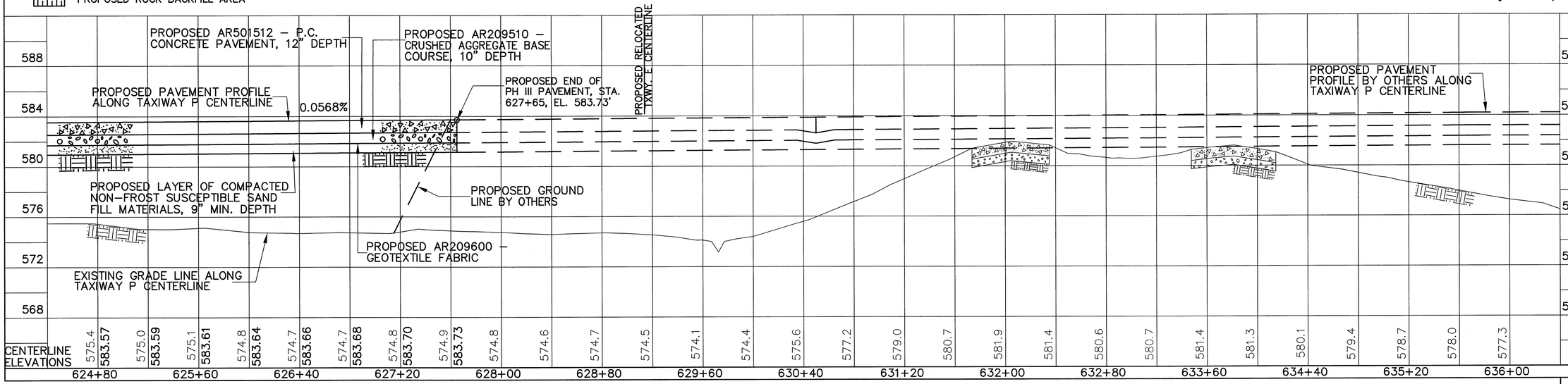
EXISTING EDGE OF PAVEMENT

PROPOSED RELOCATED TAXIWAY D ℄ BY OTHERS

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 REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED AR401610 BITUMINOUS PAVEMENT
- PROPOSED ROCK BACKFILL AREA

SCALE FEET
HORZ 0 40
SCALE FEET
VERT 0 4



TAXIWAY P PLAN & PROFILE, STA 625+00 TO STA 635+80

17/91

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QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
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THE CONTRACTOR SHALL COMPLETE HIS WORK IN THE EAST EXCAVATION AREA (STA. 647+22 TO STA. 654+30 AND STA. 900+50 TO STA. 905+00) WITHIN 30 WORKING DAYS OF THE CONTRACT NOTICE TO PROCEED DATE.

N

770' TXWY. ℄ TO RNWY. ℄

18" ST

15" ST

EXISTING WIND CONE & CIRCLE MARKERS TO BE REMOVED BY OTHERS

MEET EXISTING, STA. 647+21.7, EL 580.47'

PROPOSED SAND STOCKPILE, STA. 647+50 TO 649+18

PROPOSED EDGE OF PAVEMENT BY OTHERS

PROPOSED TEMPORARY RUNWAY 10–28 RSA (1,000' X 500')

EXTG. 8" SAN. SEW. TO BE RELOCATED BY OTHERS

STA. 653+62.50, TXWY P = STA. 900+00, SURVEY LINE P2, EL. 578.56'

R 13-31

UG

PROPOSED SAN. MANHOLE BY OTHERS

50'

50'

℄

647 648 649 WINDSOCK 650 651 652 653 654 655 656 657 ℄

PROPOSED T-P / R10-28

PROPOSED TAXIWAY P ℄

90D

PROPOSED END OF PAVEMENT BY OTHERS, STA. 654+00

FUTURE EDGE OF TAXIWAY

MEET EXISTING, STA. 654+29.6, EL 578.36'

P.R. STA. 651+ 80.00, RT. 60.0'

POWER CABLE

50'

R31 RSA

WST

EXISTING ABANDONED WST TO BE REMOVED

PROPOSED EDGE OF PAVEMENT BY OTHERS

STA. 650+ 30.00, RT. 50.0'

150'

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

R.P. STA. 652+ 00.00, RT. 150.0'

200' R

R.P. STA. 651+ 80.00, RT. 190.0'

130' R

PROPOSED TXWY P

901

37.5'

PROPOSED 8" SAN SEW BY OTHERS

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

PROPOSED SURVEY LINE P2

℄

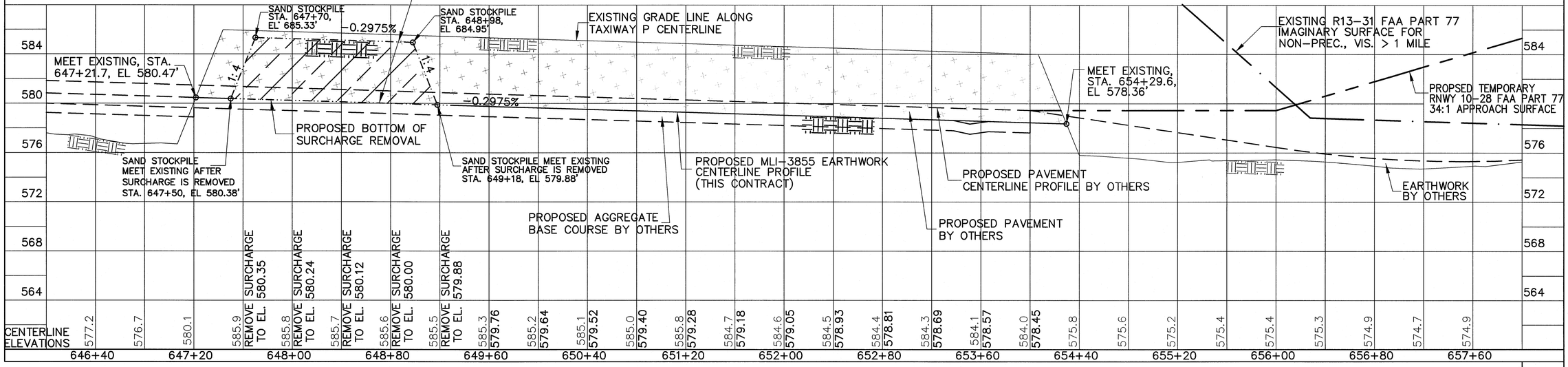
PROPOSED TEMPORARY RUNWAY 10–28 RSA (1,000' X 500')

SCALE FEET
HORZ 0 40
SCALE FEET
VERT 0 4

LEGEND:
- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK

SOIL EXCAVATION LEGEND:
- EXCAVATION BY THIS CONTRACTOR.
- EXCAVATION BY OTHERS (MLI–3873).
- SAND STOCKPILE BY THIS CONTRACTOR.

IF THE SAME CONTRACTOR IS AWARDED BOTH THE PHASE III AND PHASE IV PAVING CONTRACTS, THE SAND WILL BE COMPACTED IN ITS FINAL LOCATION, BETWEEN THE EAST EDGE OF R5–23 TO STA. 647+20 AND STA. 909+95 TO STA. 910+31.28. THE SAND STOCKPILE AREA WILL BE DELETED.



TAXIWAY P PLAN & PROFILE, STA 646+60 TO STA 657+40

18/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 19 OF 91

N

RUNWAY 9-27

EDGE OF EXTG PVMT.

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

EXTG. FAA CABLES, DO NOT DISTURB. PROTECT CABLE FROM DAMAGE.

24"X38" STM

125' R

P.R. STA. 802+03.00, LT. 162.5'

STA. 802+03, LT. 37.5'

PROPOSED TAXIWAY P ℄

P.R. STA. 805+80.00, LT. 182.5'

STA. 591+18, LT. 60'

130' R

60'

PROPOSED EDGE OF PAVEMENT

PROPOSED T-P / R10-28

50'

FUTURE EDGE OF TAXIWAY

R.P. STA. 805+80, LT. 52.5'

150'

STA. 804+30, LT. 37.5'

PROPOSED EDGE OF PCC PVMT., SEE JOINT PLAN FOR DETAILS AND NOTE 5 ON SHT. 8

PROPOSED AR401610 BITUMINOUS PAVEMENT, SEE NOTE 5 ON SHT. 8

37.5'

PROPOSED TEMP. T-H

52.5'

90D

℄ 799 800 801 802 803 804 805 806 807 ℄

STA. 800+00, SURVEY LINE P1 = STA. 89+35.50, RNWY 9-27

ADJUST EXTG. MANHOLE

MEET EXTG. PAVEMENT, START PROPOSED PCC PAVEMENT, STA. 800+74.76, EL. 576.84'

PROPOSED SURVEY LINE P1

STA. 807+70.00, SURVEY LINE P1 = STA. 589+35.50, TXWY P, PROPOSED PVMT. EL. 577.61'

PROPOSED EDGE OF PAVEMENT

ADJUST EXISTING MANHOLE

EXTG. PCC LIGHT APRON, 10" DEPTH

WIDEN PROPOSED TAXIWAY PVMT. TO MEET EXTG. PCC LIGHT APRON PVMT., STA. 800+90.23, EL. 576.59'

R9 G.S. CRITICAL AREA

R27 LOC. CRITICAL AREA

R9-27 RSA

FAA CABLES

R9-27 OFA

TEMPORARY R10-28 RSA (1,000' X 500')

R9 G.S. CRITICAL AREA

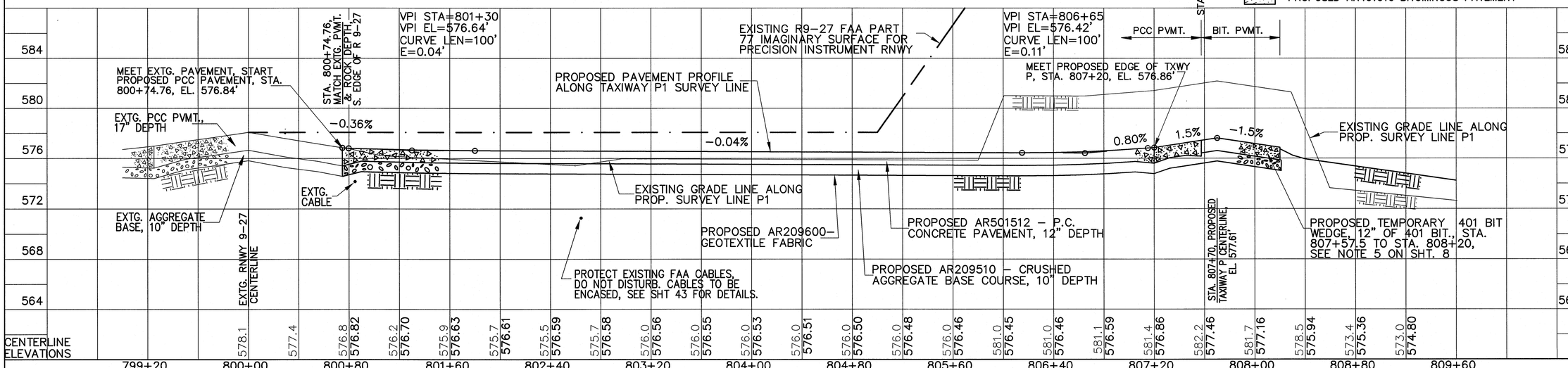
PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

TEMPORARY R10-28 RSA (1,000' X 500')

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 REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED AR401610 BITUMINOUS PAVEMENT

HORZ SCALE FEET 0 40
VERT SCALE FEET 0 4

STA. 807+57.5



SURVEY LINE P1 PLAN & PROFILE, STA 799+20 TO STA 809+60

19/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
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THE CONTRACTOR SHALL COMPLETE HIS WORK IN THE EAST EXCAVATION AREA (STA. 647+22 TO STA. 654+30 AND STA. 900+50 TO STA. 905+00) WITHIN 30 WORKING DAYS OF THE CONTRACT NOTICE TO PROCEED DATE.

EXTG. 8" SAN. SEW. TO BE RELOCATED BY OTHERS

PROPOSED TEMP. R10–28 RSA (1,000' X 500')

EXTG. J.D. SECURITY CAMERA

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

END CONTRACT MLI–3855 WORK, MEET EXISTING, STA. 905+00, EL 578.82'

STA. 900+00.00, SURVEY LINE P2 = STA. 653+62.50, TXWY P, EL. 578.56'

FUTURE EDGE OF TAXIWAY

PROPOSED SURVEY LINE P2

PROPOSED TAXIWAY P

PROPOSED T–P / R10–28

STA. 903+40, RT. 37.5'

PROPOSED EDGE OF PAVEMENT BY OTHERS

DO NOT DISTURB EXISTING WIND CONE CABLE & CONDUIT

PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

STA. 651+80, RT. 60'

R.P. STA. 901+90.00, RT. 182.5'

STA. 907+11.47, LT. 37.5'

18" ST

12" ST

R.P. STA. 908+61.47, LT. 195'

PROPOSED EDGE OF PAVEMENT BY OTHERS

STA. 910+31.28, EL. 576.15', EXISTING EOP

TAXIWAY K

STA. 909+41.18, RT. 37.5'

R.P. STA. 909+41.18, RT. 117.5'

STA. 910+56.29, SURVEY LINE P2 = STA. 952+00, TXWY K

EXTG. TK SA

EXTG. EDGE OF PAVEMENT

LEGEND:
- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK

SOIL EXCAVATION LEGEND:
- EXCAVATION BY THIS CONTRACTOR.
- EXCAVATION BY OTHERS (MLI–3873).

SCALE FEET HORZ 0 40
SCALE FEET VERT 0 4

EXISTING GRADE LINE ALONG PROP. SURVEY LINE P2

0.86% -1.17%

PROPOSED MLI–3855 EARTHWORK CENTERLINE PROFILE (THIS CONTRACT)

STA. 901+50 EL 576.80'

SLOPE VARIES*

STA. 903+50 EL 574.77'

STA. 904+00 EL 575.60'

STA. 904+50 EL 577.08'

END CONTRACT MLI–3855 WORK, MEET EXISTING, STA. 905+00, EL 578.82'

PROP. T–P / R10–28 CENTERLINE, EL. 578.56'

SEE CROSS SECTIONS FOR PROPOSED EARTHWORK (MLI–3855) CENTERLINE PROFILE ELEVATIONS*

PROPOSED AGGREGATE BASE COURSE BY OTHERS

PROPOSED PAVEMENT BY OTHERS

PROPOSED PAVEMENT CENTERLINE PROFILE BY OTHERS

EARTHWORK BY OTHERS

EXTG. TSA

EXTG. T–K EDGE OF PAVEMENT, STA. 910+31.28, EL. 576.15'

EXTG. TXWY K CENTERLINE

CENTERLINE ELEVATIONS	583.5 578.22	584.1 578.56	583.5 578.09	583.1 577.62	582.7 577.15	582.3 576.70	581.9 576.29	581.5 575.88	581.1 575.47	580.6 575.07	580.2 575.94	579.8 575.60	579.4 576.78	579.1 578.12	578.8	578.8	578.8	578.8	578.8	578.8	578.8	578.8	579.0	579.4	579.7	580.1	575.1	576.3
	900+00		900+80		901+60		902+40		903+20		904+00		904+80		905+60		906+40		907+20		908+00		908+80		909+60		910+40	

584 / 580 / 576 / 572 / 568 / 564

SURVEY LINE P2 PLAN & PROFILE, STA 900+00 TO STA 910+40

20/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 21 OF 91

MATCH LINE A–A

REBUILD & REGRADE EXTG. SERVICE ROAD AS SHOWN ON CROSS SECTIONS (LEFT, STA. 621+00 TO 625+50). RAIN WATER TO SHEET FLOW ACROSS ROAD.

1. IN LOCATIONS WERE THE PROPOSED SURFACE IS WITHIN 8" OF THE EXISTING SURFACE:
   ADD A VARIABLE DEPTH LAYER OF COMPACTED AR209 CRHD AGGR BSE CRSE.
2. IN LOCATIONS WERE THE PROPOSED SURFACE IS MORE THAN 8" ABOVE THE EXISTING SURFACE:
   A. ADD A VARIABLE DEPTH LAYER OF COMPACTED EARTH FILL TO A POINT 8" BELOW THE FINAL GRADE.
   B. INSTALL AR209 GEOTEXTILE FABRIC.
   C. INSTALL 8" OF COMPACTED AR209 CRHD AGGR BSE CRSE.

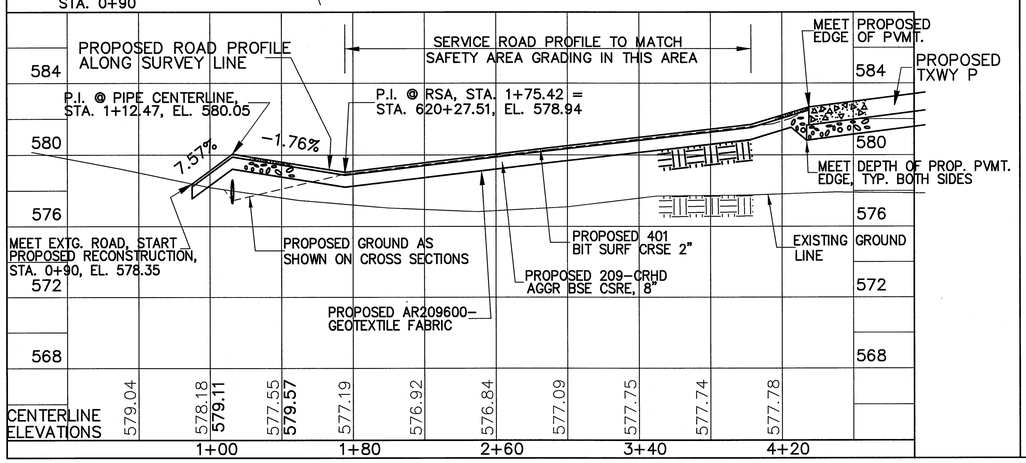
EXTG. SERVICE ROAD
PROPOSED EDGE OF PAVEMENT
PROPOSED TAXIWAY P ℄
MEET PROPOSED EDGE OF PVMT.
EXTG. SCAN RPU
SCAN CABLE
FAA CABLE
621+00
STA. 1+15, LT. 65'
SCAN CABLE
POWER CABLE
PROPOSED STM SEW
MEET EXTG. ROAD, START PROPOSED RECONSTRUCTION, STA. 0+90
℄ EXTG. SERVICE ROAD
MEET EXTG. ROAD, END PROPOSED RECONSTRUCTION, STA. 8+65
STA. 8+35
P.R. STA. 623+26.89, RT. 70'
P.R. STA. 622+13.32, LT. 70'
P.R. STA. 622+55.73, RT. 75'
P.R. STA. 621+42.15, LT. 70'
STA. 622+34.52, TXWY P = STA. 5+00, RECONSTRUCTED SERVICE ROAD CENTERLINE
50D 22' 27.49"
20' R
25' R
13.5'
℄ CURVE DATA:
I = 14D 58' 52.75"
D = 38D 11' 49.92"
T = 19.72'
L = 39.22'
R = 150.00'
E = 1.29'
P.C. = 7+00.67
P.I. = 7+20.39
P.T. = 7+39.89
PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
PROPOSED EDGE OF PAVEMENT
PROPOSED STM SEW
PROPOSED TAXIWAY P / R10-28

SCALE FEET HORZ 0 40
SCALE FEET VERT 0 4

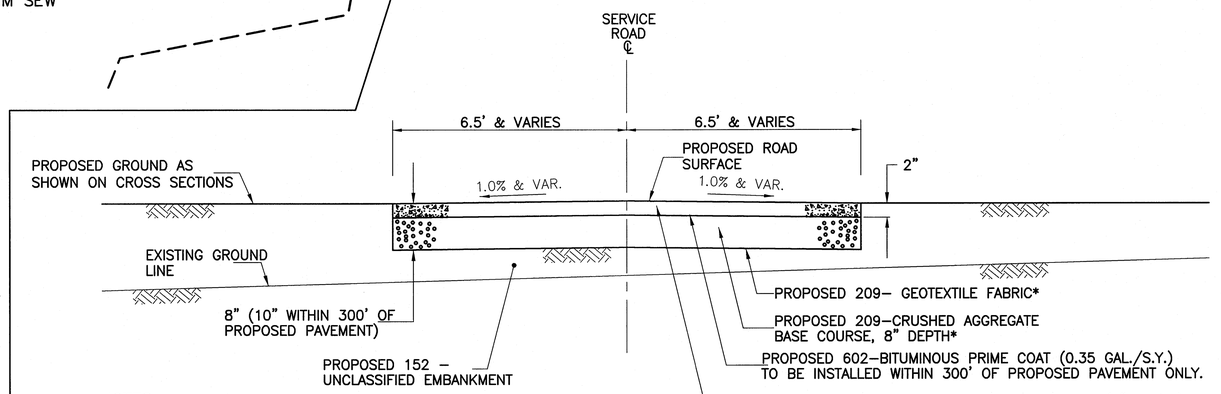
EXTG. SERVICE RD
SAW CUT
REMOVE EXTG. BIT. FOR BUTT JOINT CONSTRUCTION
2" AR401 BIT. OVERLAY ON EXTG. ROCK, LT. STA. 625+76 TO 626+79
626+79
625+76
625+50
MATCH LINE A–A

N

LEGEND:
- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE (D)
- SANITARY MANHOLE (S)
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED 13' WIDE FLUSH SERVICE ROAD (2" BIT. ON 8" AGGRE ON GEOTEX)
- PROPOSED 2" BIT. OVERLAY ON EXTG AGGRE SERVICE ROAD ONLY
- REBUILD EXISTING SERVICE ROAD, SEE NOTE FOR DETAILS



PROPOSED TYPICAL SECTION
FLUSH CRUSHED AGGREGATE SERVICE ROAD
STA. 0+90 – STA. 4+35.08 &
STA. 5+64.92 – STA. 8+65



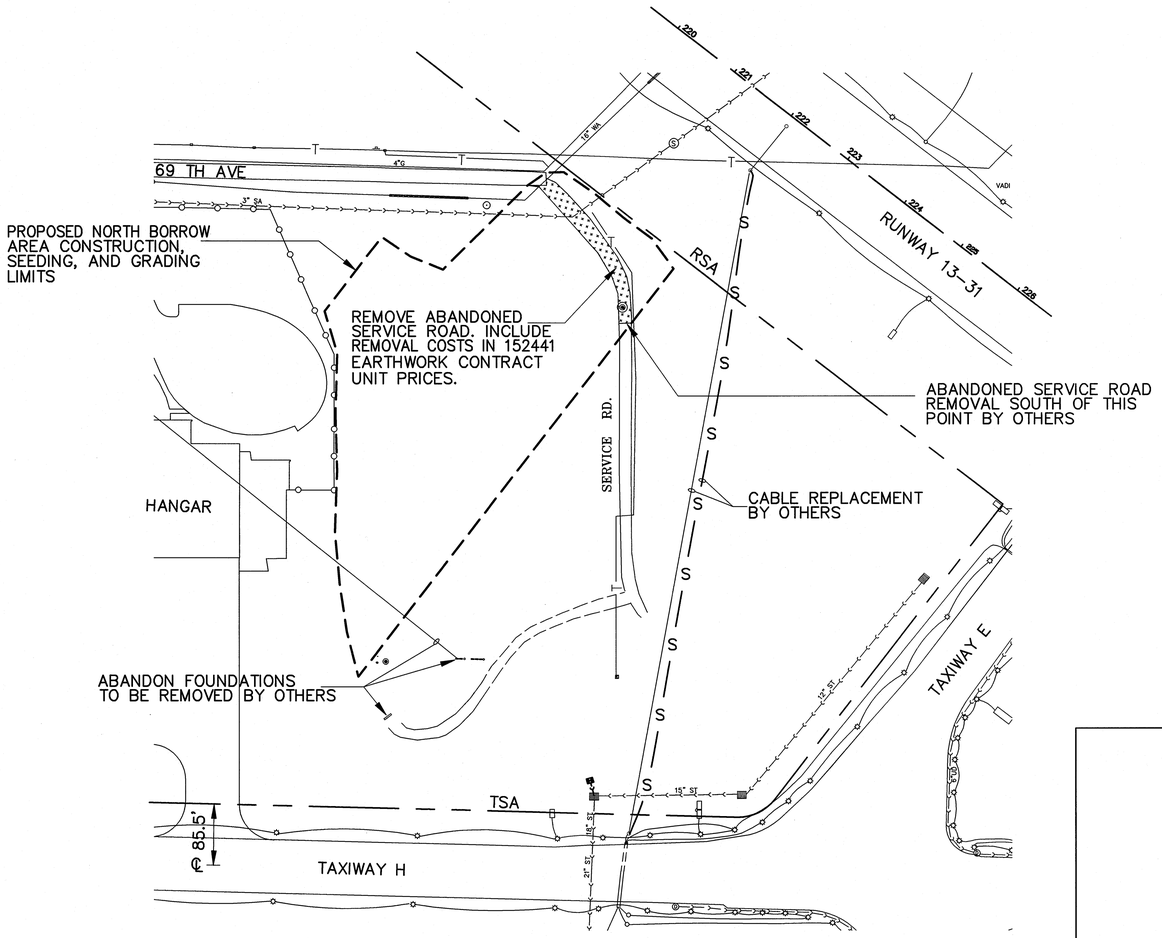
NOTES:
1. INSTALLED 2" BITUMINOUS SURFACE MATERIALS ON TOP OF PROPOSED 8" CRUSHED AGGREGATE SERVICE ROAD WITHIN 300' OF PROPOSED PAVEMENT.
2. MODIFY THE PROPOSED GROUND (AS SHOWN ON THE CROSS SECTIONS) TO ACCOMMODATE THE FLUSH SERVICE ROAD AS SHOWN ABOVE. COSTS FOR MODIFICATION TO BE INCLUDED IN THE 152 CONTRACT UNIT PRICES.
3. * = 2" BITUMINOUS OVERLAY ON EXISTING ROCK ONLY BETWEEN STA. 8+35 & 8+65. DELETE FABRIC & ROCK IN THIS AREA.

SCALES:
HORIZONTAL SCALE FEET 0 2 4
VERTICAL SCALE FEET 0 1 2

13' WIDE FLUSH SERVICE ROAD PLAN, STA 0+60 TO STA 8+80

21/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 22 OF 91



NORTH ON-SITE BORROW AREA PLAN

NOTES:

1. SOILS HAULED FROM THE NORTH ON-SITE BORROW AREA TO THE TAXIWAY P CONSTRUCTION SITE AREA SHALL BE PAID FOR BY CUBIC YARDS REMOVED UNDER CONTRACT ITEM 152441, ON-SITE BORROW.

2. SAND MATERIALS ARE FOUND IN THE NORTH ON-SITE BORROW AREA. THESE SAND MATERIALS ARE TO BE INSTALL DIRECTLY BELOW THE PROPOSED PAVEMENTS.

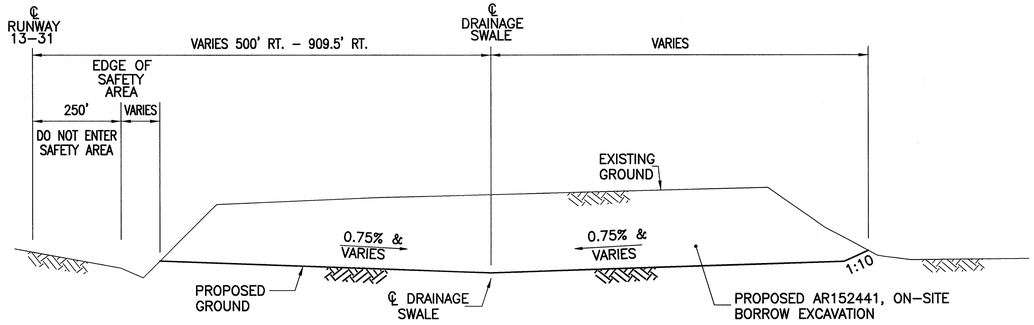
LEGEND:

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

N

SCALE FEET
0 100

PROPOSED TYPICAL SECTION – NORTH ON-SITE BORROW AREA



NOT TO SCALE:

PROPOSED NORTH ON-SITE BORROW AREA PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
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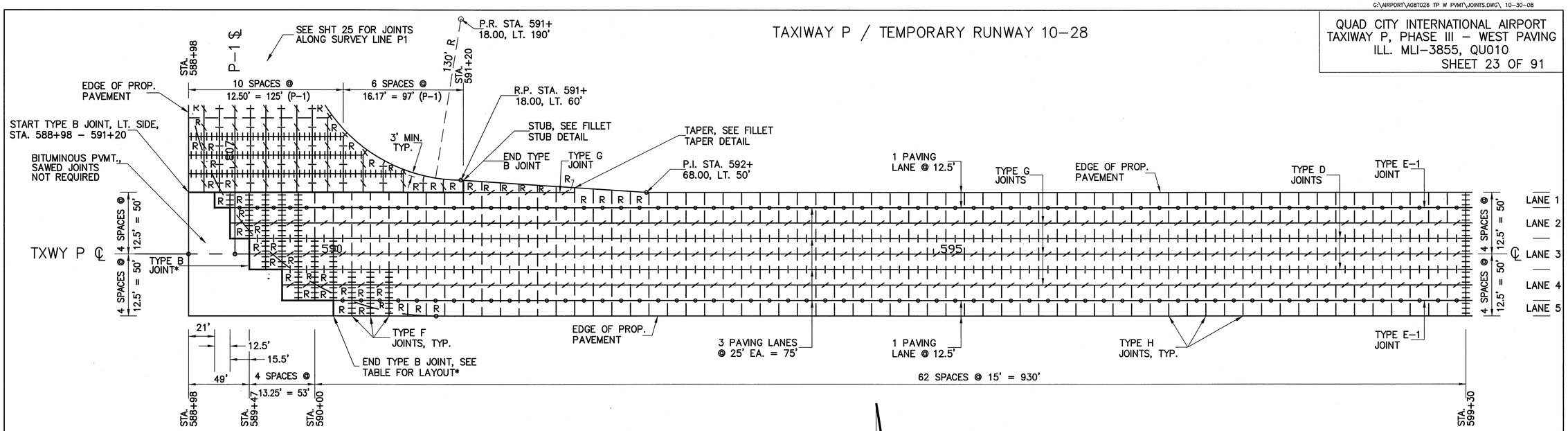
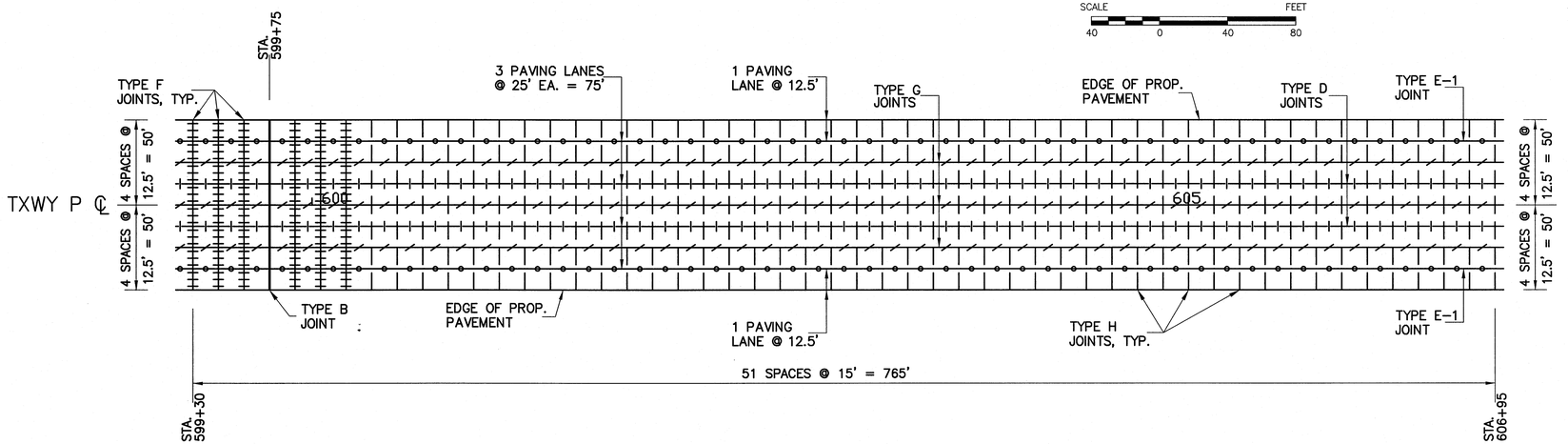
TAXIWAY P / TEMPORARY RUNWAY 10-28





* = START OF PCC PVMT. / TYPE B JOINT POINTS OF INTERSECTION, SEE NOTE 9 BELOW				
POINT	STATION	OUT	REMARK	LANE #
A.	588+98	LT. 50'	N EDGE OF RUNWAY	LANE 1
B.	589+19	LT. 50'	N EDGE OF N OUTSIDE LANE	
C.	589+19	LT. 37.5'	S EDGE OF N OUTSIDE LANE	
D.	589+31.5	LT. 37.5'	N EDGE OF N INSIDE LANE	LANE 2
E.	589+31.5	LT. 12.5'	S EDGE OF N INSIDE LANE	
F.	589+47	LT. 12.5'	N EDGE OF CENTER LANE	LANE 3
G.	589+47	RT. 12.5'	S EDGE OF CENTER LANE	
H.	589+73.5	RT. 12.5'	N EDGE OF S INSIDE LANE	LANE 4
I.	589+73.5	RT. 37.5'	S EDGE OF S INSIDE LANE	
J.	590+15	RT. 37.5'	N EDGE OF S OUTSIDE LANE	LANE 5
K.	590+15	RT. 50'	S EDGE OF RUNWAY	

JOINT SYMBOL LEGEND

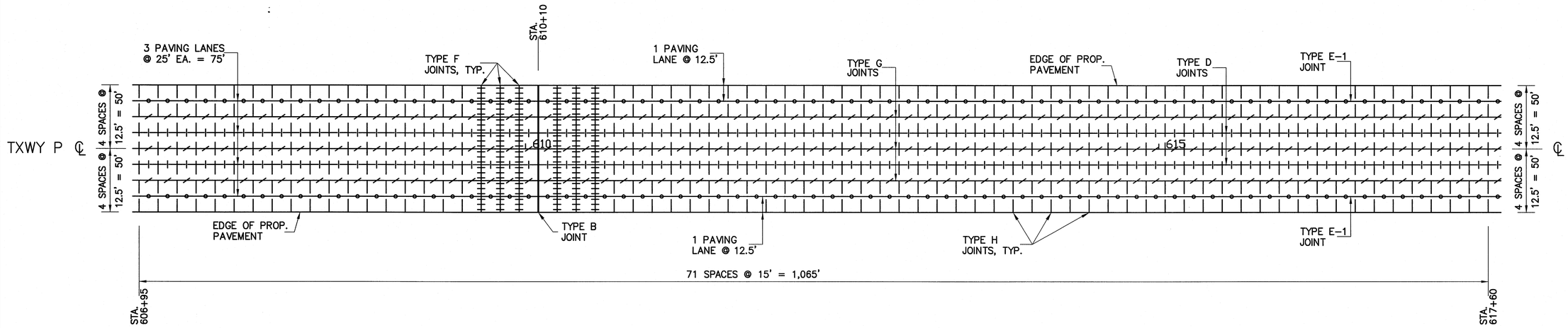
- TYPE B–THICKENED EDGE EXPANSION JOINT
- TYPE D–DOWELED CONSTRUCTION JOINT
- TYPE E-1–HINGED CONSTRUCTION JOINT WITHOUT KEY
- TYPE F–DOWELED CONTRACTION JOINT
- TYPE G–HINGED CONTRACTION JOINT
- TYPE H–DUMMY
- R ODD SHAPE PANEL REINFORCEMENT
- EXISTING PAVEMENT JOINT

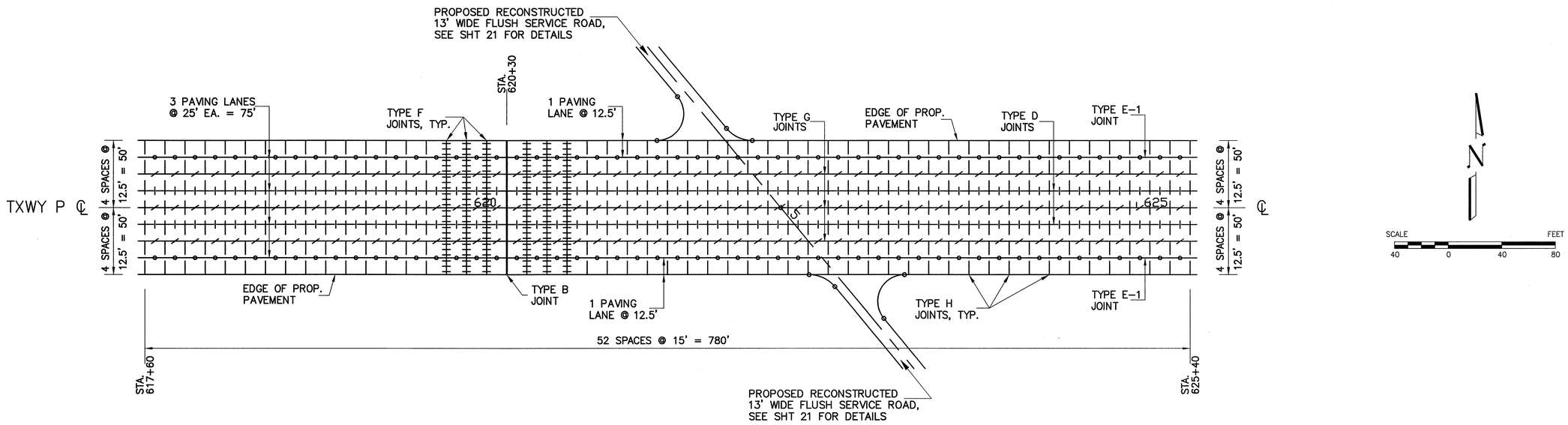
JOINT NOTES:

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. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
6. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
7. SEE SHEET 26 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
8. RUNWAY 9-27 EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.
9. THE LOCATION OF THE BITUMINOUS TO PCC PAVEMENT JOINT IS UNDER REVIEW. FINAL JOINT LOCATION SHALL BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD AT THE TIME OF CONSTRUCTION.

TAXIWAY P JOINT PLAN

TAXIWAY P / TEMPORARY RUNWAY 10-28





JOINT SYMBOL LEGEND

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

NOTES:

1. SEE SHEET 23 FOR JOINT NOTES.
2. SEE SHEET 26 FOR JOINT DETAILS.

TAXIWAY P JOINT PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
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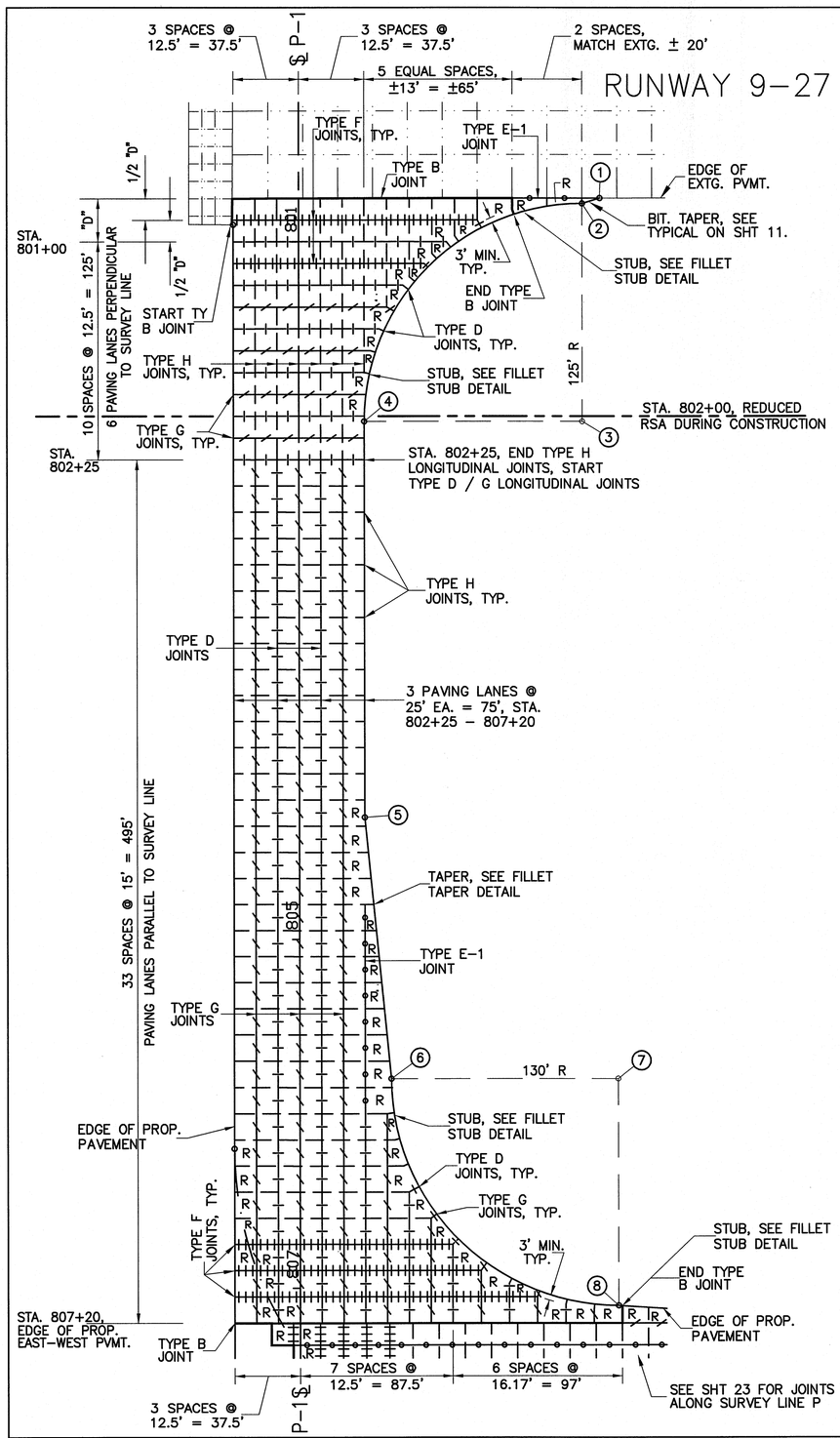
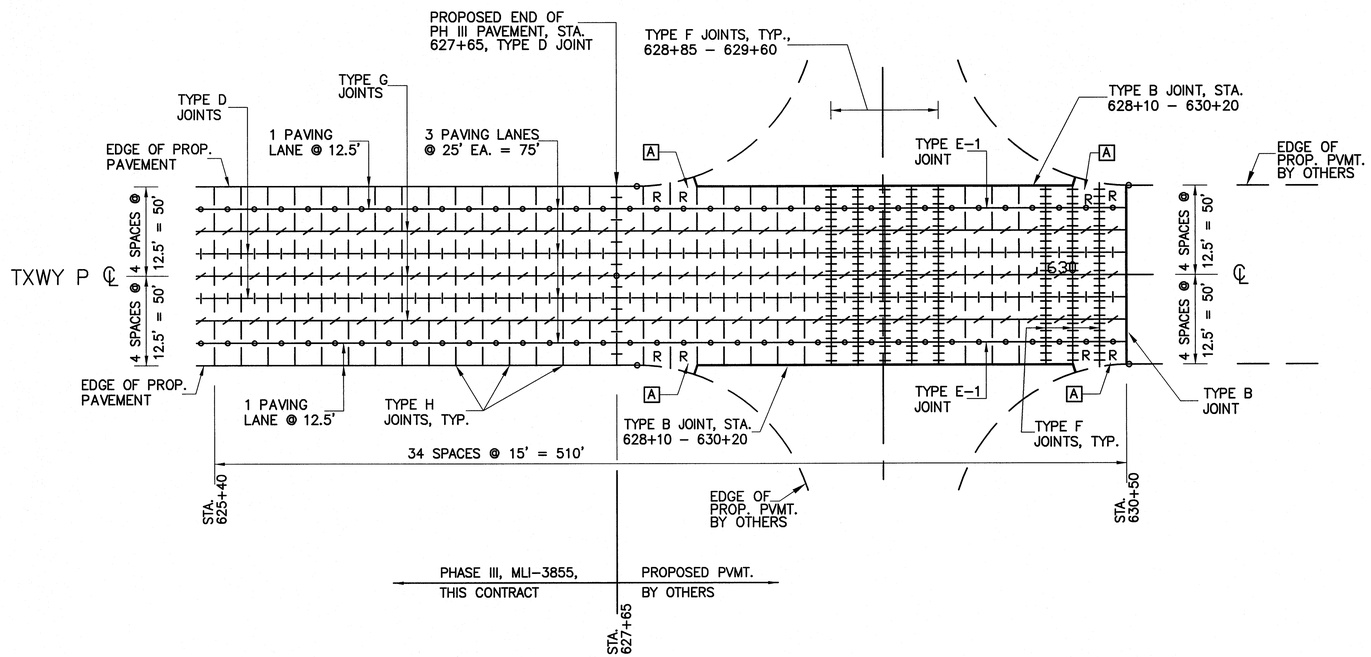
TAXIWAY P / TEMPORARY RUNWAY 10-28

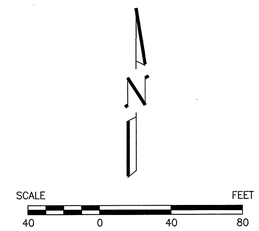




PAVEMENT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
①	∓800+74.91	LT. ∓172.50'	RNWY EDGE
②	800+78.00	LT. 162.50'	RAD. PT.
③	802+03.00	LT. 162.50'	PT. OF RAD.
④	802+03.00	LT. 37.50'	RAD. PT.
⑤	804+30.00	LT. 37.50'	P.I.
⑥	805+80.00	LT. 52.50'	RAD. PT.
⑦	805+80.00	LT. 182.50'	PT. OF RAD.
⑧	591+18.00	LT. 60.00'	RAD. PT.

NOTES:

1. SEE SHEET 23 FOR JOINT NOTES.
2. SEE SHEET 26 FOR JOINT DETAILS.
3. [A] = STUB, SEE FILLET STUB DETAIL.

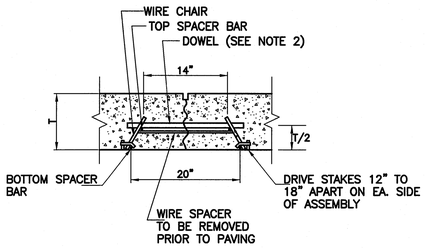


JOINT SYMBOL LEGEND

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

TAXIWAY P JOINT PLAN

25/91



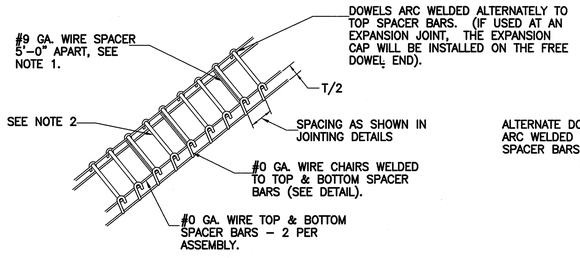
INSTALLATION DETAIL

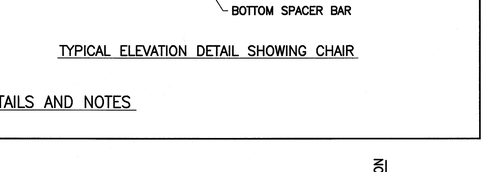
BASKET ASSEMBLY NOTES:

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.

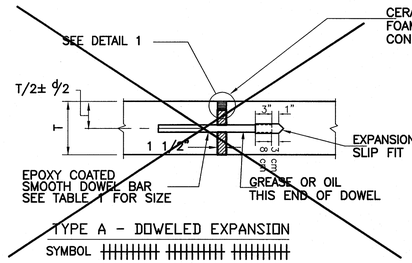




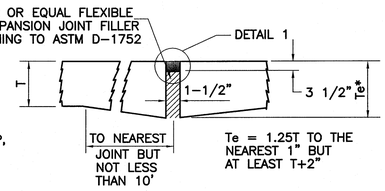
TYPICAL ELEVATION DETAIL SHOWING CHAIR

DOWEL BASKET ASSEMBLY DETAILS AND NOTES

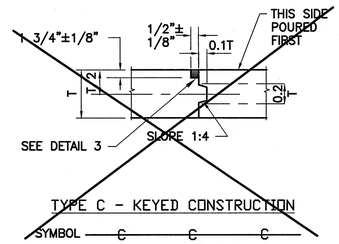
* = IN LOCATIONS WHERE PROPOSED PAVEMENTS MEET EXISTING PAVEMENTS INCREASE DEPTH OF PROPOSED TO MATCH THE EXISTING PAVEMENT DEPTH.



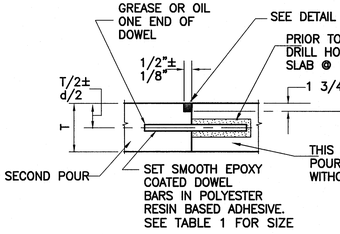
TYPE A – DOWELED EXPANSION
SYMBOL



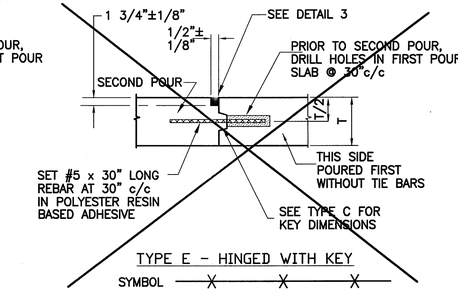
TYPE B – THICKENED EDGE EXPANSION
SYMBOL



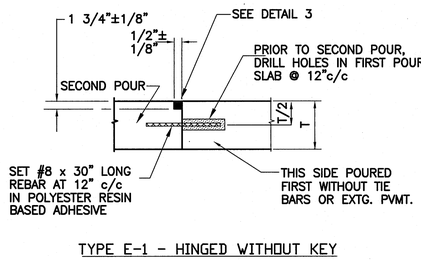
TYPE C – KEYED CONSTRUCTION
SYMBOL C C C



TYPE D – DOWELED CONSTRUCTION
SYMBOL

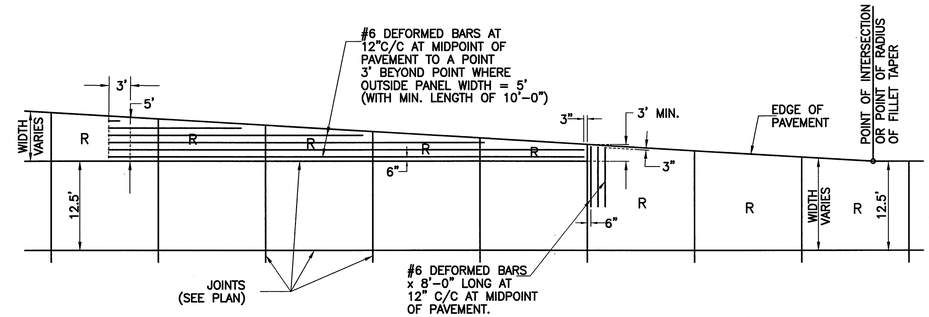


TYPE E – HINGED WITH KEY
SYMBOL

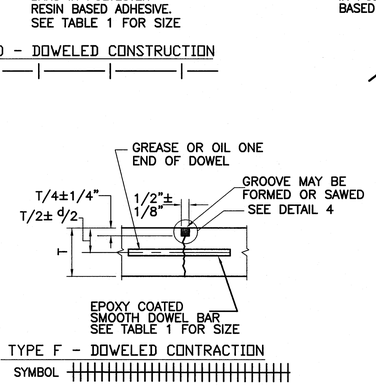


TYPE E-1 – HINGED WITHOUT KEY
SYMBOL

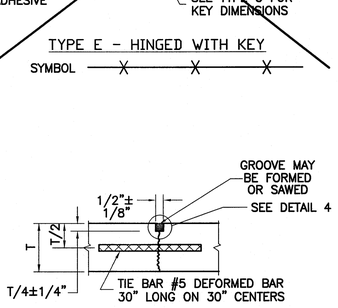
TYPE E-1 JOINT NOTE: THE TYPE E-1 JOINT SHALL BE A CONSTRUCTION BUTT JOINT WITH TIE BARS. THE TIE BARS WILL BE USED TO TRANSFER THE LOAD ACROSS THE JOINT.



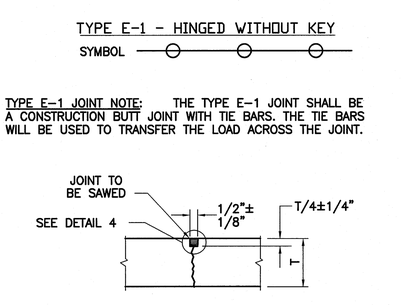
FILLET TAPER DETAIL



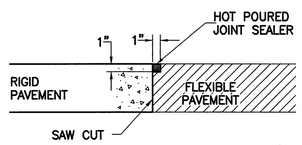
TYPE F – DOWELED CONTRACTION
SYMBOL



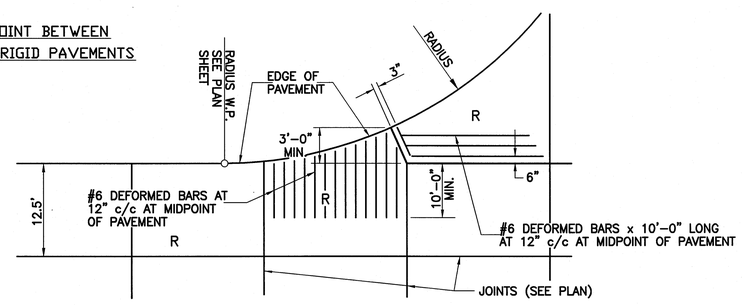
TYPE G – HINGED CONTRACTION
SYMBOL



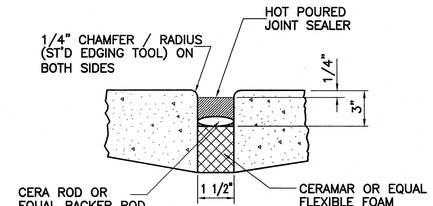
TYPE H – DUMMY CONTRACTION
SYMBOL



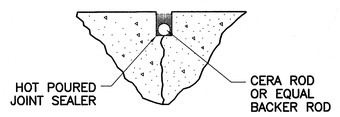
DETAIL – JOINT BETWEEN FLEXIBLE AND RIGID PAVEMENTS



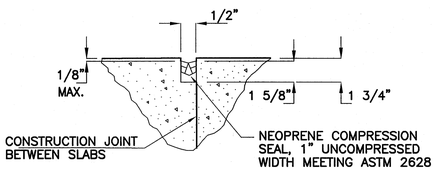
FILLET STUB DETAIL



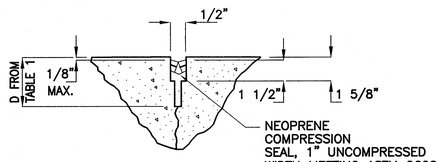
DETAIL 1
JOINT TYPE A & B



DETAIL 2



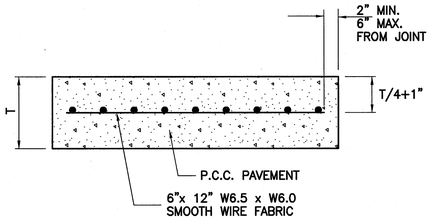
DETAIL 3
JOINT TYPES C, D, AND E



DETAIL 4
JOINT TYPES F, G, AND H

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



ODD SHAPED PANEL REINFORCEMENT
SYMBOL R

JOINT DETAILS

QUAD CITY INTERNATIONAL AIRPORT
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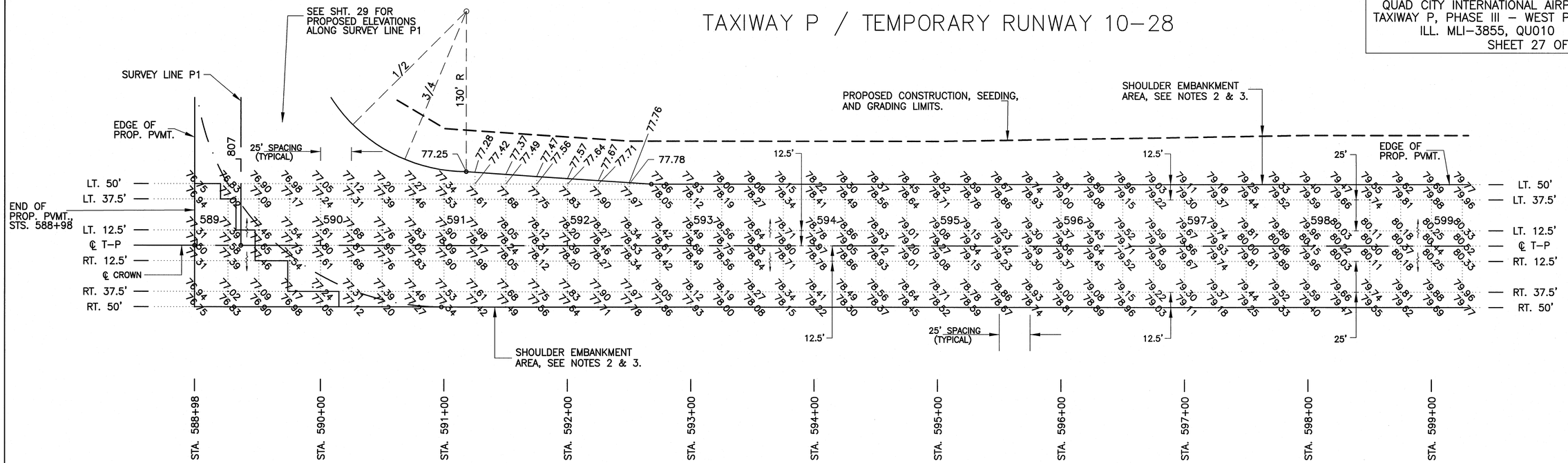
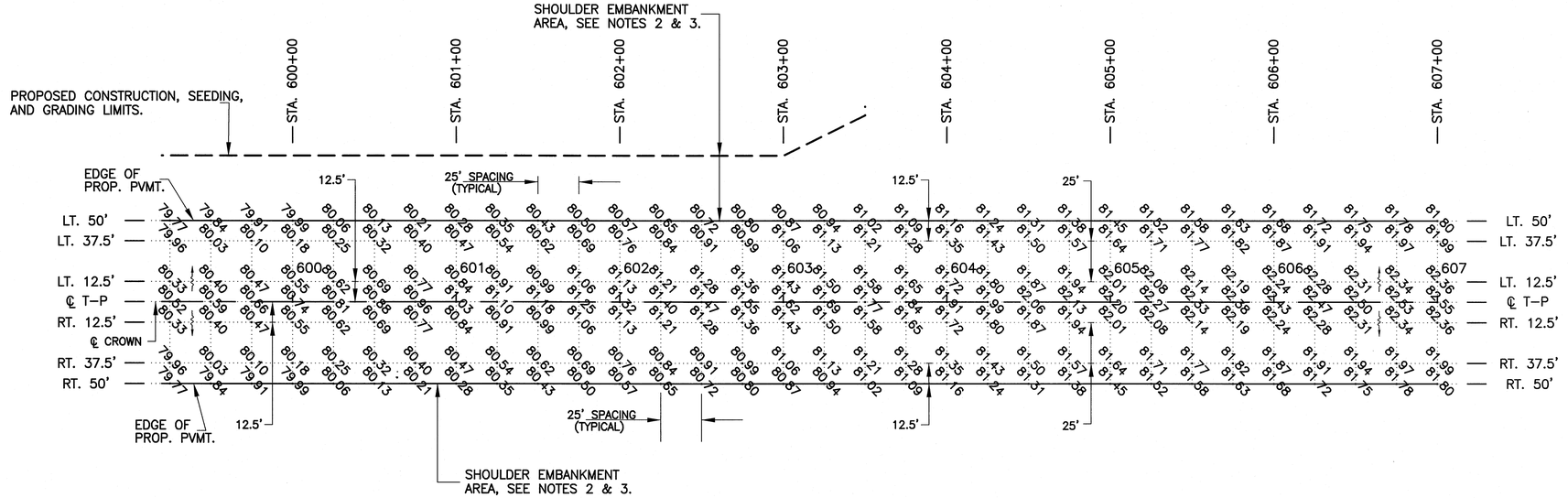
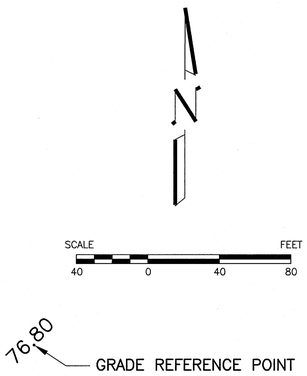
TAXIWAY P / TEMPORARY RUNWAY 10-28







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.) 76.60 = EXISTING ELEVATION 576.60.

TAXIWAY P / TEMPORARY RUNWAY 10-28

TAXIWAY P STAKING PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
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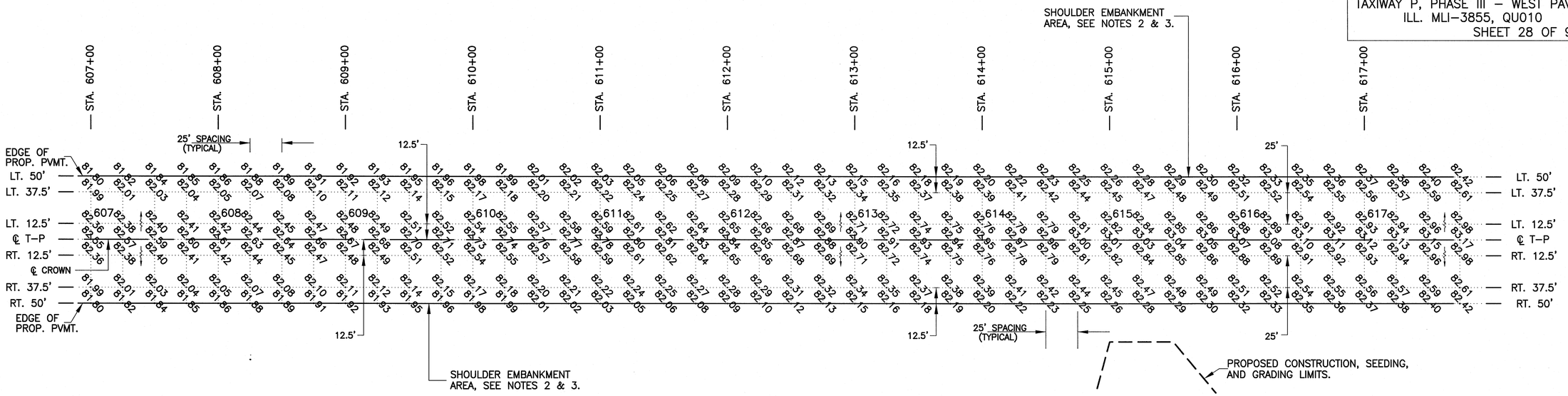
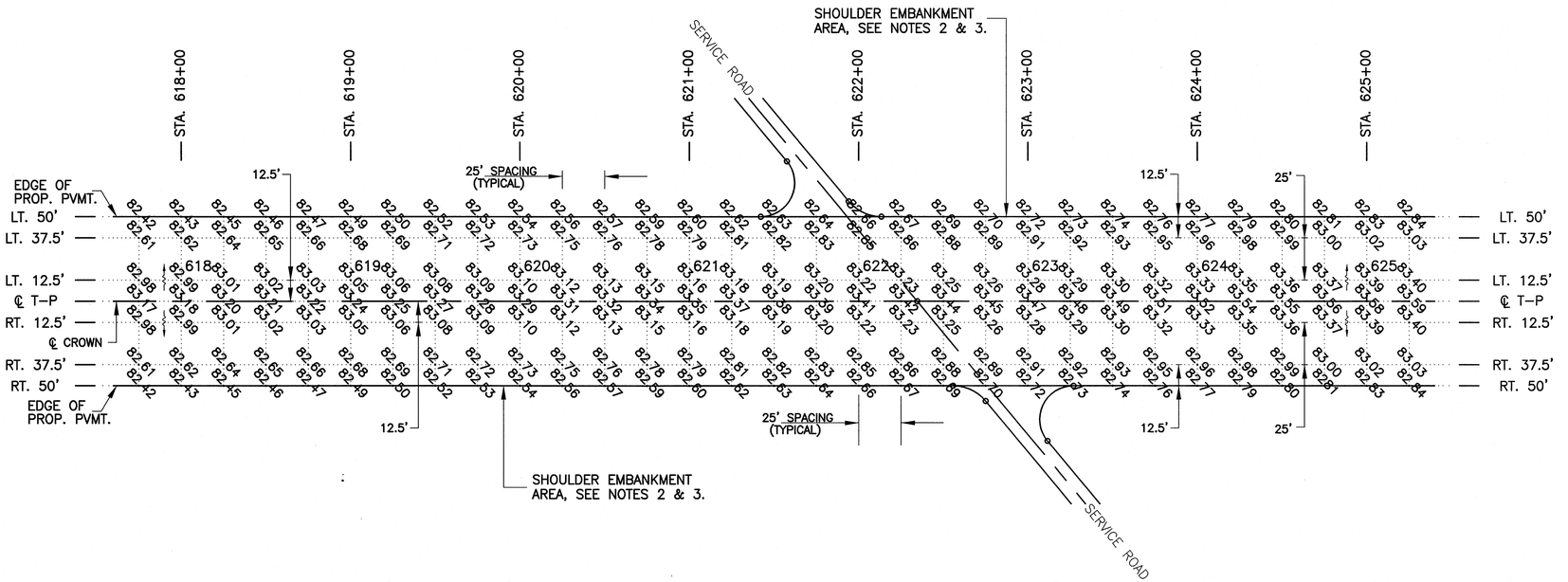
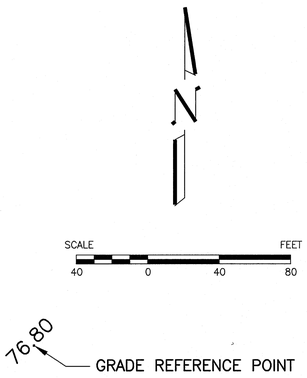
SHEET 28 OF 91



TAXIWAY P / TEMPORARY RUNWAY 10-28



TAXIWAY P / TEMPORARY RUNWAY 10-28



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.

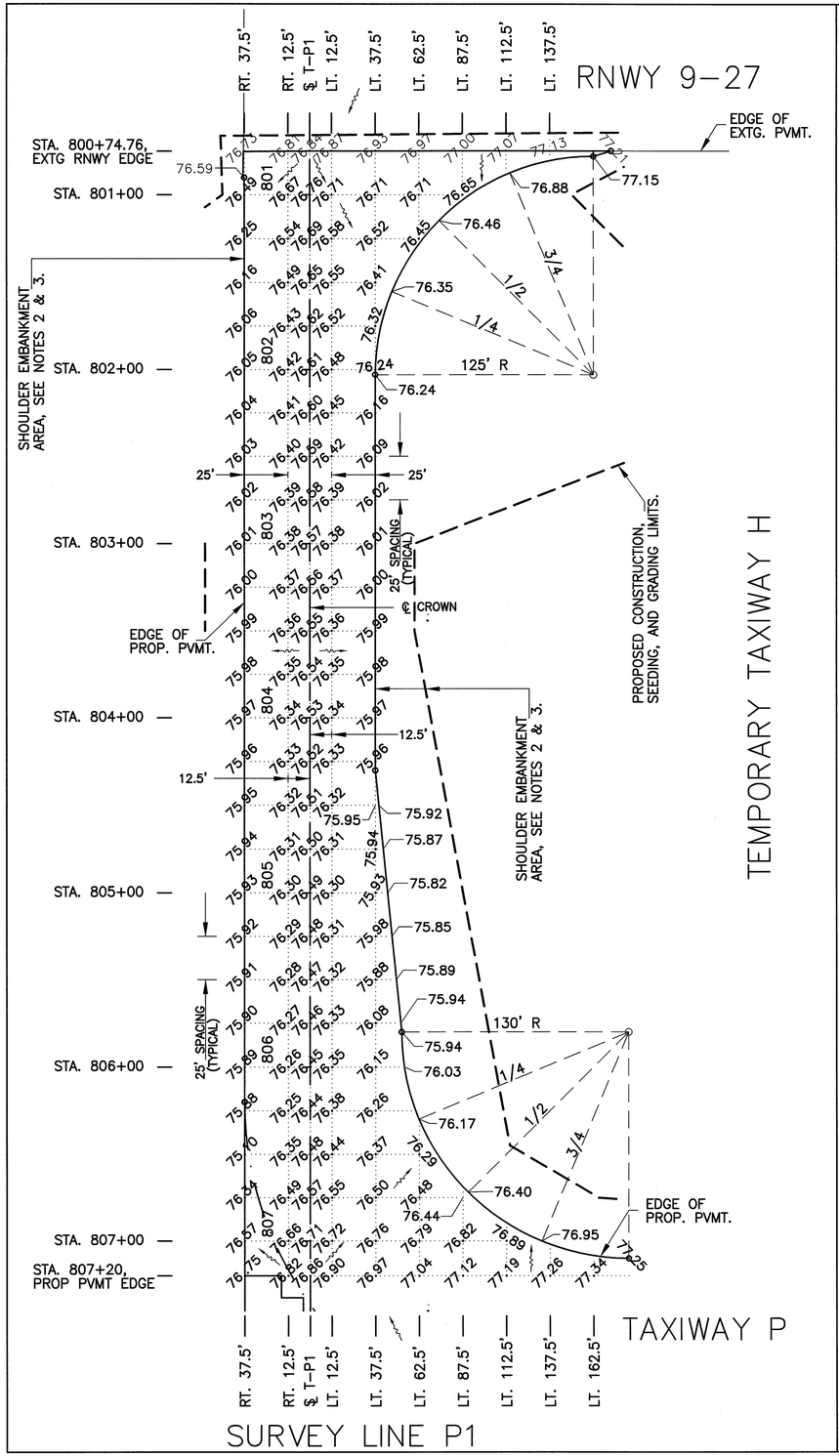
3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.

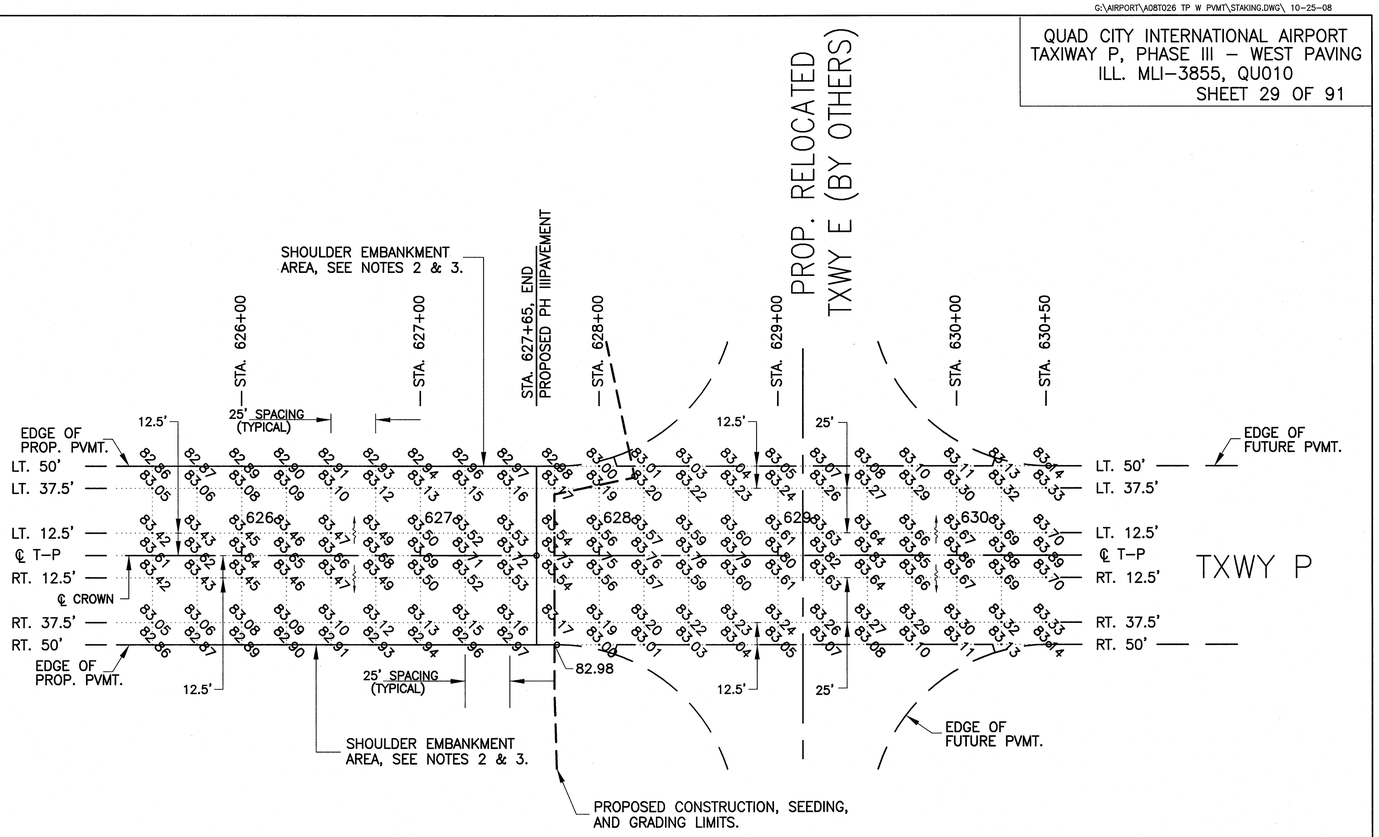
4.) 76.80 = PROPOSED ELEVATION 576.80.

5.) 76.60 = EXISTING ELEVATION 576.60.

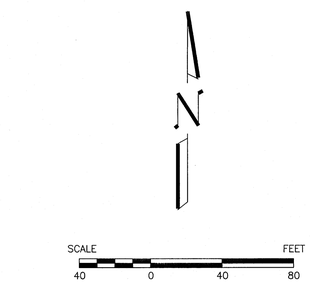
TAXIWAY P STAKING PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 29 OF 91





TAXIWAY P / TEMPORARY RUNWAY 10-28



76.80 — GRADE REFERENCE POINT

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.

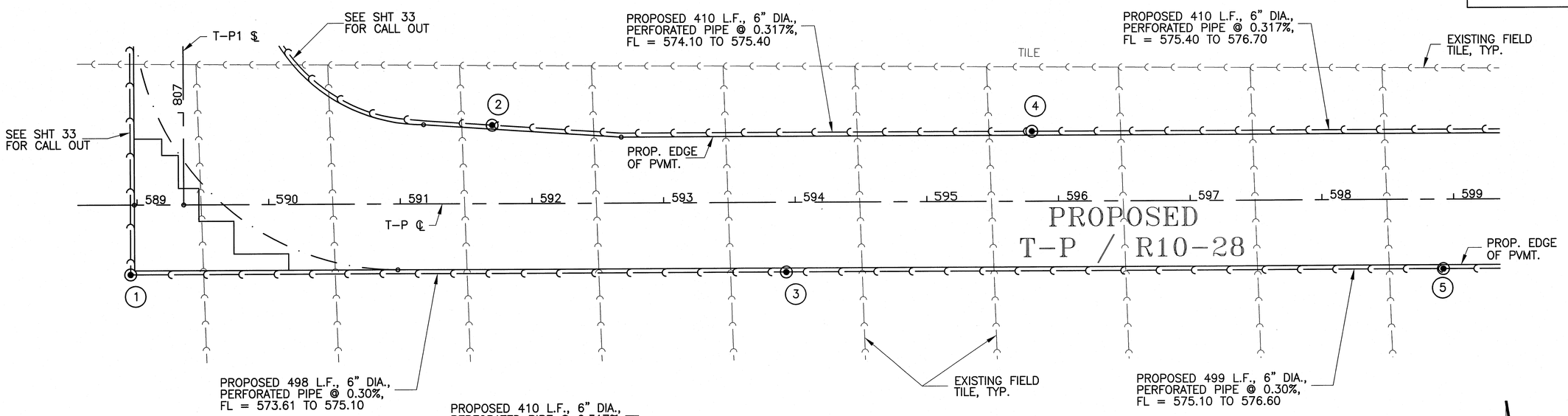
2.) GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.

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

4.) 76.80 = PROPOSED ELEVATION 576.80.

5.) 76.60 = EXISTING ELEVATION 576.60.

TAXIWAY P STAKING PLAN



STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
1	588+95, RT 53'	MANHOLE, SPL., 2' DIA.	573.61'	576.48'	AR751570
2	591+70, LT 59.53'	MANHOLE, SPL., 2' DIA.	574.10'	577.18'	AR751570
3	593+93, RT 53'	MANHOLE, SPL., 2' DIA.	575.10'	577.93'	AR751570
4	595+80, LT 53'	MANHOLE, SPL., 2' DIA.	575.40'	578.48'	AR751570
5	598+92, RT 53'	MANHOLE, SPL., 2' DIA.	576.60'	579.40'	AR751570
6	599+90, LT 53'	MANHOLE, SPL., 2' DIA.	576.70'	579.69'	AR751570

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 DAMAGED 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 / EXISTING STRUCTURE NUMBER

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
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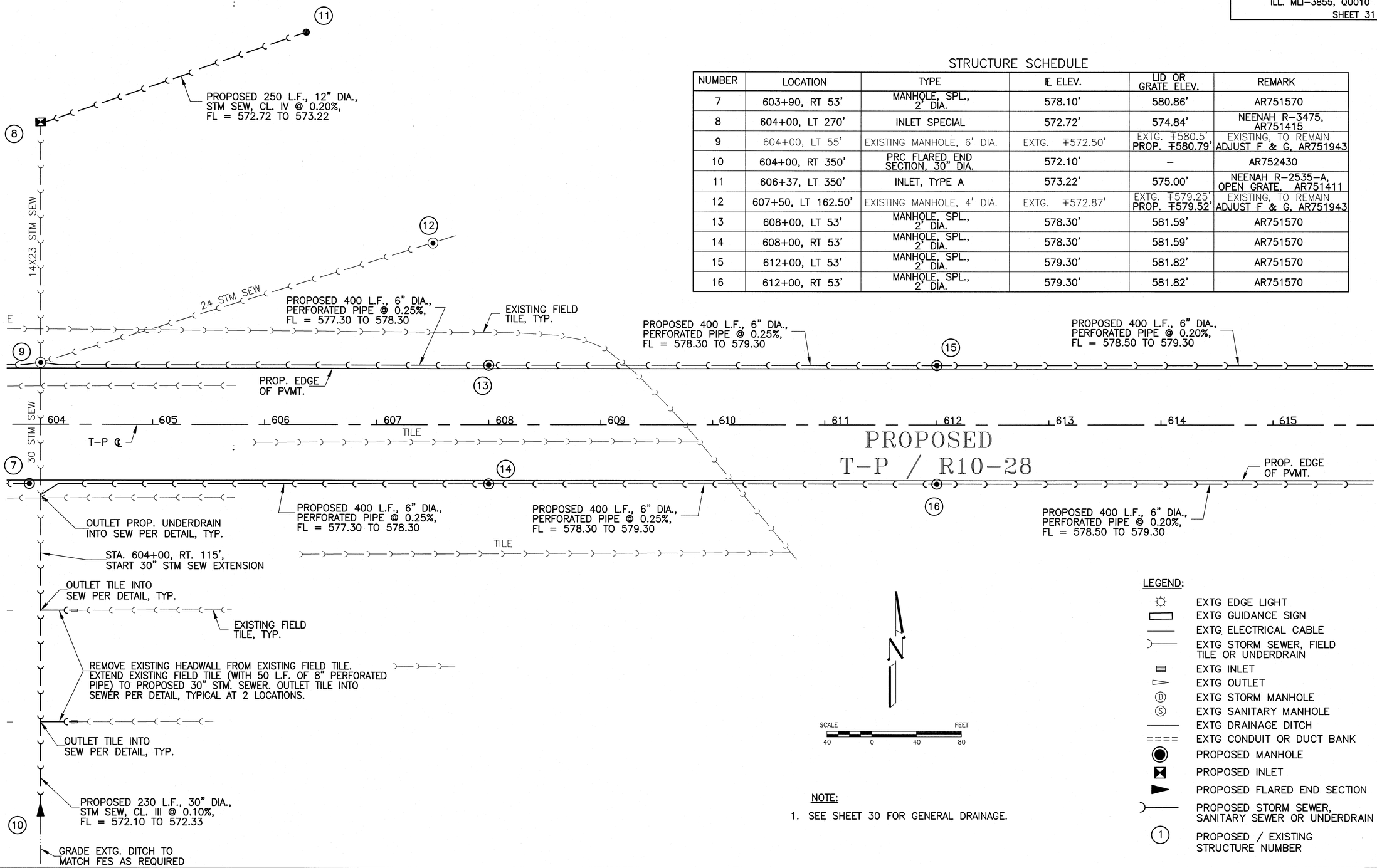
SHEET 31 OF 91

STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
7	603+90, RT 53'	MANHOLE, SPL., 2' DIA.	578.10'	580.86'	AR751570
8	604+00, LT 270'	INLET SPECIAL	572.72'	574.84'	NEENAH R–3475, AR751415
9	604+00, LT 55'	EXISTING MANHOLE, 6' DIA.	EXTG. ∓572.50'	EXTG. ∓580.5' PROP. ∓580.79'	EXISTING, TO REMAIN ADJUST F & G, AR751943
10	604+00, RT 350'	PRC FLARED END SECTION, 30" DIA.	572.10'	–	AR752430
11	606+37, LT 350'	INLET, TYPE A	573.22'	575.00'	NEENAH R–2535–A, OPEN GRATE, AR751411
12	607+50, LT 162.50'	EXISTING MANHOLE, 4' DIA.	EXTG. ∓572.87'	EXTG. ∓579.25' PROP. ∓579.52'	EXISTING, TO REMAIN ADJUST F & G, AR751943
13	608+00, LT 53'	MANHOLE, SPL., 2' DIA.	578.30'	581.59'	AR751570
14	608+00, RT 53'	MANHOLE, SPL., 2' DIA.	578.30'	581.59'	AR751570
15	612+00, LT 53'	MANHOLE, SPL., 2' DIA.	579.30'	581.82'	AR751570
16	612+00, RT 53'	MANHOLE, SPL., 2' DIA.	579.30'	581.82'	AR751570



NOTE:

1. SEE SHEET 30 FOR GENERAL DRAINAGE.

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 / EXISTING STRUCTURE NUMBER

DRAINAGE PLAN, STA 603+80 TO STA 615+80

PROPOSED 44 L.F., 12" DIA., STM SEW, CL. IV @ 0.88%, FL = 577.25 TO 577.64

INSTALL EXISTING 15" STM SEW INTO PROPOSED INLET

EDGE OF EXTG SERVICE ROAD

SCAN CABLE

SCAN CABLE

SCAN CABLE

POWER CABLE

SERVICE ROAD

FAA CABLE

SCAN CABLE

PROPOSED 410 L.F., 18" DIA. EQUIV. ELLIPTICAL (14X23) STM SEW, CL. HE–IV @ 0.10%, FL = 573.70 TO 574.11

PROPOSED 290 L.F., 18" DIA., STM SEW, CL. IV @ 0.20%, FL = 573.70 TO 574.28

AR701900, REMOVE 36 L.F., 24" DIA. CMP

PROP. EDGE OF PVMT.

PROPOSED 400 L.F., 6" DIA., PERFORATED PIPE @ 0.20%, FL = 577.70 TO 578.50

PROPOSED 400 L.F., 6" DIA., PERFORATED PIPE @ 0.25%, FL = 577.80 TO 578.80

PROPOSED 399 L.F., 6" DIA., PERFORATED PIPE @ 0.25%, FL = 578.80 TO 579.80

616 617 618 619 620 621 622 623 624 625

T–P ℄

PROPOSED
T–P / R10–28

PROP. EDGE OF PVMT.

PROPOSED 400 L.F., 6" DIA., PERFORATED PIPE @ 0.20%, FL = 577.70 TO 578.50

PROPOSED 475 L.F., 6" DIA., PERFORATED PIPE @ 0.25%, FL = 578.06 TO 579.25

PROPOSED 290 L.F., 6" DIA., PERFORATED PIPE @ 0.25%, FL = 579.25 TO 579.97

PROPOSED 330 L.F., 30" DIA., STM SEW, CL. III @ 0.10%, FL = 573.37 TO 573.70

GRADE EXTG. DITCH TO MATCH FES AS REQUIRED

STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
17	616+00, LT 53'	MANHOLE, SPL., 2' DIA.	578.50'	582.05'	AR751570
18	616+00, RT 53'	MANHOLE, SPL., 2' DIA.	578.50'	582.05'	AR751570
19	616+50, LT 270'	INLET SPECIAL	574.11'	576.26'	NEENAH R–3475, AR751415
20	620+00, LT 55'	MANHOLE, 5' DIA.	573.70'	582.16'	AR751550
21	620+00, RT 55'	MANHOLE, 5' DIA.	573.58'	582.16'	AR751550
22	620+00, RT 280'	PRC FLARED END SECTION, 30" DIA.	573.36'	–	AR752430
23	620+84.7, LT 333'	INLET SPECIAL	574.28'	576.55'	NEENAH R–3475, AR751415
24	624+00, LT 53'	MANHOLE, SPL., 2' DIA.	578.80'	582.50'	AR751570
25	624+75, RT 53'	MANHOLE, SPL., 2' DIA.	579.25'	582.54'	AR751570
35	619+61.47, LT 290.04'	PRC FLARED END SECTION, 12" DIA.	577.69'	–	AR752412
36	620+14.71, LT 307.39'	PRC FLARED END SECTION, 12" DIA.	577.20'	–	AR752412
37*	∓624+67, RT 250'	EXISTING ELEC. MANHOLE, 5' DIA.	–	PROP = 576.48' EXTG = 575.40'∓	EXISTING, TO REMAIN ADJUST, AR7519438*

* = ADJUST EXTG. 5' DIA. MANHOLE BY SUPPLYING & INSTALLING NEW PRECAST CONCRETE BARREL SECTION.

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 / EXISTING STRUCTURE NUMBER

N

SCALE FEET
40 0 40 80

SERVICE ROAD

18"

12" ST

REMOVE EXISTING AND INSTALL PROPOSED 152 L.F., 12" DIA., STM SEW, CL. IV, MATCH SLOPE OF EXTG PIPE. INCLUDE COSTS TO REMOVE & DISPOSED OF EXTG 12" CMP SEW IN AR701512 CONTRACT UNIT PRICE.

TXWY D

NOTE:

1. SEE SHEET 30 FOR GENERAL DRAINAGE.

DRAINAGE PLAN, STA 615+80 TO STA 625+50

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 33 OF 91

DO NOT DISTURB EXISTING PAVEMENT OR CABLES

T–P1 ℄

RUNWAY 9–27

ELEC CABLE

STA. 800+92, RT. 39', PROPOSED END CAP, EL 573.61

PROP. EDGE OF PVMT.

R27 LOCALIZER CRITICAL AREA

RSA

FAA CABLE

PROPOSED TEMP TXWY H

PROPOSED 365 L.F., 6" DIA., PERFORATED PIPE @ 0.35%, FL = 572.33 TO 573.61

PROPOSED 413 L.F., 6" DIA., PERFORATED PIPE @ 0.30%, FL = 572.76 TO 574.00

OUTLET PROPOSED UNDERDRAIN INTO STM. SEWER PER DETAIL, TYP.

24X38 STM. SEW

OUTLET PROPOSED UNDERDRAIN INTO STM. SEWER PER DETAIL, TYP.

R9 G.S. CRITICAL AREA

EXISTING FIELD TILE, TYP.

PROPOSED 429 L.F., 6" DIA., PERFORATED PIPE @ 0.35%, FL = 572.11 TO 573.61

PROPOSED 408 L.F., 6" DIA., PERFORATED PIPE @ 0.43%, FL = 572.35 TO 574.10

801 802 803 804 805 806 807

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 / EXISTING STRUCTURE NUMBER

N

SCALE FEET
40 0 40 80

EDGE OF EXTG SERVICE ROAD

PROPOSED RELOCATED TAXIWAY E BY OTHERS

TAXIWAY D

PROP. EDGE OF PVMT. BY OTHERS

PROPOSED INLET BY OTHERS

PROPOSED STM SEW BY OTHERS

PROPOSED STM SEW BY OTHERS

PROPOSED MANHOLE BY OTHERS

SEE SHT 32 FOR CALL OUT

PROPOSED T–P / R10–28

PROP. END OF PHASE III PVMT.

626 627 628 629 630

855 856 857 858 859 860

STA. 627+65, RT. 53', LOCATE PROP. PHASE II U.D. (INSTALLED BY OTHERS). CONNECT PROP. PHASE III U.D. TO PROP. PHASE II U.D. WITH CONCR. COLLAR, EL. 579.97'.

SEE SHT 32 FOR CALL OUT

PROPOSED U.D. BY OTHERS

T–P ℄

PROPOSED STM SEW BY OTHERS

EXTG. EDGE OF PVMT.

TAXIWAY E

PROPOSED T–E ℄

STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
26	627+42.16, LT 342.45'	EXISTING 18" DIA. FES	576.56'	–	EXISTING, TO REMAIN
27	627+42.06, LT 293.81'	PRC FLARED END SECTION, 24" DIA.	574.60'	–	PROPOSED BY OTHERS
28	627+71.44, RT 290'	PRC FLARED END SECTION, 42" DIA.	573.00'	–	PROPOSED BY OTHERS
29	628+04.85, LT 60.46'	MANHOLE, 5' DIA.	574.04'	582.53'	PROPOSED BY OTHERS
30	628+61.44, RT 150'	MANHOLE, 6' DIA. WITH FLAT SLAB TOP	573.53'	581.07'	PROPOSED BY OTHERS
31	630+65.09, LT 166.80'	MANHOLE, 5' DIA. WITH FLAT SLAB TOP	574.74'	580.79'	PROPOSED BY OTHERS
32	588+50, LT 343.50'	EXISTING MANHOLE	569.33'	574.61'	EXISTING, TO REMAIN
33	800+78.45, RT 40.20'	EXISTING MANHOLE	573.66'	576.66'	EXISTING, TO REMAIN
34	**800+81, LT 162.50'**	**MANHOLE, SPL., 2' DIA.**	**574.00'**	**576.88'**	AR751570

NOTE:

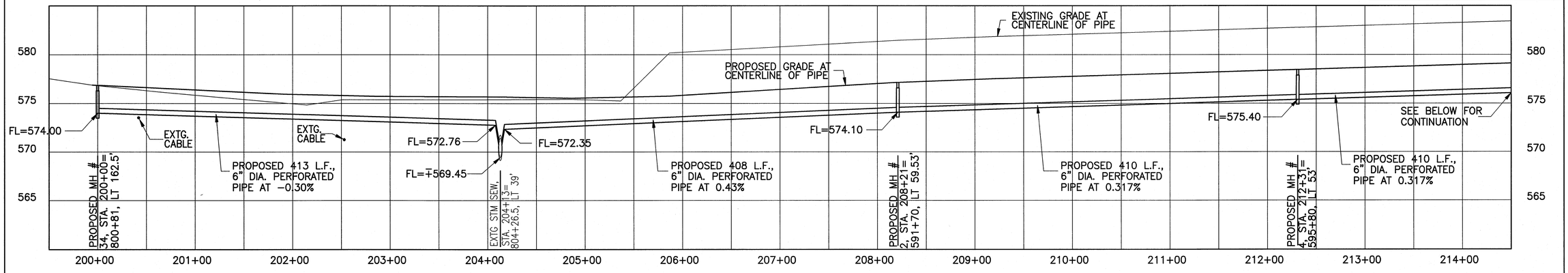
1. SEE SHEET 30 FOR GENERAL DRAINAGE.

DRAINAGE PLAN, STA 625+50 TO STA 630+80 & STA 800+00 TO STA 807+70

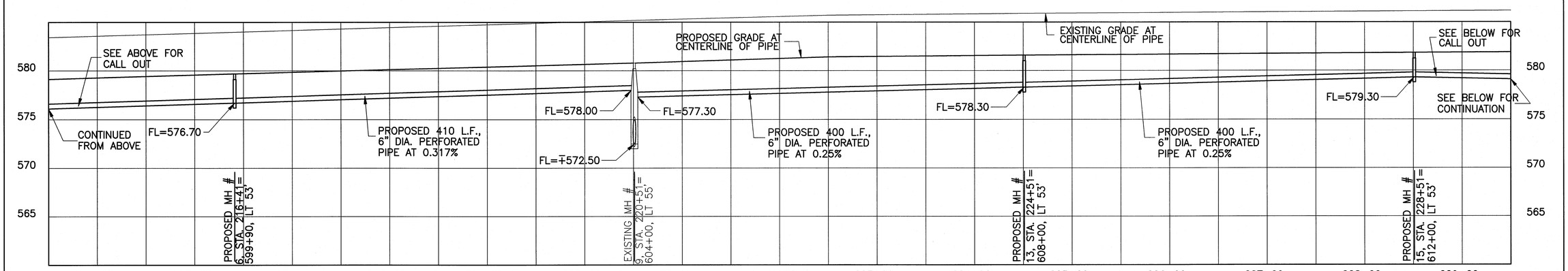
33/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 34 OF 91

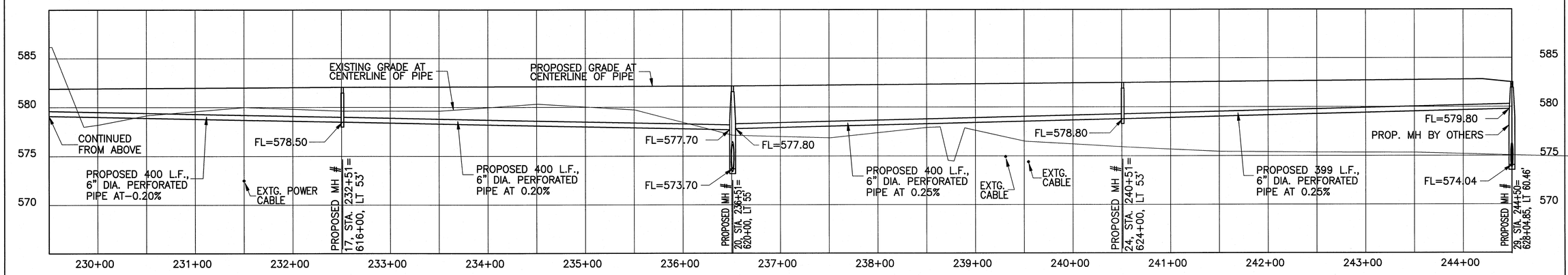
TAXIWAY P, STA. 800+81 TO STA. 591+70 TO STA. 628+05 LEFT UNDERDRAIN CENTERLINE PROFILE



TAXIWAY P, STA. 800+81 TO STA. 591+70 TO STA. 628+05 LEFT UNDERDRAIN CENTERLINE PROFILE, CONTINUED



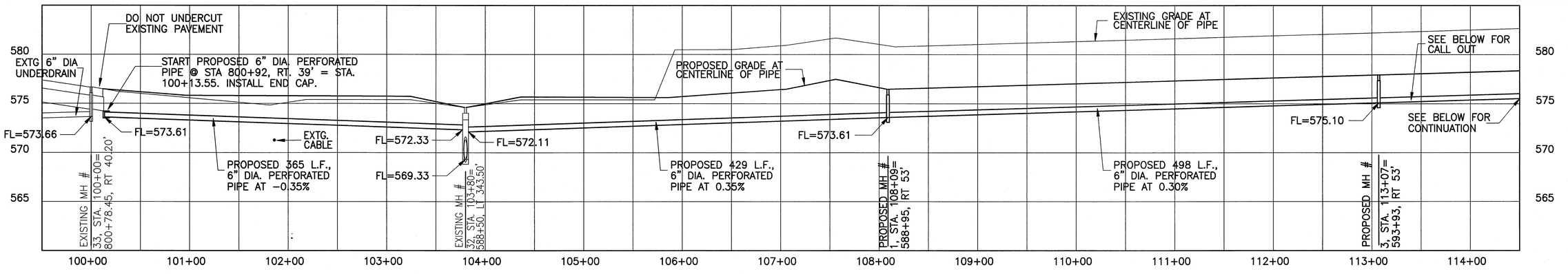
TAXIWAY P, STA. 800+81 TO STA. 591+70 TO STA. 628+05 LEFT UNDERDRAIN CENTERLINE PROFILE, CONTINUED



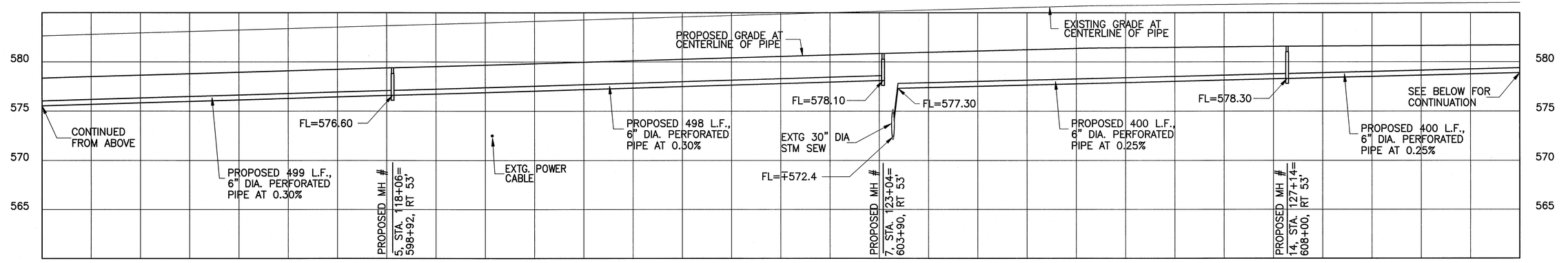
DRAINAGE – PIPE PROFILES

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 35 OF 91

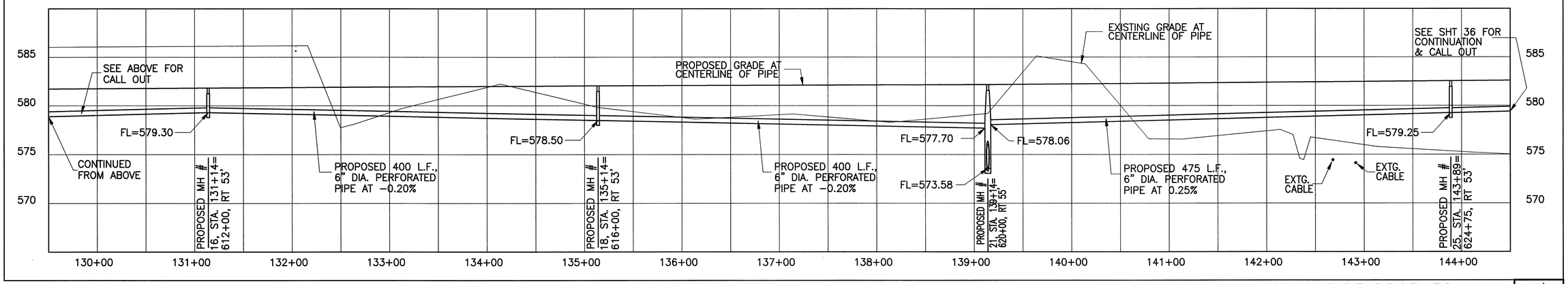
TAXIWAY P, STA. 800+92 TO STA. 588+95 TO STA. 627+76 RIGHT UNDERDRAIN CENTERLINE PROFILE



TAXIWAY P, STA. 800+92 TO STA. 588+95 TO STA. 627+76 RIGHT UNDERDRAIN CENTERLINE PROFILE, CONTINUED

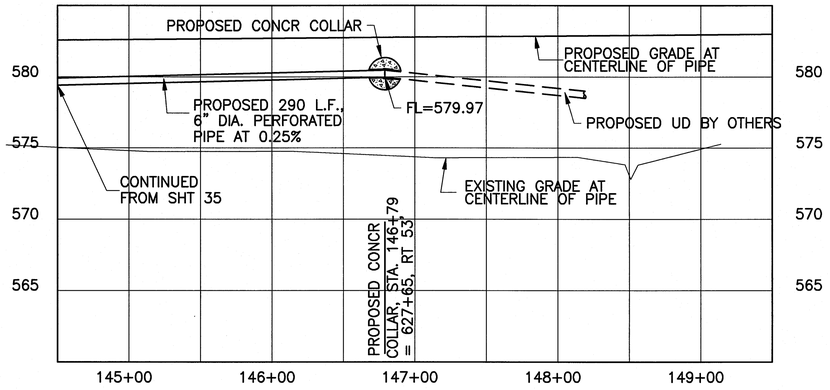


TAXIWAY P, STA. 800+92 TO STA. 588+95 TO STA. 627+76 RIGHT UNDERDRAIN CENTERLINE PROFILE, CONTINUED

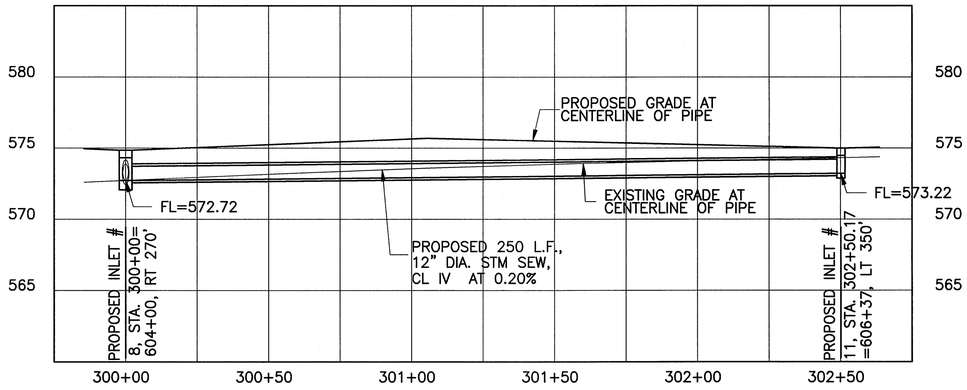


DRAINAGE – PIPE PROFILES

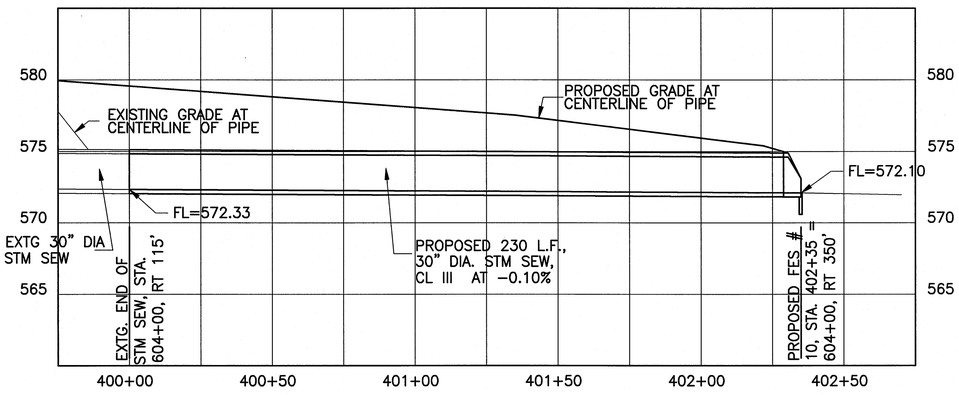
TAXIWAY P, STA. 800+92 TO STA. 588+95 TO STA. 627+76 RIGHT UNDERDRAIN CENTERLINE PROFILE, CONTINUED



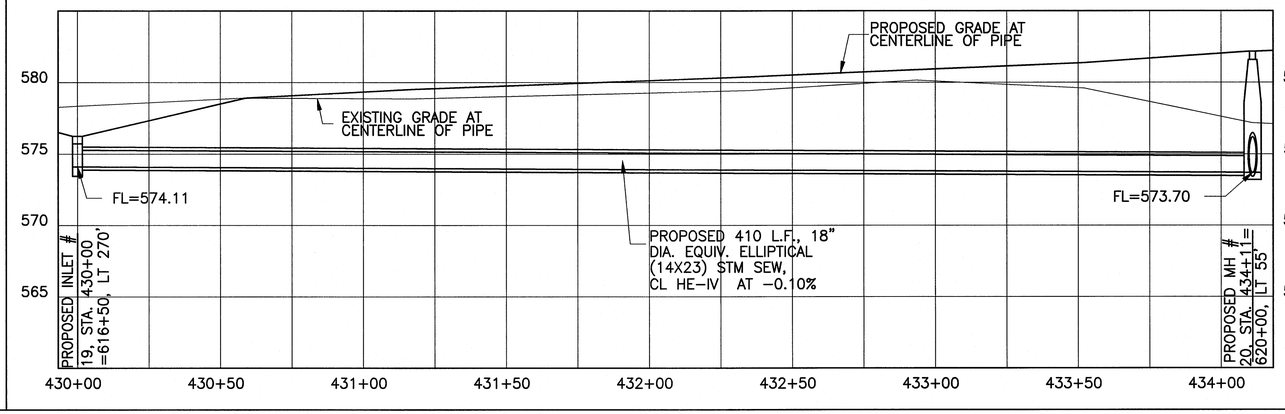
TAXIWAY P, STA. 604+00 RIGHT 270' TO STA. 606+37 RIGHT 350' STORM SEWER CENTERLINE PROFILE



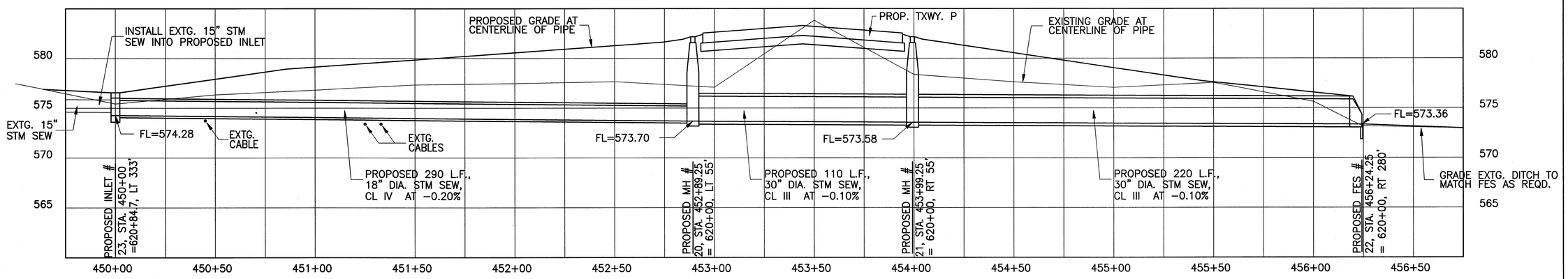
TAXIWAY P, STA. 604+00 RIGHT 115' TO RIGHT 350' STORM SEWER CENTERLINE PROFILE



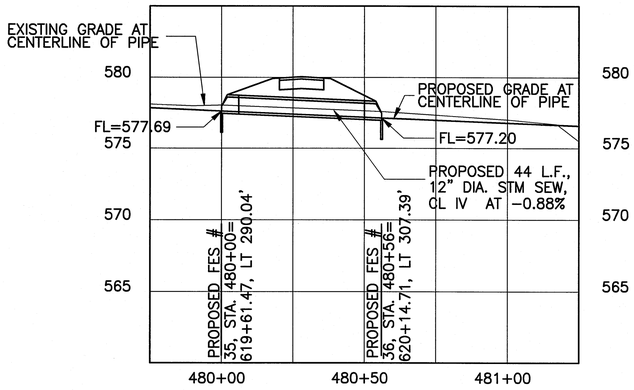
TAXIWAY P, STA. 616+50 LEFT 270' TO STA. 620+00 LEFT 55' STORM SEWER CENTERLINE PROFILE

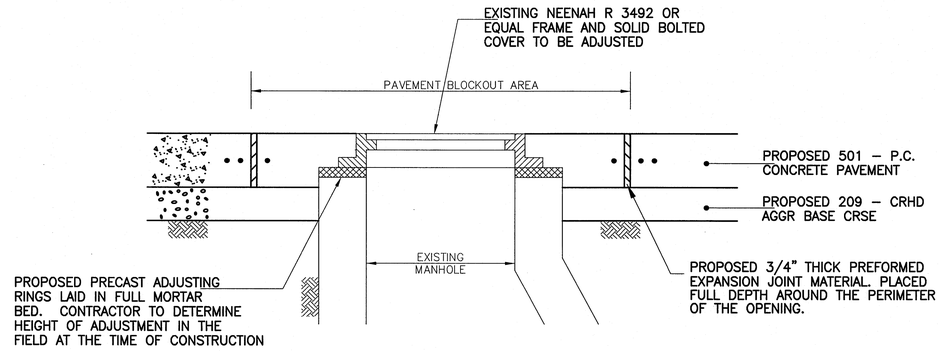


TAXIWAY P, STA. 620+84.7 LEFT 333' TO STA. 620+00 RIGHT 280' STORM SEWER CENTERLINE PROFILE

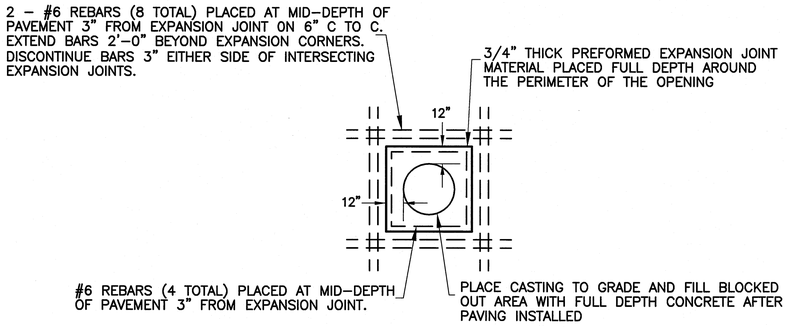


TAXIWAY P, STA. 619+68.13 LEFT 292.21' TO STA. 620+08.05 LEFT 305.22'
STORM SEWER CENTERLINE PROFILE

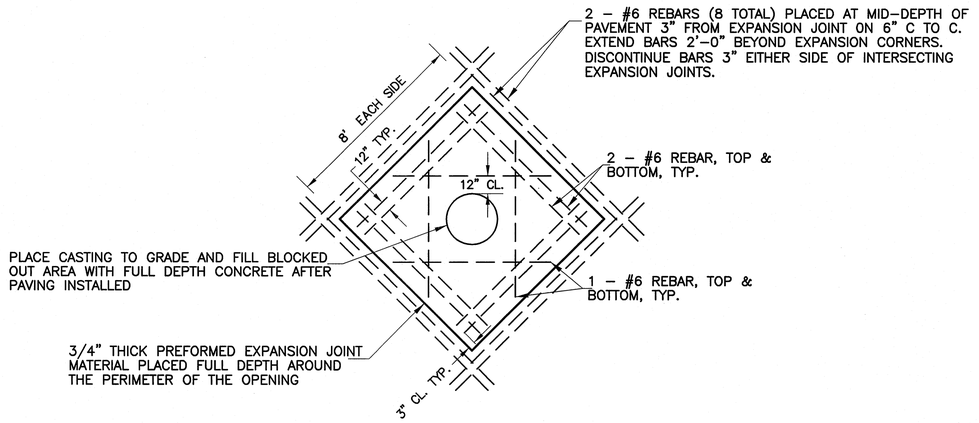




TYPICAL DETAIL – MANHOLE
ADJUSTMENT IN P.C.C. PAVEMENT
NO SCALE

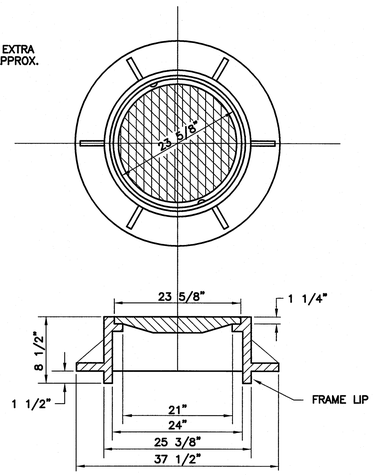


PAVEMENT SQUARE BLOCKOUT
FOR CIRCULAR CASTING
NO SCALE



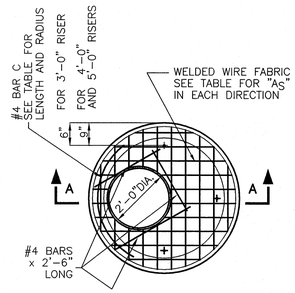
DIAMOND BLOCKOUT
FOR CIRCULAR CASTING
NO SCALE

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

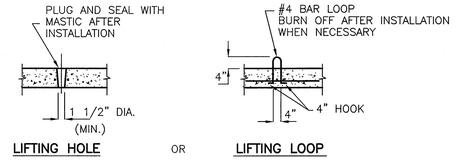


NOTES:
1. USE FOR ALL MANHOLES (UNLESS NOTED OTHERWISE ON THE PLAN SHEETS).
2. REMOVE BOLTS THAT HOLD THE GRATE TO TO THE FRAME AND DO NOT REINSTALL.

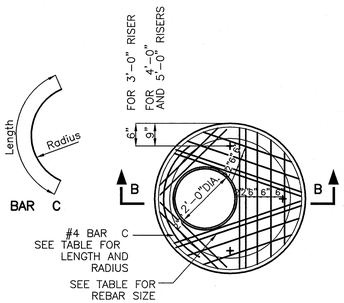
MANHOLE FRAME AND LID



P L A N
SHOWING WELDED WIRE FABRIC



TYPICAL
(3 REQUIRED PER SLAB)



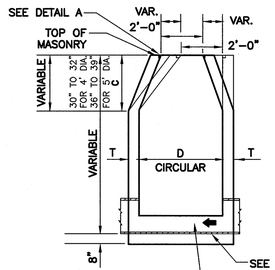
P L A N
SHOWING REBAR REIFORCEMENT
WITH TYPICAL SPACING

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 1806	D + 21	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"

FOR 6' DIAMETER MANHOLES, SEE IDOT STANDARD 602406. MANHOLE FRAME LIP NOTCH OUT DETAIL AND ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 602406.

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"



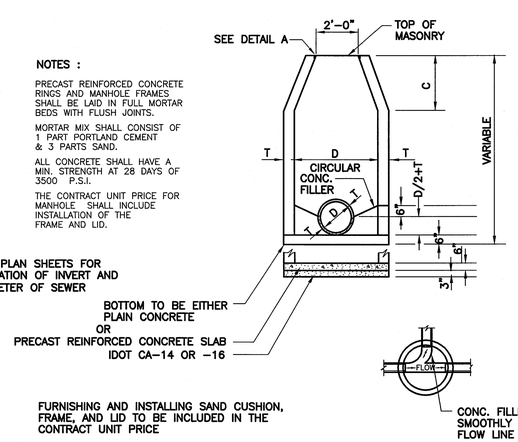
NOTES :

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

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

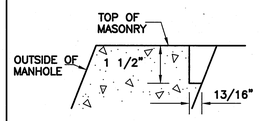
ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.

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

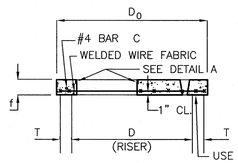


DETAIL A
NOTCH OUT FOR FRAME LIP

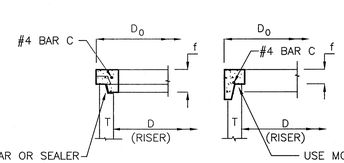
NOTE :
THE CONE OF THE MANHOLE SHALL BE CONSTRUCTED AS SHOWN BY THE DOTTED LINES ONLY WHEN THERE IS INTERFERENCE WITH UNDERGROUND CONDITIONS AND THESE CONDITIONS CAN NOT BE ALTERED.

MODIFIED IDOT
STANDARD 602401

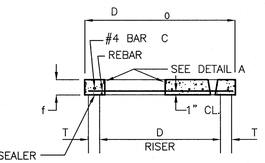
DETAIL OF STORM MANHOLE
ITEMS AR751540, AR751550, & AR751560



SECTION A–A



ALTERNATE JOINT CONFIGURATIONS

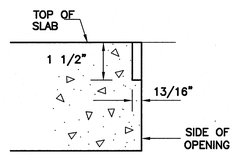


SECTION B–B

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

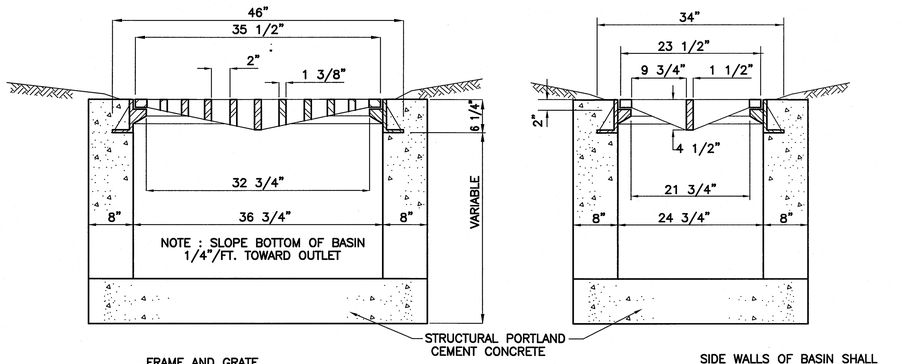
MODIFIED I.D.O.T.
STANDARD 602601

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.



DETAIL A

FOR 6' DIAMETER MANHOLES, SEE IDOT STANDARD 602406. MANHOLE FRAME LIP NOTCH OUT DETAIL AND ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 602406.



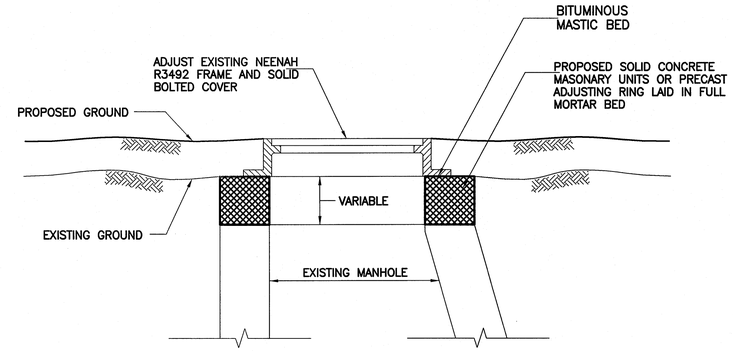
FRAME AND GRATE
WEIGHT APPROX. 540 POUNDS

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

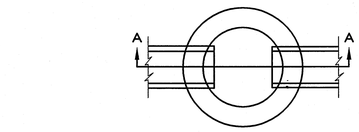
INLET SPECIAL, ITEM AR751415

NOTES :

1. INLET 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.

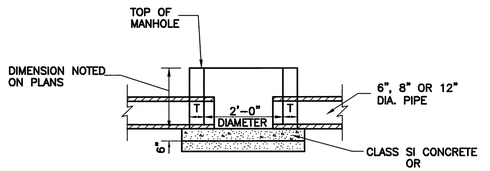


TYPICAL DETAIL – MANHOLE
ADJUST – IN TURF

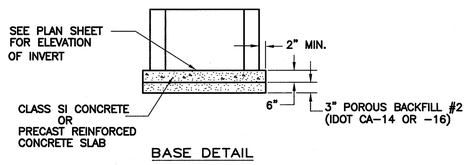


PLAN

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE SECTION	3"
PRECAST REINFORCED CONCRETE RINGS	5"
CAST IN PLACE CONCRETE	6"



SECTION A–A



BASE DETAIL

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.

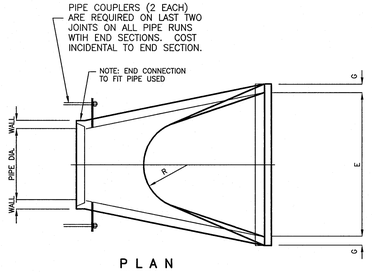
MODIFIED IDOT
STANDARD 602301

DETAIL OF INLET, TYPE A
ITEM AR751411

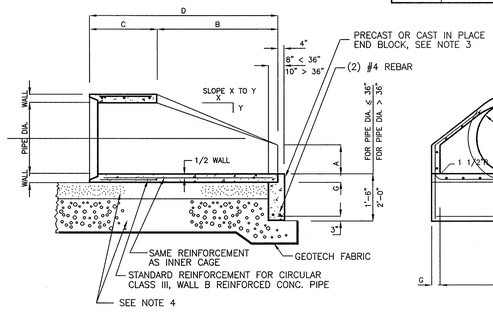
PRECAST REINFORCED CONCRETE FLARED END SECTION

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"	6'-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

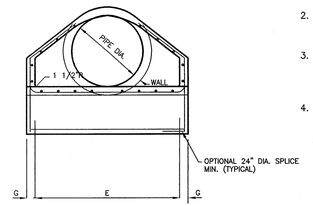
*RADIUS AS FURNISHED BY MANUFACTURER



PLAN



LONGITUDINAL SECTION



END SECTION

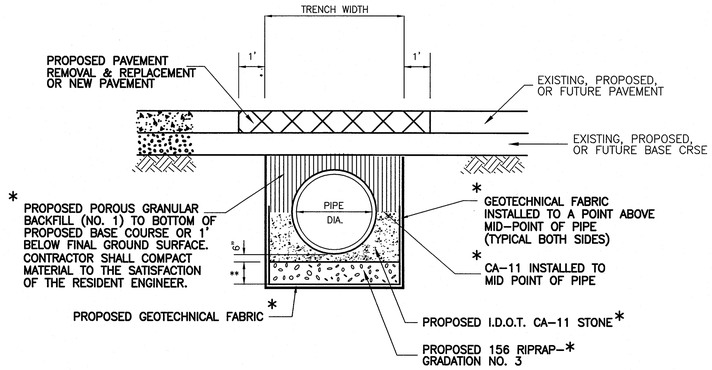
NOTES:

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

FOR EQUIV ELLIPTICAL PRC FES, SEE IDOT STANDARD 542306.
ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 542306.

PROPOSED TYPICAL SECTION – PIPE TRENCH
(ALL PROPOSED PIPES)



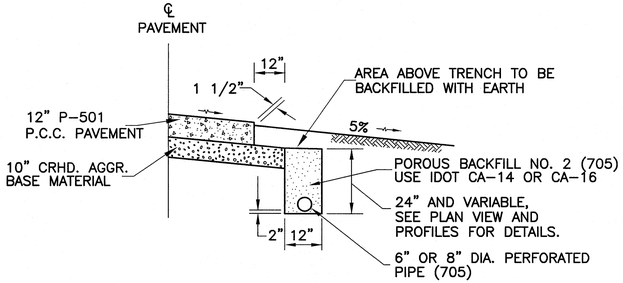
*= COST OF THESE ITEMS SHALL BE INCLUDED IN THE 701 PIPE CONTRACT UNIT PRICES

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.

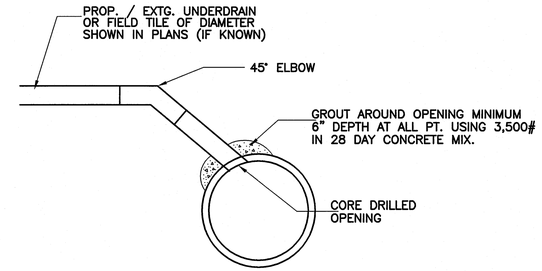
PIPE DIA.	TRENCH WIDTH	PVMT. RMVL. WIDTH	** FOUNDATION DEPTH
8"	3.75'	6'	10"
12"	4.17'	6.5'	10"
18"	4.75'	7'	10"
ELLIPTIAL 18" EQUIV	5.21'	7.5'	10"
24"	5.33'	7.5'	18"
30"	5.92'	8'	18"
42"	7.08'	9.5'	18"



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

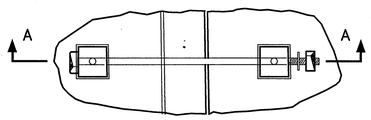


DETAIL OF PIPE UNDERDRAIN / FIELD TILE OUTLET INTO STORM SEWER OR PIPE CULVERT

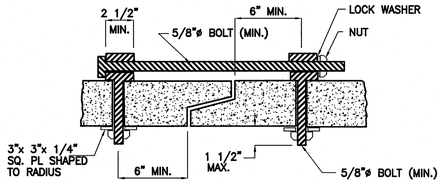
NOTES :

COST OF NEW PIPE, ELBOW AND GROUTING TO BE INCLUDED IN CONTRACT UNIT PRICES. ANY DAMAGE TO EXISTING STORM SEWER, TILE, OR PIPE CULVERT SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.

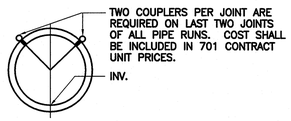
PROPOSED PIPE COUPLERS

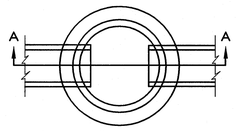


PLAN OF ONE COUPLER

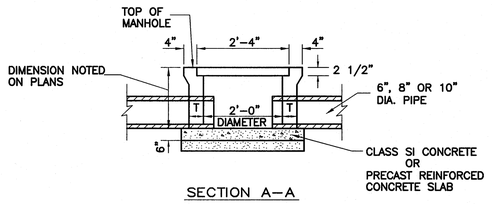


SECTION A–A

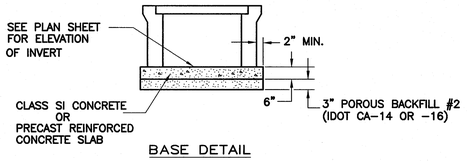




PLAN



SECTION A–A



BASE DETAIL

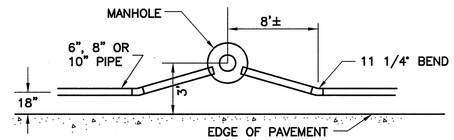
DETAIL OF MANHOLE SPECIAL
ITEM 751570

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.

MODIFIED IDOT
STANDARD 602301



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

PLAN VIEW OF MANHOLE SPECIAL ADJACENT TO EDGE OF PVMT.

QUAD CITY INTERNATIONAL AIRPORT
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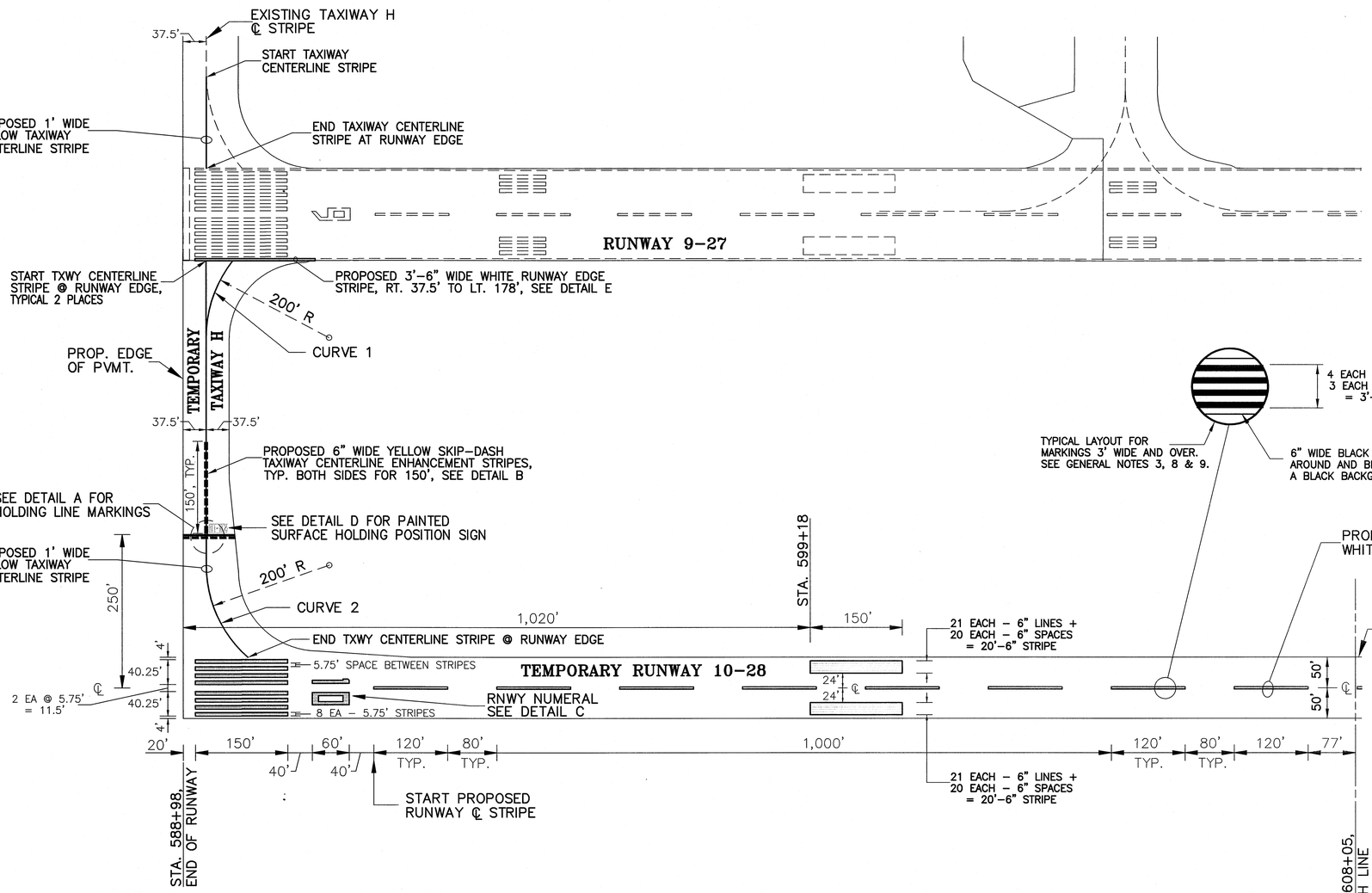
ILL. MLI–3855, QU010
SHEET 41 OF 91



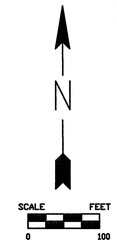
LEGEND:

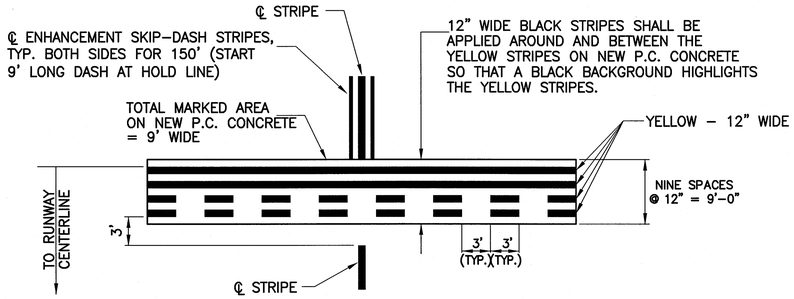
OR — EXISTING PAVEMENT MARKINGS

OR — PROPOSED PAVEMENT MARKINGS

NOTES:

1. SEE SHEET 42 FOR PAINTING GENERAL NOTES.
2. SEE SHEET 42 FOR DETAILS C, D AND E.

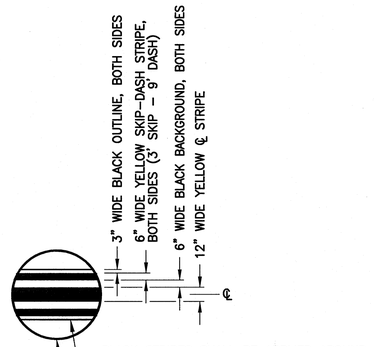




DETAIL A
HOLDING LINE MARKINGS

TAXIWAY CENTERLINE CURVE DATA

ITEM	CURVE NUMBER 1	CURVE NUMBER 2
△	38°40'56"	48°35'25.36"
D	28°38'52.44"	28°38'52.44"
T	70.20'	90.28'
L	135.03'	169.61'
R	200.00'	200.00'
P.C. STA.	800+75, LT 43.88'	805+70, LT 00'
P.I. STA.	801+29.80, LT 00'	806+60.28, LT 00'
P.T. STA.	802+00, LT 00'	807+20, LT 67.71'
P.R. STA.	802+00, LT 200'	805+70, LT 200'



DETAIL B
TAXIWAY CENTERLINE ENHANCEMENT STRIPES
STRIATED

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
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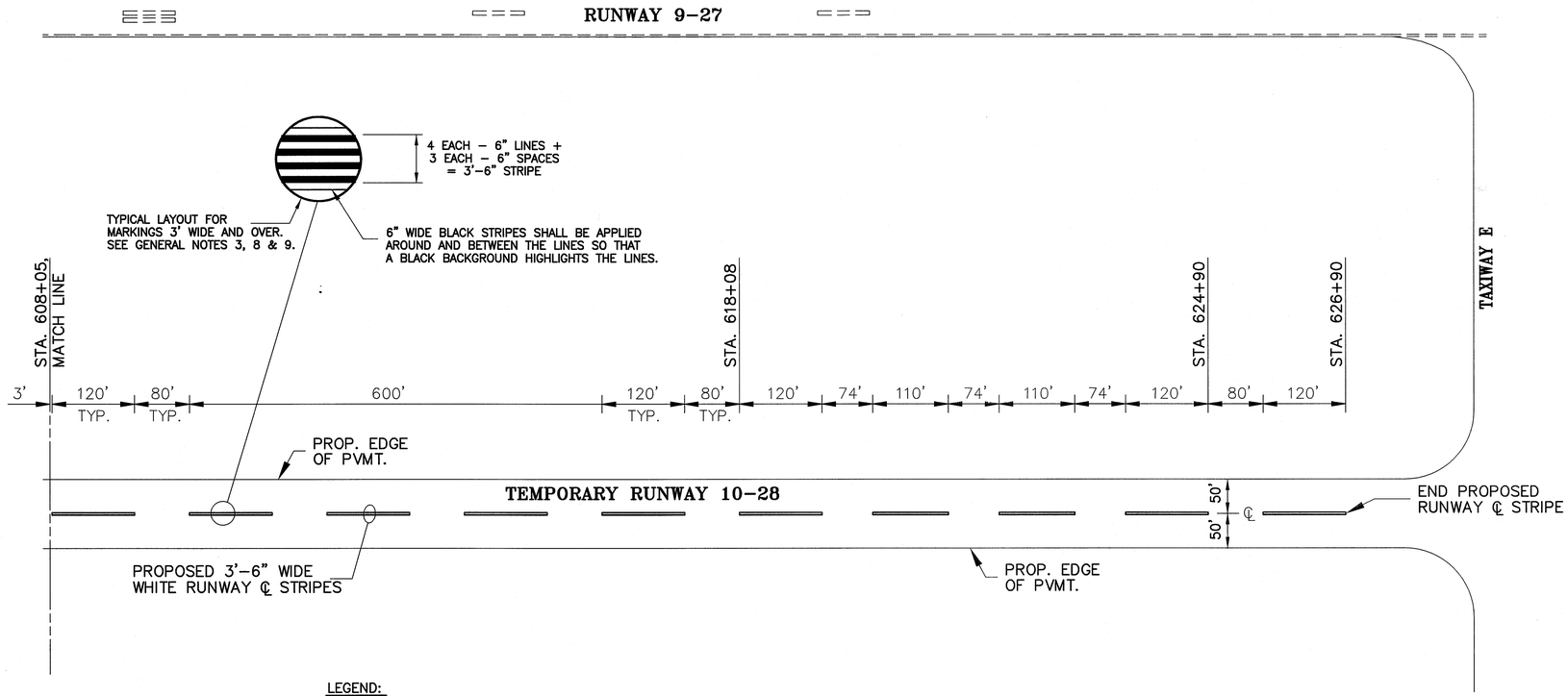
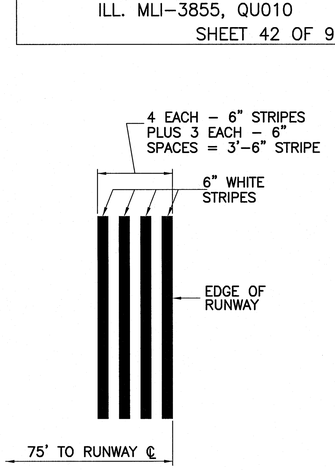




DETAIL E
RUNWAY EDGE STRIPES
STRIATED

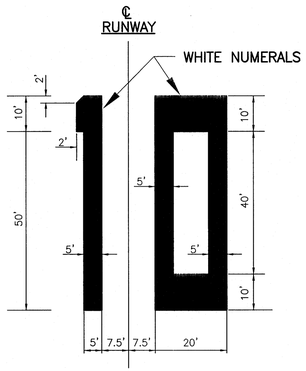
LEGEND:

OR — EXISTING PAVEMENT MARKINGS

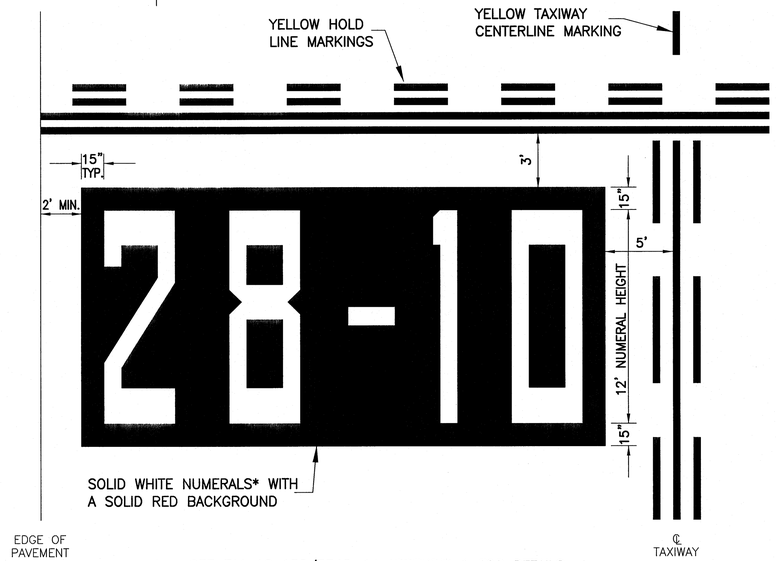
OR — PROPOSED PAVEMENT MARKINGS

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.) TAXIWAY PAINTED SURFACE HOLDING POSITION SIGNS ARE NOT STRIATED.
4. ALL MARKINGS SHALL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
5. TAXIWAY EDGE STRIPES AND TAXIWAY CENTERLINE STRIPES SHALL BE SOLID TO MATCH THE EXISTING TAXIWAY MARKINGS. RUNWAY EDGE 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 41 FOR PAVEMENT MARKING DETAILS A & B.



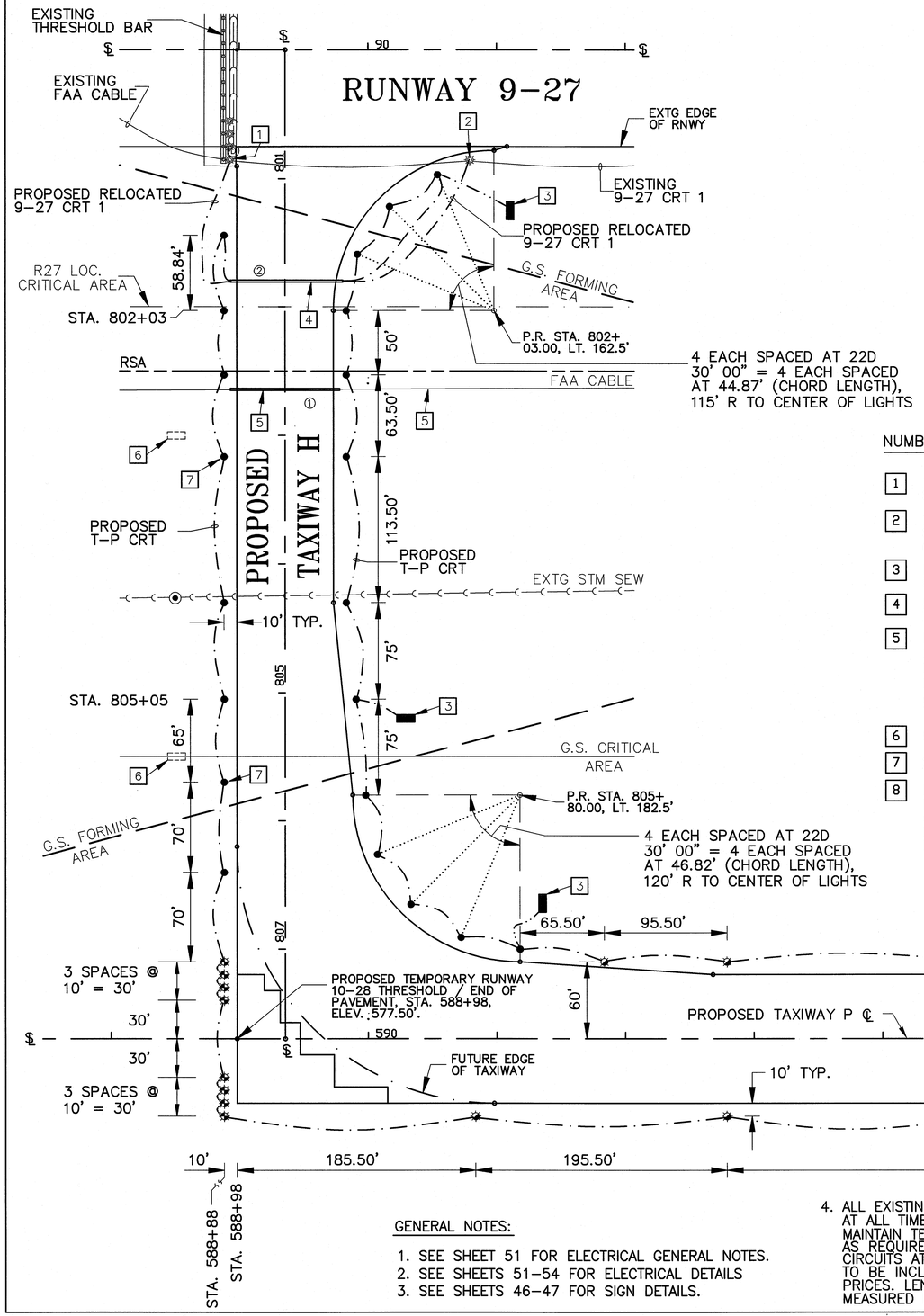
DETAIL C
RUNWAY NUMERAL



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

DETAIL D
PAINTED SURFACE HOLDING POSITION SIGN
(SOLID MARKING, NOT STRIATED)

PROPOSED PAVEMENT MARKINGS



PROPOSED LOCATIONS FOR RUNWAY 10-28 EDGE LIGHTS			
REFERENCE NUMBER	LOCATION	TYPE	REMARK
1, 2, 3 & 4	588+88, LT. 30', 40' 50' & 60'	L-861E THRESHOLD MIRL	W FACE = GREEN & E FACE =RED
5, 6, 7 & 8	588+88, RT. 30', 40' 50' & 60'	L-861E THRESHOLD MIRL	W FACE = GREEN & E FACE =RED
9	590+83.50, RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
10	591+83.50, LT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
11 & 12	592+79, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
13 & 14	594+74.50, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
15 & 16	596+70, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
17 & 18	598+65.50, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
19 & 20	600+61, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW

FOR ALL NEW L-861 MIRL INSTALLATIONS:

ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90D FROM MAIN ENTRANCE HUB. FACE ADDITIONAL HUB TOWARDS RUNWAY FOR FUTURE USE.

NUMBERED LEGEND

1. DISCONNECT EXTG. 9-27 CRT 1 CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED 9-27 CRT 1 RELOCATION AT THIS LOCATION.
2. DISCONNECT EXTG. 9-27 CRT 1 CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED 9-27 CRT 1 RELOCATION AT THIS LOCATION. ADJUST ELEVATION OF EXISTING LIGHT CAN.
3. PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 46-47 FOR MORE INFORMATION.
4. PROPOSED 2-WAY DUCT BANK (4" ID CONDUITS) TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROPOSED PAVEMENT.
5. EXISTING FAA CABLE AND PROPOSED ONE-WAY DUCT BANK. INSTALL PROPOSED DUCT TO A POINT THAT IS 5' BEYOND THE PROPOSED EDGE OF PVMT. EXISTING FAA CABLE TO BE LOWERED AS REQUIRED. USE 4" SPLIT DUCT IN PROPOSED ONE-WAY DUCT BANK UNDER PROPOSED PAVEMENT. CABLES TO BE LOWERED TO A POINT THAT IS 36" BELOW THE PROPOSED FINAL GRADE. INCLUDE COST TO LOWER CABLE IN DUCT BANK CONTACT UNIT PRICE.
6. LOCATION FOR FUTURE TAXIWAY P GUIDANCE SIGN.
7. SUPPLY / INSTALL 3-WAY L-867 BASE CAN AT THIS LOCATION (FOR FUTURE SIGN).
8. PROPOSED ONE-WAY DUCT BANK TO A POINT THAT IS 10' BEYOND THE EDGE OF THE PROPOSED PAVEMENT FOR FUTURE USE BY UTILITY COMPANY (TO REPLACE EXISTING ONE PHASE POWER CABLE). PER UTILITY COMPANY REGULATIONS, INCREASE MINIMUM COVER OVER DUCT BANK TO 42 INCHES. DO NOT INSTALL EXTG. UTILITY COMPANY POWER CABLE IN PROPOSED DUCT BANK.

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E 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-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- 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
- LOCATION FOR FUTURE GUIDANCE SIGN

GENERAL NOTES:

1. SEE SHEET 51 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 46-47 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 PAID FOR.

TAXIWAY P LIGHTING PLAN, STA 588+00 TO STA 601+35

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- 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-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- 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
- LOCATION FOR FUTURE GUIDANCE SIGN

PROPOSED LOCATIONS FOR RUNWAY 10-28 EDGE LIGHTS			
REFERENCE NUMBER	LOCATION	TYPE	REMARK
21 & 22	602+56.50, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
23 & 24	604+52, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
25 & 26	606+47.50, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
27 & 28	608+43, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =YELLOW
29 & 30	610+38.50, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =WHITE
31 & 32	612+34, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =WHITE
33 & 34	614+29.50, LT. & RT. 60'	L-861 MIRL	W FACE = WHITE & E FACE =WHITE

FOR ALL NEW L-861 MIRL INSTALLATIONS:

ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90D FROM MAIN ENTRANCE HUB. FACE ADDITIONAL HUB TOWARDS RUNWAY FOR FUTURE USE.

NUMBERED LEGEND

[3] PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 46-47 FOR MORE INFORMATION.

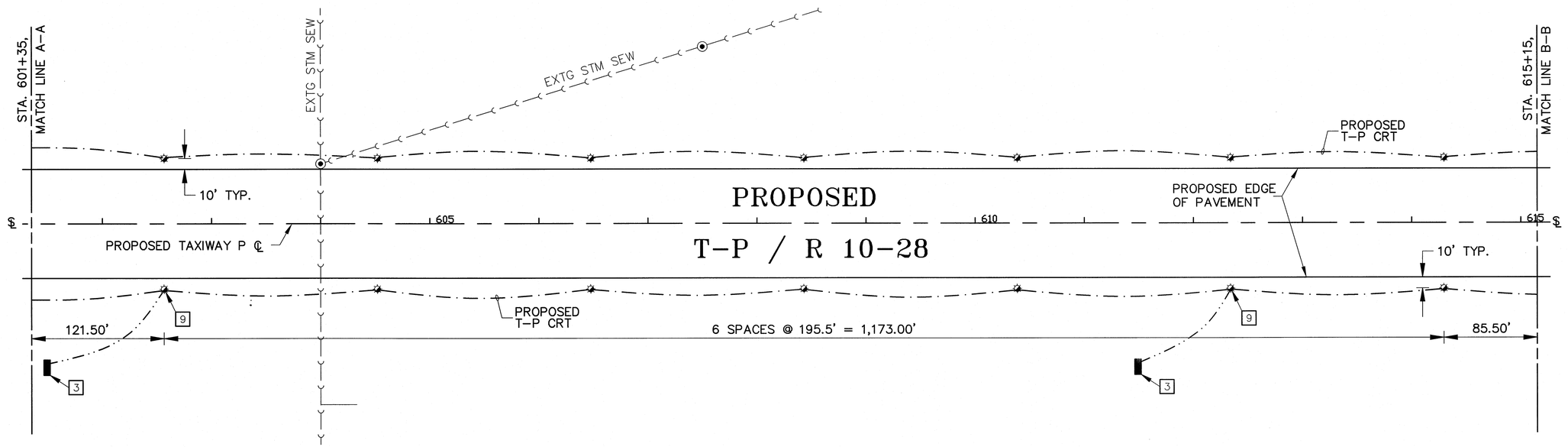
[9] SUPPLY / INSTALL 4-WAY L-867 BASE CAN AT THIS LOCATION (FOR FUTURE TAXIWAY EDGE LIGHT).

GENERAL NOTES:

1. SEE SHEET 51 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 46-47 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.

N

SCALE FEET
0 50



TAXIWAY P LIGHTING PLAN, STA 601+35 TO STA 615+15

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010

SYMBOL LEGEND

- EXISTING L–861T MITL OR L–861 MIRL
- 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 GUIDANCE SIGN BY OTHERS
- PROPOSED LOCATION FOR RELOCATED OR NEW L–861T MITL (BLUE)
- PROPOSED L–861T MITL BY OTHERS
- PROPOSED LOCATION FOR RELOCATED OR NEW L–861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L–861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L–862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- 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
- PROPOSED ELECTRICAL CIRCUIT BY OTHERS
- LOCATION FOR FUTURE GUIDANCE SIGN

NUMBERED LEGEND

3. PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 46–47 FOR MORE INFORMATION.
9. SUPPLY / INSTALL 4–WAY L–867 BASE CAN AT THIS LOCATION (FOR FUTURE TAXIWAY EDGE LIGHT).
10. EXISTING FAA R9 ILS CONTROL CABLE AND PROPOSED CABLE RELOCATION ROUTE. DO NOT DISTURB EXISTING CABLE DURING CONSTRUCTION. PROTECT EXISTING CABLE FROM DAMAGE UNTIL REPLACEMENT CABLE IS IN–PLACE. EXISTING CABLE TO REMAIN ACTIVE UNTIL REPLACEMENT CABLE IS ENERGIZED. SEE SHEET 48 FOR DETAILS ON THE REPLACEMENT OF THIS CONTROL CABLE.
11. PROPOSED 2–WAY DUCT BANK (4" ID CONDUITS) TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROPOSED PAVEMENT. INCREASE MINIMUM COVER TO 3 FEET PER FAA SPECIFICATION (FAA–GL–918C) FOR CONTROL CABLES.
12. START / END PROPOSED T–P CRT CABLES AT THESE LOCATIONS. T–P CRT WILL NOT BE ENERGIZED UNDER THIS CONTRACT. FUTURE CIRCUIT CABLES TO THE EAST OF THESE CANS TO BE INSTALLED BY OTHERS.
13. PROPOSED 2–WAY DUCT BANK TO BE INSTALLED BY OTHERS.
14. INSTALL PROPOSED TEMPORARY ABOVE GROUND JUMPER CABLES (NO PAYMENT) FOR TESTING CIRCUIT. TEMPORARY ATTACHED PROPOSED T–P CRT TO EXTG. T–D CRT TO TEST T–P CIRCUIT. REMOVE TEMPORARY JUMPER CABLES AFTER TESTING OF T–P IS COMPLETE. T–P CRT WILL NOT BE ENERGIZED AS PART OF THIS CONTACT WORK.

PROPOSED LOCATIONS FOR RUNWAY 10–28 EDGE LIGHTS			
REFERENCE NUMBER	LOCATION	TYPE	REMARK
35 & 36	616+25, LT. & RT. 60'	L–861 MIRL	W FACE = WHITE & E FACE =WHITE
37 & 38	618+20.50, LT. & RT. 60'	L–861 MIRL	W FACE = WHITE & E FACE =WHITE
39 & 40	620+16, LT. & RT. 60'	L–861 MIRL	W FACE = WHITE & E FACE =WHITE
41 & 42	622+11.50, LT. & RT. 60'	L–861 MIRL	W FACE = WHITE & E FACE =WHITE
43 & 44	624+07, LT. & RT. 60'	L–861 MIRL	W FACE = WHITE & E FACE =WHITE
45 & 46	626+02.50, LT. & RT. 60'	L–861 MIRL	W FACE = WHITE & E FACE =WHITE
47 & 48	627+98, LT. & RT. 60'	L–861 MIRL	W FACE = WHITE & E FACE =WHITE

FOR ALL NEW L–861 MIRL INSTALLATIONS:

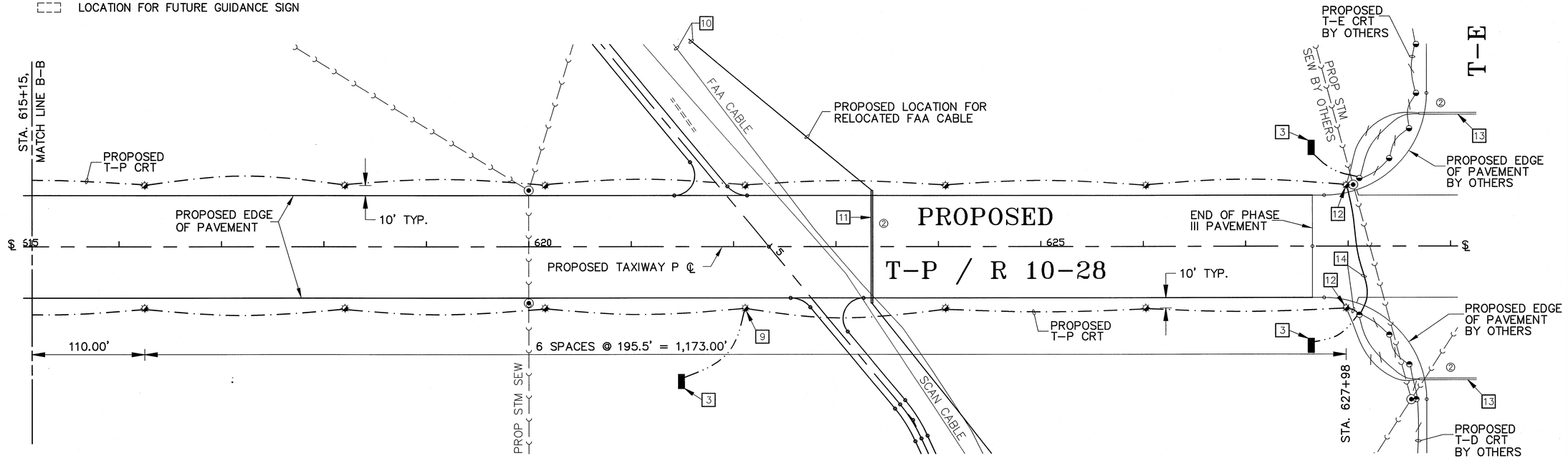
ORDER L–867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90D FROM MAIN ENTRANCE HUB. FACE ADDITIONAL HUB TOWARDS RUNWAY FOR FUTURE USE.

GENERAL NOTES:

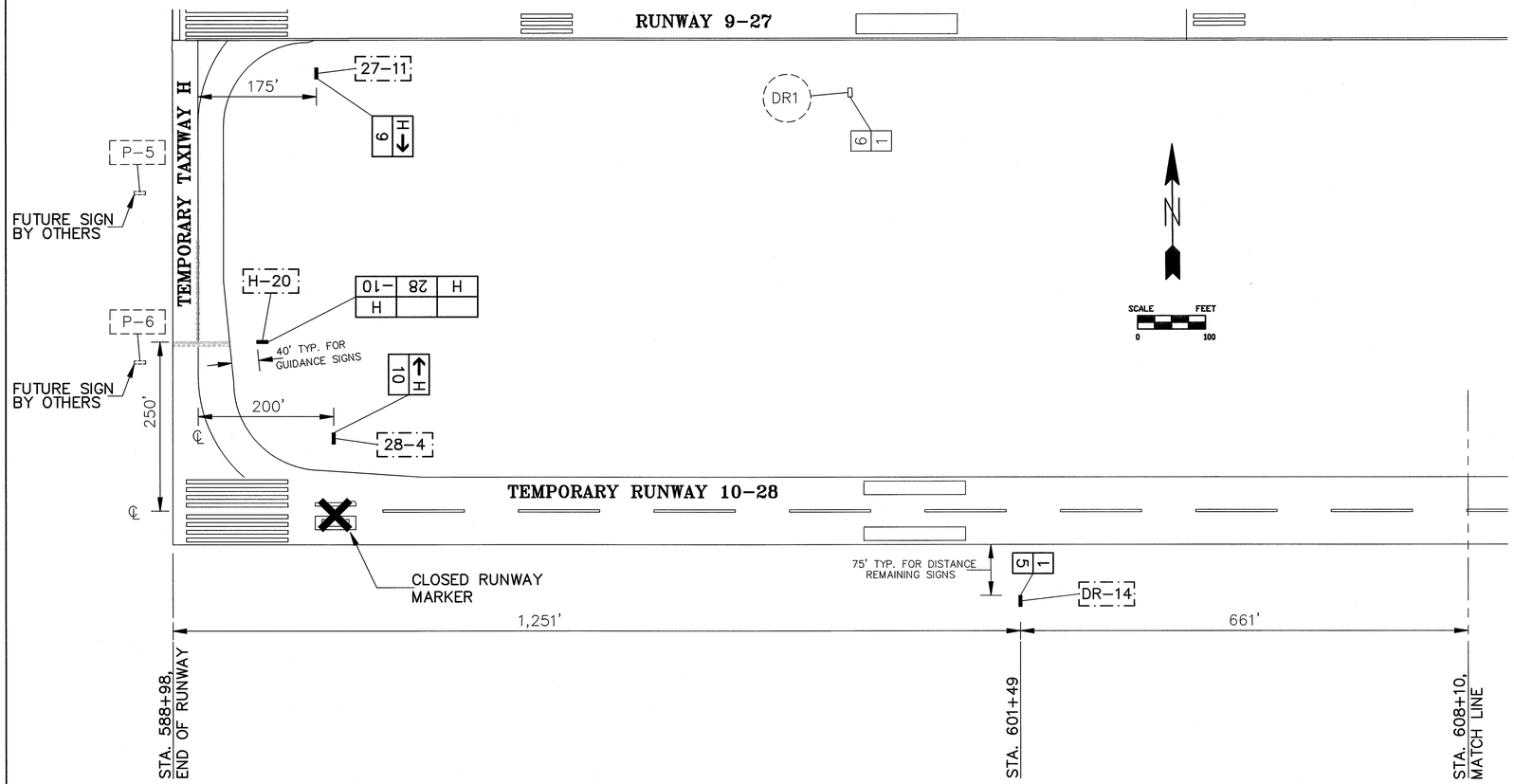
1. SEE SHEET 51 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51–54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 46–47 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT 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 PAID FOR.

N

SCALE FEET
0 50



TAXIWAY P LIGHTING PLAN, STA 615+15 TO STA 628+95



GUIDANCE / DISTANCE REMAINING SIGN GENERAL NOTES:

1) "LEGEND" COLUMN IN TABLES (FOUND ON SHTS 46 & 47) 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 THE LATEST VERSION OF FAA ADVISORY CIRCULAR 150/5345-44 AND 150/5340-18.
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 51 – 54 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
8) SEE SHEET 52 FOR SIGN DETAILS.
9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.

SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS ISOLATION TRANSFORMER DATA*				
NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.
** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

PROPOSED TEMPORARY RUNWAY 10-28 GUIDANCE SIGN SCHEDULE
SIZE 3, STYLE 2 (WITH LED LIGHTING SYSTEM INCLUDING LED LAMPS), CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS / BACKGROUND	PROPOSED LEGEND	LETTERS / BACKGROUND	CIRCUIT	PAY ITEMS	REMARK
H-20	N			H 28 -10	Y/B W/R W/R	T-P	AR125447	PROPOSED NEW 7 CHARACTER SIGN
	S			H	Y/B B/B B/B			
10-1	W			←E	B/B B/B B/Y	T-E	AR125444	PROPOSED NEW 4 CHARACTER SIGN
	E			28	Y/B B/B B/B			
10-2	W			E→	B/Y	T-D	AR125444	PROPOSED NEW 4 CHARACTER SIGN
	E			28	Y/B			
27-11	W			9	Y/B	T-P	AR125443	PROPOSED NEW 3 CHARACTER SIGN
	E			←H	B/Y			
28-4	W			10	Y/B	T-P	AR125444	PROPOSED NEW 4 CHARACTER SIGN
	E			H→	B/Y			

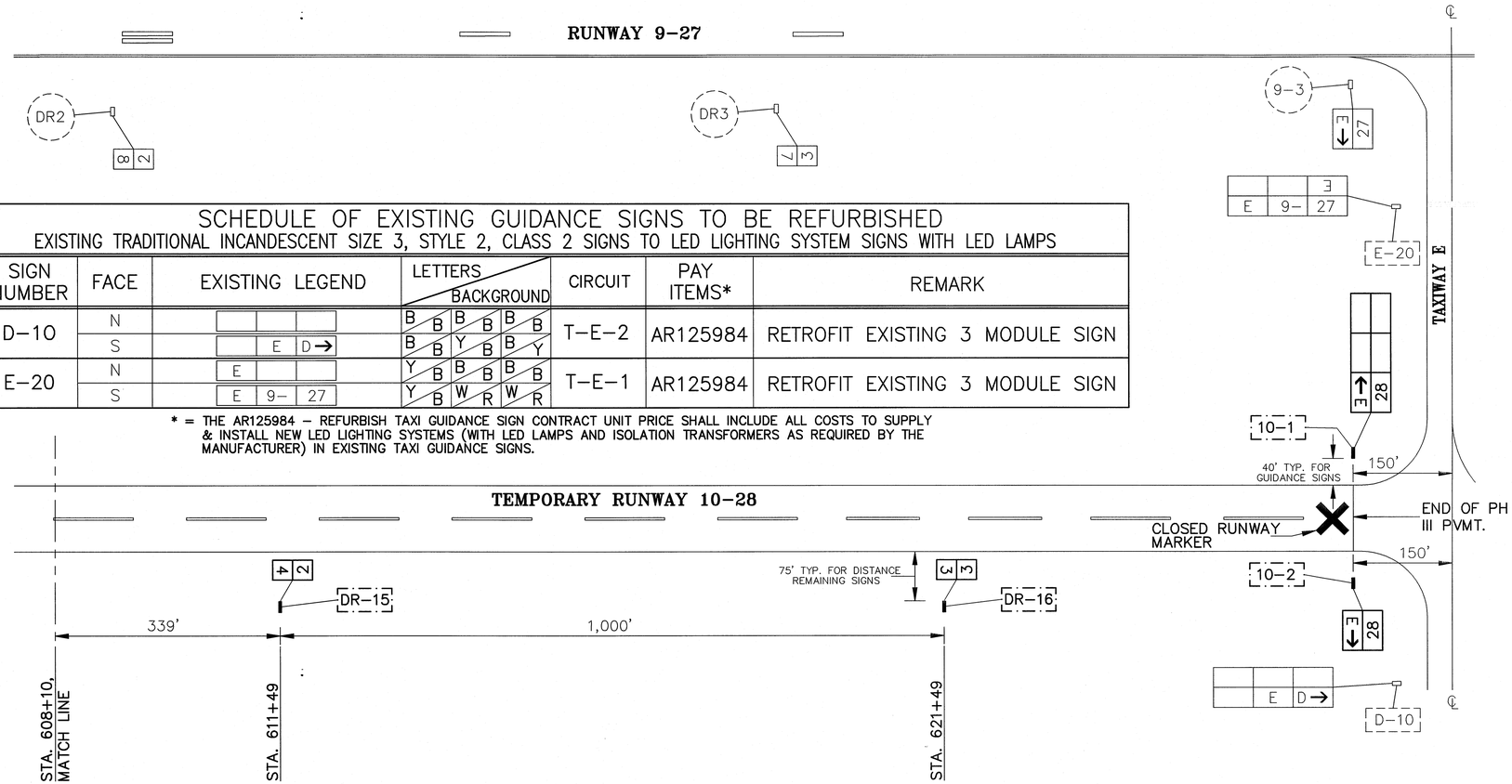
N = NORTH
S = SOUTH
E = EAST
W = WEST
NW = NORTHWEST
SE = SOUTHEAST
NE = NORTHEAST
SW = SOUTHWEST

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)

LEGEND:

- ☼ EXISTING EDGE LIGHT
- ▭ EXISTING OR PROPOSED (BY OTHERS) GUIDANCE SIGN
- (23-4) EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- 23-4 EXISTING SIGN NUMBER AT RELOCATED OR NEW SIGN LOCATION
- ▬ PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- [H-20] PROPOSED NEW SIGN NUMBER
- [E-20] PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- ▭▭ FUTURE (BY OTHERS) GUIDANCE SIGN

TEMPORARY RUNWAY 10-28 GUIDANCE SIGN PLAN



SCHEDULE OF EXISTING GUIDANCE SIGNS TO BE REFURBISHED
EXISTING TRADITIONAL INCANDESCENT SIZE 3, STYLE 2, CLASS 2 SIGNS TO LED LIGHTING SYSTEM SIGNS WITH LED LAMPS

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS / BACKGROUND	CIRCUIT	PAY ITEMS*	REMARK
D-10	N		B/B B/B B/B	T-E-2	AR125984	RETROFIT EXISTING 3 MODULE SIGN
	S	E D→	B/B Y/B B/Y			
E-20	N	E	Y/B B/B B/B	T-E-1	AR125984	RETROFIT EXISTING 3 MODULE SIGN
	S	E 9- 27	Y/B W/R W/R			

* = THE AR125984 – REFURBISH TAXI GUIDANCE SIGN CONTRACT UNIT PRICE SHALL INCLUDE ALL COSTS TO SUPPLY & INSTALL NEW LED LIGHTING SYSTEMS (WITH LED LAMPS AND ISOLATION TRANSFORMERS AS REQUIRED BY THE MANUFACTURER) IN EXISTING TAXI GUIDANCE SIGNS.

PROPOSED TEMPORARY RUNWAY 10-28 DISTANCE REMAINING SIGN SCHEDULE
SIZE 4, STYLE 3 (WITH LED LIGHTING SYSTEM INCLUDING LED LAMPS), CLASS 2, TYPE L-858B

SIGN NUMBER	FACE	PROPOSED LEGEND	LETTERS / BACKGROUND	CIRCUIT	PAY ITEMS	REMARK
DR-14	W	5	W/B	T-P	AR125560	PROPOSED DISTANCE REMAINING SIGN
	E	1	W/B			
DR-15	W	4	W/B	T-P	AR125560	PROPOSED DISTANCE REMAINING SIGN
	E	2	W/B			
DR-16	W	3	W/B	T-P	AR125560	PROPOSED DISTANCE REMAINING SIGN
	E	3	W/B			

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)

SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS ISOLATION TRANSFORMER DATA*

NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.
** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

LEGEND:

- ☼ EXISTING EDGE LIGHT
- ▭ EXISTING OR PROPOSED (BY OTHERS) GUIDANCE SIGN
- (23-4) EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- (23-4) EXISTING SIGN NUMBER AT RELOCATED OR NEW SIGN LOCATION
- ▬ PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- [H-20] PROPOSED NEW SIGN NUMBER
- [E-20] PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- ▭▭ FUTURE (BY OTHERS) GUIDANCE SIGN

GUIDANCE / DISTANCE REMAINING SIGN GENERAL NOTES:

1) "LEGEND" COLUMN IN TABLES (FOUND ON SHTS 46 & 47) 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 THE LATEST VERSION OF FAA ADVISORY CIRCULAR 150/5345-44 AND 150/5340-18.
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 51 – 54 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
8) SEE SHEET 52 FOR SIGN DETAILS.
9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.

TEMPORARY RUNWAY 10-28 GUIDANCE SIGN PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010

GENERAL NOTES:

1. SEE SHEETS 51 THRU 54 FOR ELECTRICAL NOTES AND DETAILS.
2. DO NOT ENTER RUNWAY / TAXIWAY SAFETY AREAS UNLESS CONTACT HAS BEEN MADE AND PERMISSION RECEIVED FROM THE FAA CONTROL TOWER.
3. R-9 ILS CONTROL CABLE TO REMAIN ACTIVE AND OPERATIONAL AT ALL TIMES DURING CONSTRUCTION. EARTHWORK CONTRACTOR TO CONSTRUCT A PATH TO FINAL GRADE ALONG THE PROPOSED REPLACEMENT CABLE ALIGNMENT FOR ELECTRICAL CONTRACTOR DURING CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. THE ELECTRICAL CONTRACTOR SHALL RESTORE AND MULCH / SEED ALL DISTURBED AREAS AS DIRECTED BY THE RESIDENT ENGINEER. COST TO BE INCLUDED IN ELECTRICAL CONTRACT UNIT RATES.
5. APPROXIMATELY 20 CONCRETE CABLE MARKERS SHALL BE REQUIRED FOR THE CONTROL CABLE INSTALLATION. EXACT NUMBER, LOCATION, AND INSCRIPTION TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION. COST TO BE INCLUDED IN ELECTRICAL CONTRACT UNIT RATES. UNLESS DIRECTED OTHERWISE, CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN. REMOVE & DISPOSE OF THE EXISTING OLD R9 ILS CABLE MARKERS.
6. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
7. INCLUDE THE COSTS OF TRENCHING, GUARD WIRE, GROUNDING RODS, WARNING TAPE, BACKFILLING, CABLE MARKERS, TESTING, FERTILIZING, SEEDING, AND MULCHING IN THE AR108825 "25 PAIR CONTROL CABLE" CONTRACT UNIT RATE.

LEGEND:

- = EXISTING RUNWAY / TAXIWAY SAFETY AREA.
- = EXISTING R-9 ILS CONTROL CABLE.
- = PROPOSED 25 PR #19 SHIELDED R-9 ILS FAA CONTROL CABLE WITH 1/C #1/0 GUARD WIRE.
- = PROPOSED / FUTURE PAVEMENT.

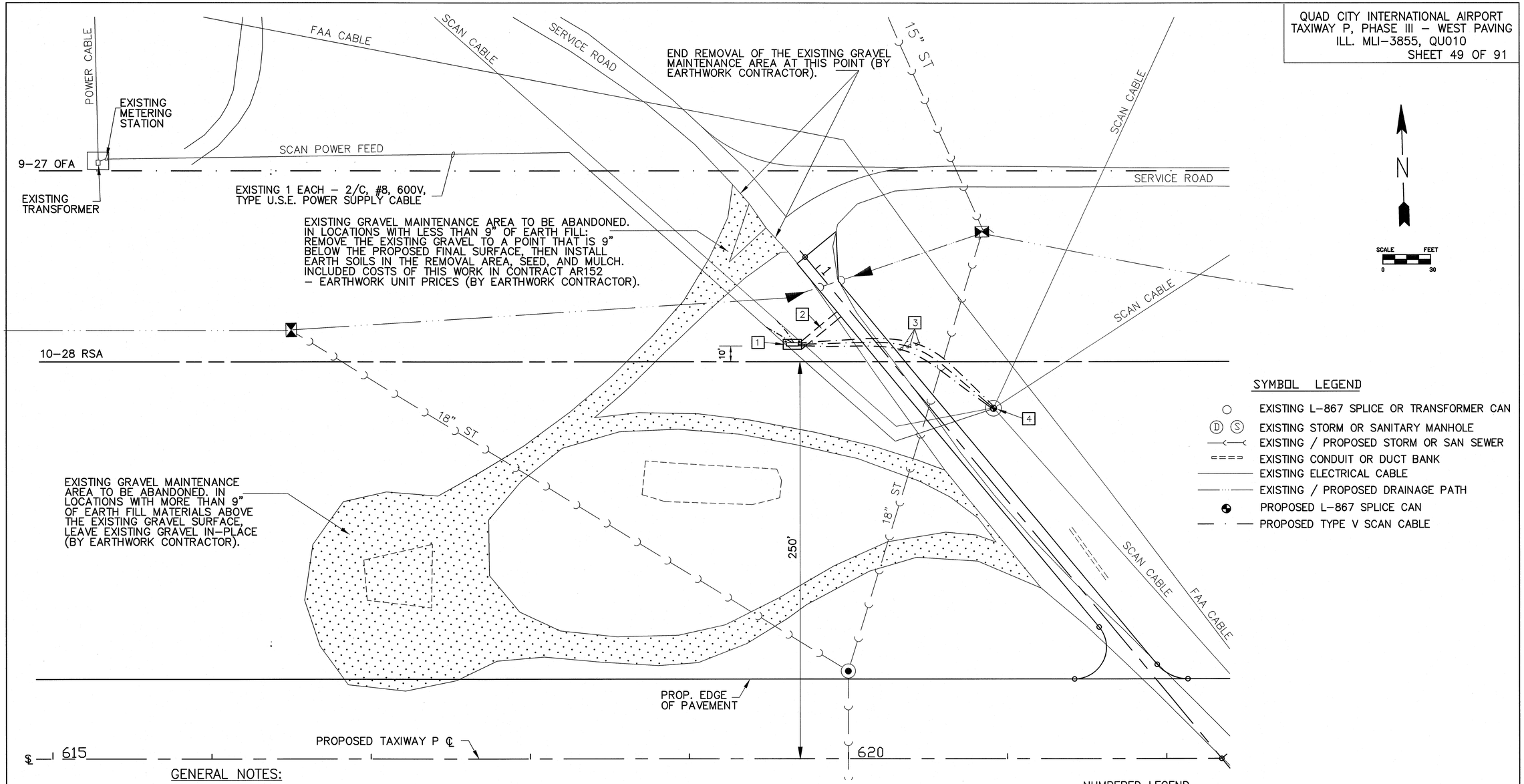

ROCK RIVER
INTERSTATE 280
AIRPORT RD.
HOME ST.
69th AVE
U.S. RTE. 6
U.S. RTE. 150
CASE CREEK
CAR RENTAL
PARKING LOT
BEACON
CAP BUILDING
PASSENGER TERMINAL
FUEL FARM
NORTH APRON
AIR FREIGHT
SAFETY
AFM
POND
DME
27 LOCALIZER
9 MALSR
MTI
REILS
END CABLE REPLACEMENT, CONNECT / SPLICE CONTROL CABLE IN R-9 GLIDE SLOPE BUILDING AS DIRECTED BY FAA.
RSA
9 GLIDE SLOPE AND RVR
PROP. 17 L.F. AR110014 – 4" DIRECTIONAL BORE
DIRECT BURY ACROSS ROADS
PROP. 25 L.F. AR110014 – 4" DIRECTIONAL BORE
EXISTING R-9 ILS CONTROL CABLE
PROPOSED TAXIWAY P TEMPORARY RUNWAY 10-28 (6,502' X 100')
PROPOSED 3,270 L.F. 25 PR #19 SHIELDED R-9 ILS FAA CONTROL CABLE (WITH 1/C #1/0 GUARD WIRE AND GROUNDING RODS AT 90' MAX. SPACING) FROM EXISTING MANHOLE TO EXISTING R9 GLIDE SLOPE BUILDING. CABLE TO BE CONTINUOUS WITH NO UNDERGROUND SPLICE. CONTRACTOR SHALL USE EXISTING DUCTS AND REMOVE OLD CABLE. EXACT LOCATION TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.
RUN PROP. CABLE THROUGH PROP. DUCT BANK, 3' MIN. COVER.
PROP. RSA
START CABLE REPLACEMENT AT EXISTING ELECTRICAL MANHOLE. SPLICE PROPOSED TO EXISTING CABLE AS DIRECTED BY FAA, T-P STA. 7625+00, RT. 250'.
WIND SOCK
END PROP. TAXIWAY P
9 LOCALIZER
27 MALSR
27 GLIDE SLOPE
SERVICE ROAD
DITCH
L-880 PAPI
TOWER
ELLIOTT
DEERE & CO.
HANGAR
U.S. POSTAL SERVICE
GENERAL AVIATION "T" HANGARS
INDIAN BLUFF ROAD
SCALE FEET 0 400 800
EARTH BACKFILL CONTAINING NO PARTICLES GREATER THAN 4" DIA.
EXISTING / PROPOSED GROUND
EARTH BACKFILL CONTAINING NO PARTICLES GREATER THAN 1" DIA.
YELLOW PLASTIC WARNING RIBBON
CADWELD CONNECTION
BARE COPPER 1/C #1/0 GUARD WIRE W/ GROUNDING RODS AT 90' MAX. SPACING
SAND BACKFILL
UNDERGROUND CONTROL CABLE
BOTTOM OF TRENCH
3/4" X 10' COPPERCLAD GROUND ROD WITH CONDUCTORS CONNECTED PER SPECIFICATIONS AT 90' MAX. SPACING
R-9 ILS CONTROL CABLE TRENCH DETAIL

TRENCHING NOTE:

THE CONTRACTOR SHALL NOT BACKFILL UNTIL A FAA REPRESENTATIVE HAS WITNESSED AND APPROVED OF THE INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE THESE INSPECTIONS WITH THE FAA.

PROPOSED R-9 ILS CONTROL CABLE REPLACEMENT PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 49 OF 91



SYMBOL LEGEND

- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING / PROPOSED STORM OR SAN SEWER
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CABLE
- EXISTING / PROPOSED DRAINAGE PATH
- PROPOSED L-867 SPLICE CAN
- PROPOSED TYPE V SCAN CABLE

GENERAL NOTES:

1. THE CONTRACTOR SHALL SALVAGE THE EXISTING SCAN SYSTEM EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS. SALVAGED EQUIPMENT SHALL BE CLEANED AND REUSED.
2. THE RELOCATION OF THE EXISTING RPU EQUIPMENT (INCLUDING, BUT NOT LIMITED TO, CONCRETE PAD, CONCRETE PIERS, PVC CONDUIT, RIGID STEEL CONDUIT, FITTINGS, LOCATING EXTG. CABLES, REROUTING EXTG. CABLES, SPLICE CAN, CABLES, SPLICES, GROUNDING, WIRING, CABLE TRENCHING, REBAR, CRUSHED AGGREGATE ROCK, GEOTEXTILE FABRIC, TESTING, REMOVAL AND DISPOSAL OF EXISTING FOUNDATIONS, AND ALL OTHER ASSOCIATED WORK) SHALL BE INCLUDED AND PAID FOR UNDER CONTRACT ITEM AR109962, "RELOCATE ELECTRICAL EQUIPMENT" UNLESS NOTED OTHERWISE.
3. SEE PLAN & PROFILE SHEETS FOR LOCATION OF EXISTING UNDERGROUND ELECTRICAL, UTILITIES, AND FIELD TILES.
4. SEE SHEETS 51 THROUGH 54 FOR ELECTRICAL NOTES AND DETAILS.
5. THE COST OF ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN CONTRACT ITEM AR109962, "RELOCATE ELECTRICAL EQUIPMENT" UNLESS NOTED OTHERWISE.

WEST REMOTE PROCESSING UNIT (RPU) RELOCATION PLAN

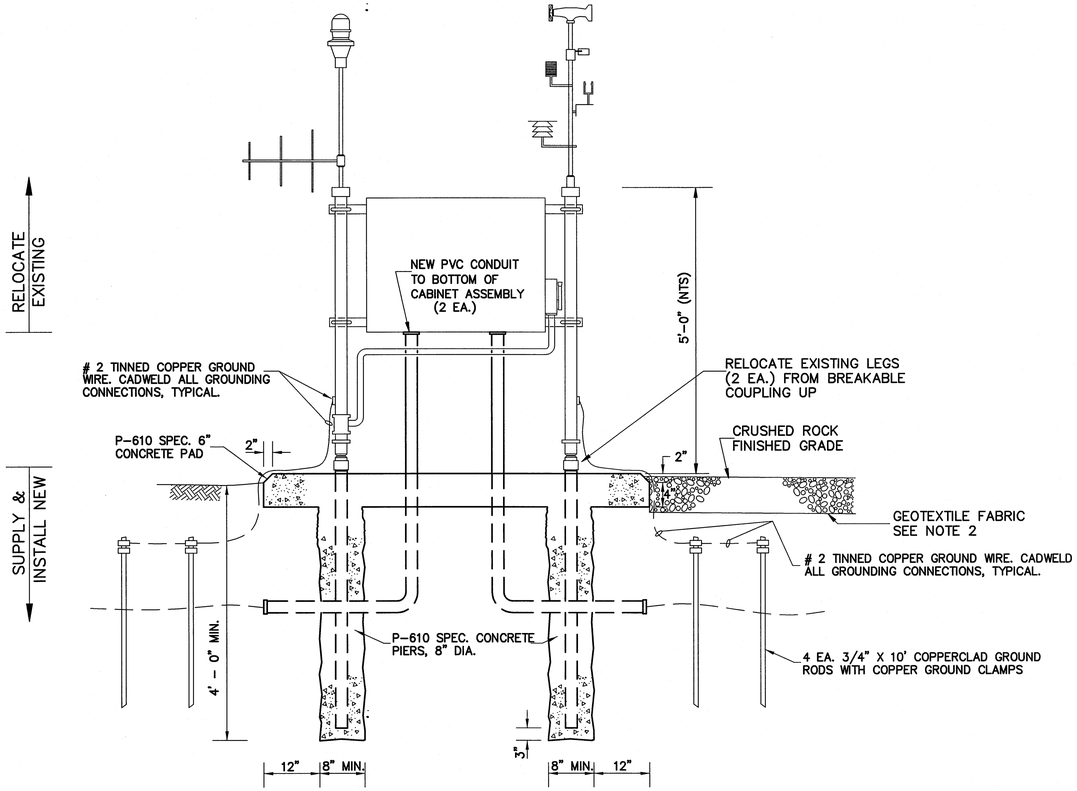
NUMBERED LEGEND

1. PROPOSED LOCATION FOR RELOCATED RPU, 10' OUTSIDE OF THE 10-28 RSA (LEFT 260'). SUPPLY / INSTALL NEW CONCRETE FOUNDATION. RELOCATE RPU. LOCATE EXISTING 2/C POWER SUPPLY CABLE AND EXISTING SCAN CABLE (FROM NORTHWEST) AND ROUTE CABLES INTO RELOCATED RPU.
2. REMOVE 6' OF EXISTING TOPSOIL AND INSTALL 6' OF PROPORED IDOT CA-6 COMPACTED CRUSHED ROCK ON GEOTEXTILE FABRIC FOR 4' WIDE WALKWAY.
3. PROPOSED (3 EACH) TYPE V SCAN CABLES IN TRENCH BETWEEN LOCATIONS 1 AND 4. MAINTAIN 9" SEPARATION BETWEEN CABLES IN THE TRENCH.
4. LOCATION OF THE EXISTING RPU AND PROPOSED L-867 4-WAY SPLICE CAN. REMOVE & DISPOSED OF EXISTING FOUNDATION. LOCATE SOUTH, NORTHEAST, AND NORTH SCAN CABLES AND ROUTE CABLES INTO PROPOSED 4-WAY SPLICE CAN. SPICE PROPOSED TYPE V CABLES (3 EACH) AND EXISTING SCAN CABLES (3 EACH) IN CAN. START PROPOSED CABLE INSTALLATION.

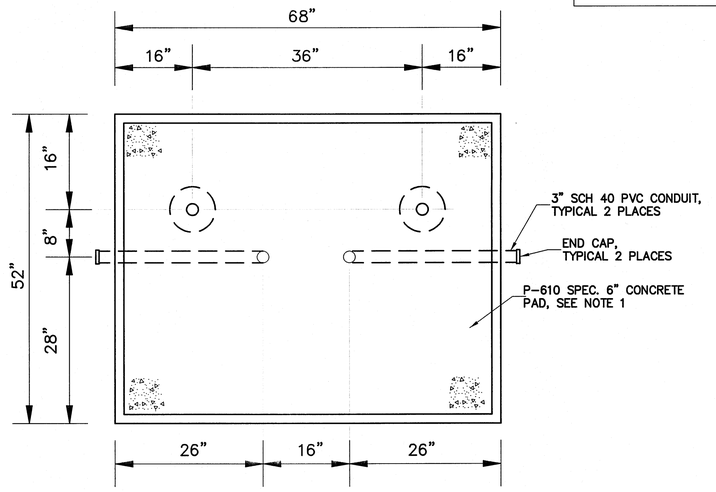
RELOCATE SCAN SYSTEM WEST RPU

NOTES:

1. CONTRACTOR TO CONFIRM PAD DIMENSIONS IN THE FIELD AT THE TIME OF CONSTRUCTION. MATCH DIMENSIONS OF EXISTING PAD / EQUIPMENT.
2. CONTRACTOR TO SUPPLY / INSTALL NEW CONCRETE PAD, CONCRETE PIERS, PVC CONDUIT, RIGID STEEL CONDUIT, GROUND WIRE, GROUND RODS, CRUSH ROCK, GEOTEX. FABRIC, SCAN CABLES, SPLICE CAN, ETC. CONTRACTOR TO REUSE EXISTING RPU EQUIPMENT.
3. THE COST OF ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN CONTRACT ITEM AR109962, "RELOCATE ELECTRICAL EQUIPMENT" UNLESS NOTED OTHERWISE.

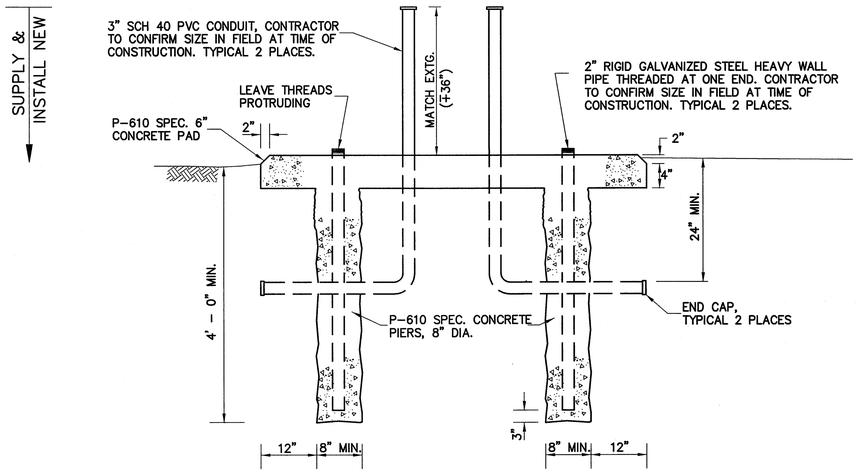


DETAIL: EXISTING RPU



RPU CONCRETE PAD PLAN VIEW

N. T. S.



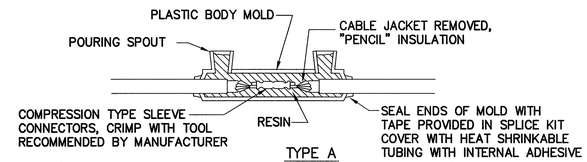
ALL CONDUITS SHALL BE STRAIGHT AND LEVEL AFTER POURING CONCRETE. CROWN TOP OF PAD SLIGHTLY TO ALLOW WATER TO RUN OFF. DETAILS ARE SHOWN WITHOUT THE RPU MOUNTING FRAMEWORK ATTACHED.

RPU CONCRETE PAD DETAILS

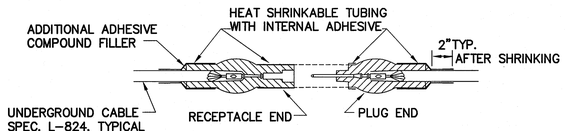
N. T. S.

GENERAL ELECTRICAL NOTES:

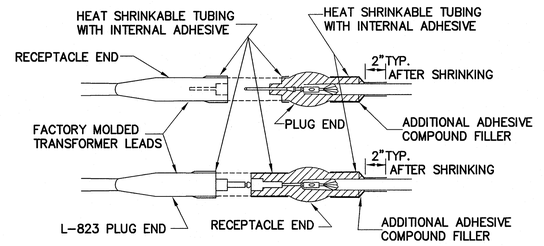
1. ALL EXCAVATION SHALL BE DONE VERY CAREFULLY. EXCAVATION BY HAND DIGGING SHALL BE REQUIRED AROUND ALL EXISTING DUCT BANKS, SPLICE CANS, MANHOLES, AND EXISTING CABLES. MANY EXISTING ACTIVE UNDERGROUND CABLES, WHOSE EXACT LOCATIONS CANNOT BE DETERMINED, ARE FOUND IN THE PROJECT AREA. IN ORDER TO AVOID 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 150/5345–53C. 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 R9–27 CIRCUIT 1 = WHITE, RUNWAY R5–23 CIRCUIT = WHITE, TAXIWAY D CIRCUIT = ORANGE, TAXIWAY E CIRCUIT = YELLOW, TAXIWAY F–2 CIRCUIT = LIME, SIGN CIRCUIT = WHITE AND TAXIWAY P = CYAN.



TYPE A
FOR SPLICES IN HOMERUNS FOR EXTENSIONS TO EXISTING CABLES ONLY



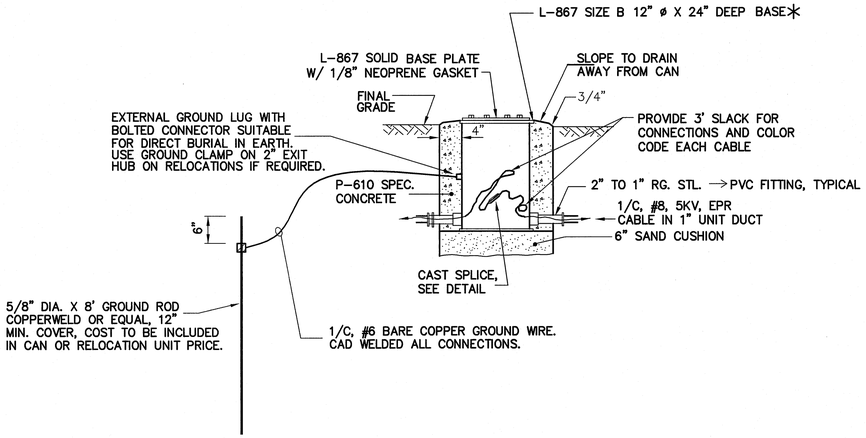
TYPE B
FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT



TYPE C
FOR SPLICES AT RUNWAY LIGHTS

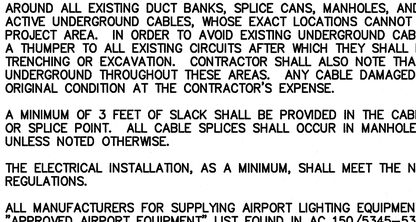
NOTES :
1. SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
2. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE

CABLE SPLICES
(NOT TO SCALE)

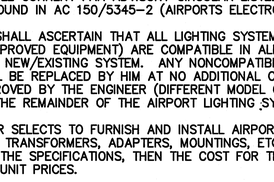


L–867 SPLICE CAN DETAIL
(NOT TO SCALE)

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.

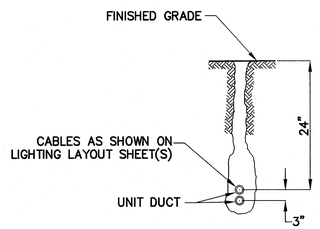


* 1, 2, OR 4 AS APPROPRIATE FOR PROPOSED / EXISTING DUCT BANK

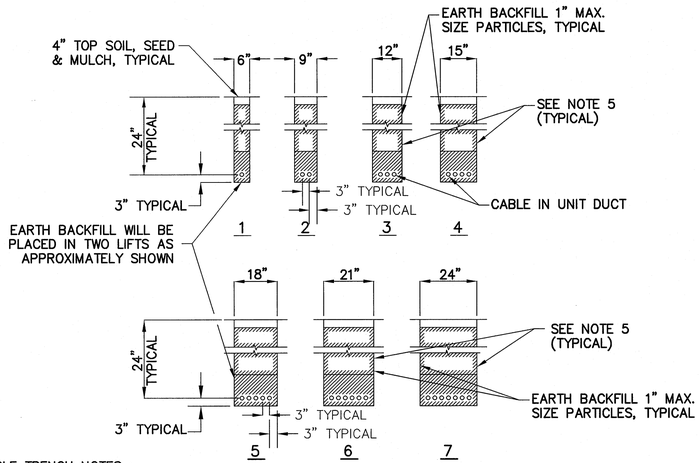


IN–PAVEMENT BRASS DUCT MARKER DETAIL

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.

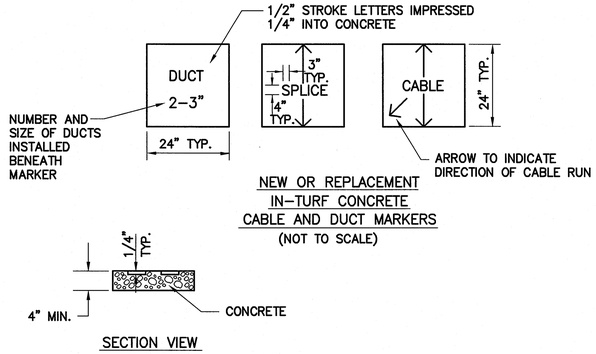


PLOWED CABLE
(NOT TO SCALE)



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).

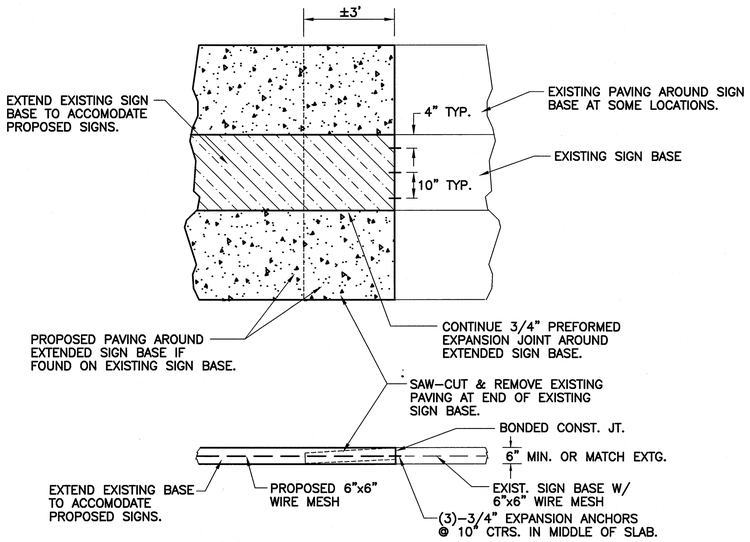
CABLE TRENCHES
(NOT TO SCALE)



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

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.

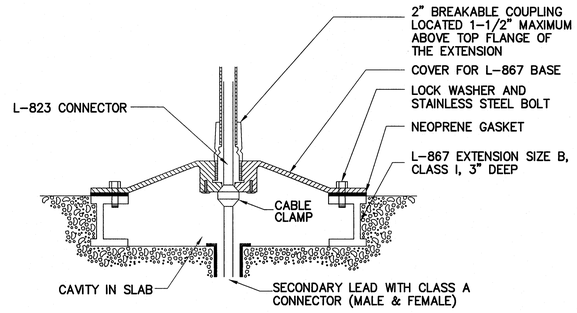


EXISTING SIGN BASE
EXTENSION DETAIL

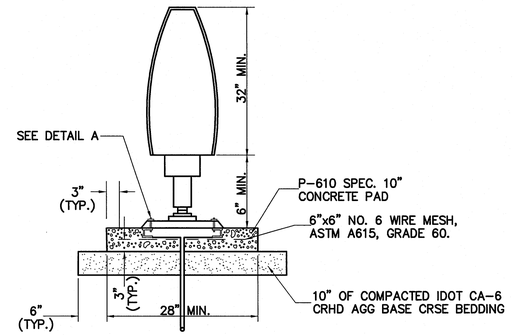
SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS ISOLATION TRANSFORMER DATA*				
NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A–6.6A		STYLE 3, 2.8A–6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* = OR AS REQUIRED BY SIGN MANUFACTURER.
** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

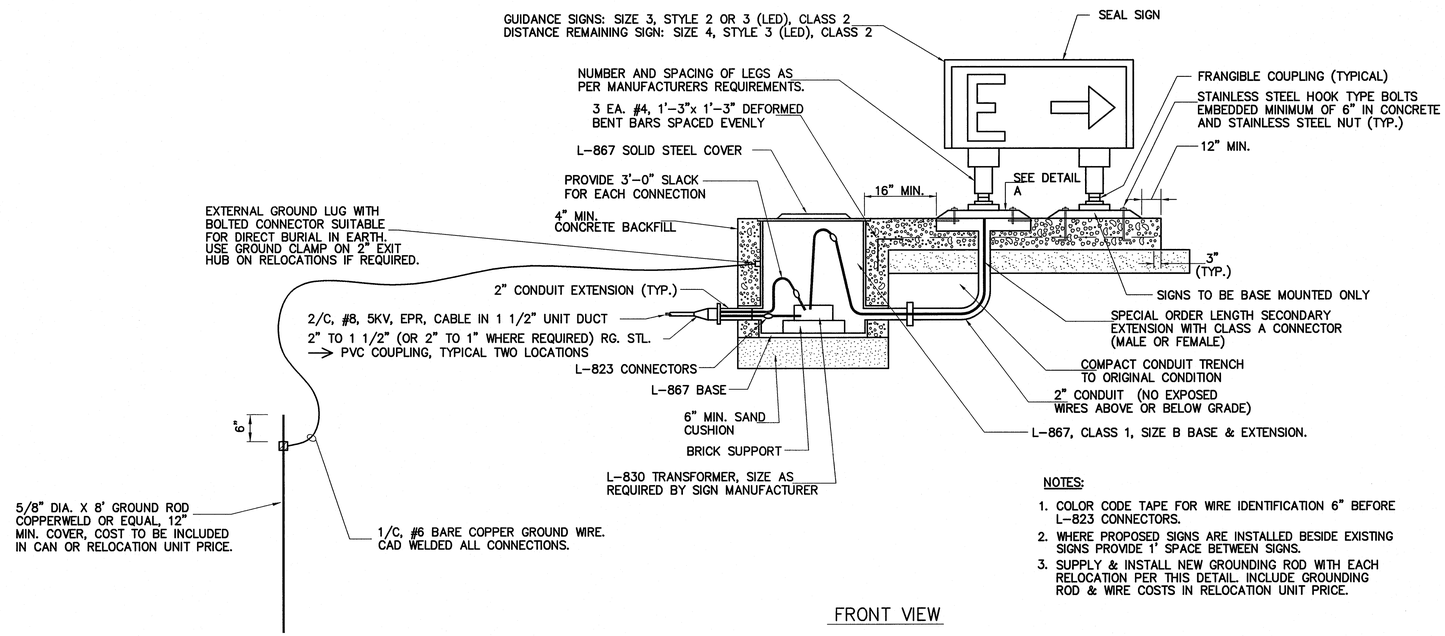
PROPOSED GUIDANCE SIGNS
PROPOSED DISTANCE REMAINING SIGNS



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.

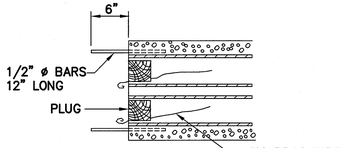
E. ALL DUCT SHALL BE 4" INSIDE DIA.

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.

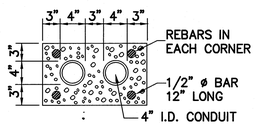
G. WHERE EDGE DRAINS ARE NOT USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN THREE FEET FROM THE EDGE OF ANY PAVED SURFACE.

H. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN (TURF CABLE MARKER)

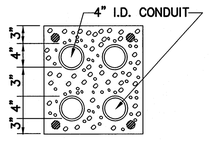
I. USE SPLIT DUCT IN DUCT BANKS AS REQUIRED WHERE EXISTING CABLES ARE PRESENT. COST OF SPLIT DUCT TO BE INCLUDED IN THE UNIT PRICE FOR DUCT BANK.



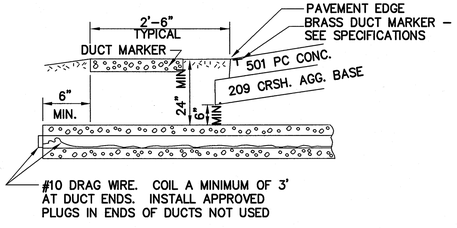
TYPICAL SECTION
(NOT TO SCALE)



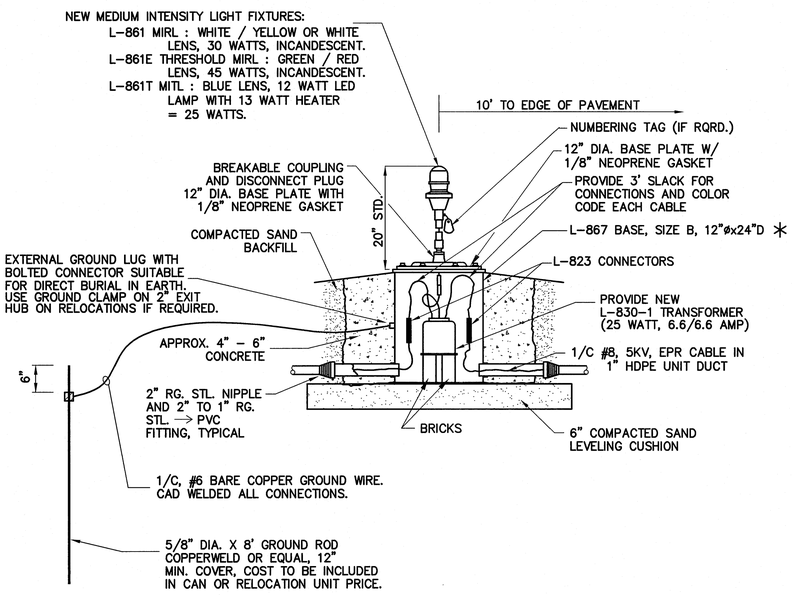
2–DUCT BANK
(NOT TO SCALE)



4–DUCT BANK
(NOT TO SCALE)



UNDERGROUND ELECTRICAL DUCT
(NOT TO SCALE)

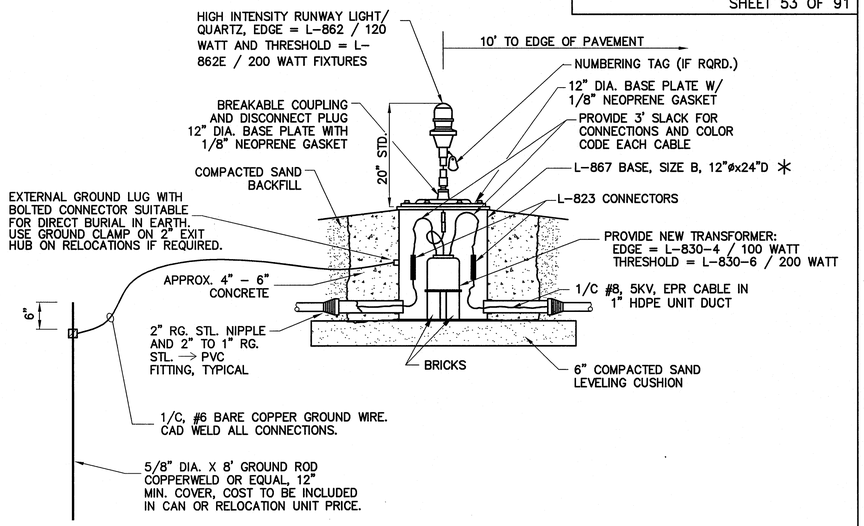


L–861 EDGE LIGHT INSTALLATION / RELOCATION DETAILS
MEDIUM INTENSITY RUNWAY LIGHT (MIRL)
MEDIUM INTENSITY TAXIWAY LIGHT (MITL)

BASE MOUNTED, 6.6 AMP SERIES CIRCUIT
NOT TO SCALE

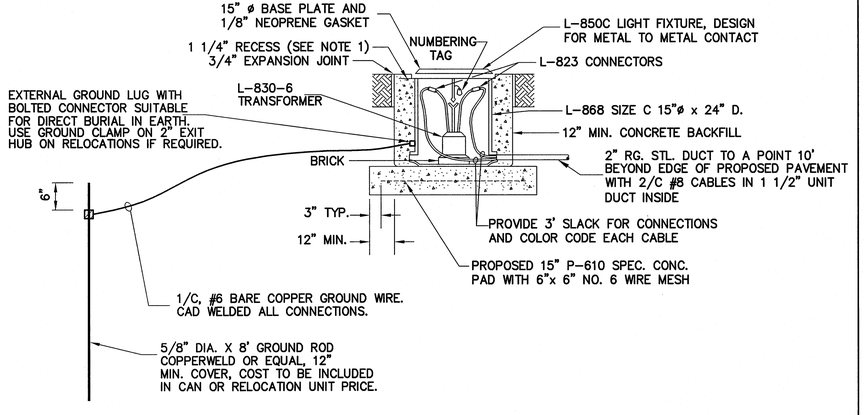
NOTES :

1. BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
2. * FOR ALL NEW EDGE LIGHTS: ORDER L–867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90° FROM MAIN ENTRANCE HUB.
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. SUPPLY 3–WAY BASE CANS ON ALL NEW INSTALLATIONS.

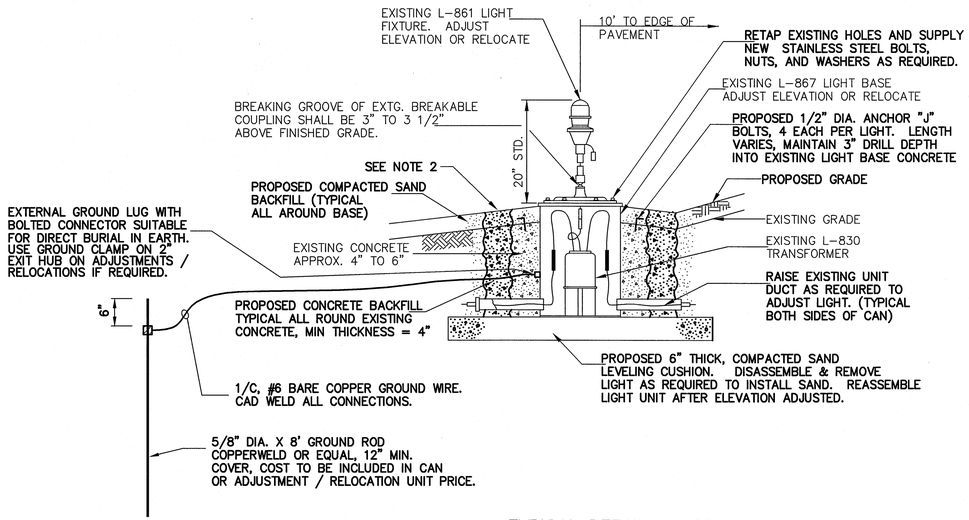
L–862 EDGE LIGHT INSTALLATION / RELOCATION DETAILS
HIGH INTENSITY RUNWAY LIGHT / QUARTZ (HIRLQ)
BASE MOUNTED, SERIES CIRCUIT
NOT TO SCALE



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

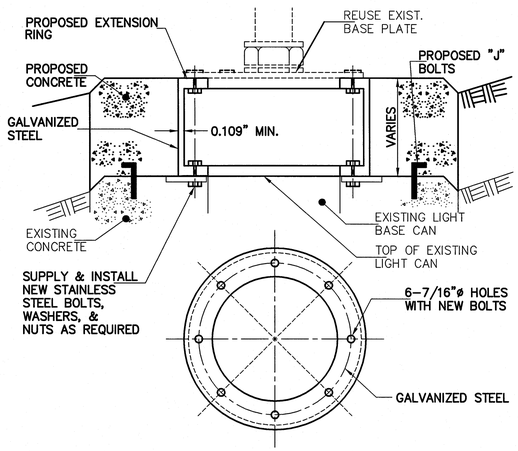


TYPICAL DETAIL L-861

EDGE LIGHTS ADJUSTMENT OR RELOCATION – IN TURF

NOTES:

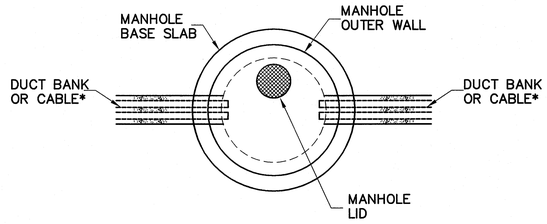
1. AT THE CONTRACTOR'S OPTION, LIGHT BASE CAN EXTENSION RINGS MAY BE USED TO ADJUST LIGHT FIXTURE. CONTRACTOR TO EXTEND EXISTING CONCRETE APRON AROUND LIGHT BASE TO PROPOSED GRADE ELEVATION IF BASE CAN EXTENSION RINGS ARE USED. CONTRACTOR TO DETERMINE HEIGHT OF BASE CAN EXTENSION RINGS IN THE FIELD AT THE TIME OF CONSTRUCTION.
2. GROUND SURFACE DRAINAGE TO FLOW AWAY FROM EDGE OF PAVEMENT AND LIGHT BASE CANS. NO WATER PONDING OR LOW SPOTS SHALL BE PERMITTED AROUND LIGHT BASE CANS.
3. 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 PAID FOR.
4. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH ADJUSTMENT / RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN ADJUSTMENT / RELOCATION UNIT PRICE.



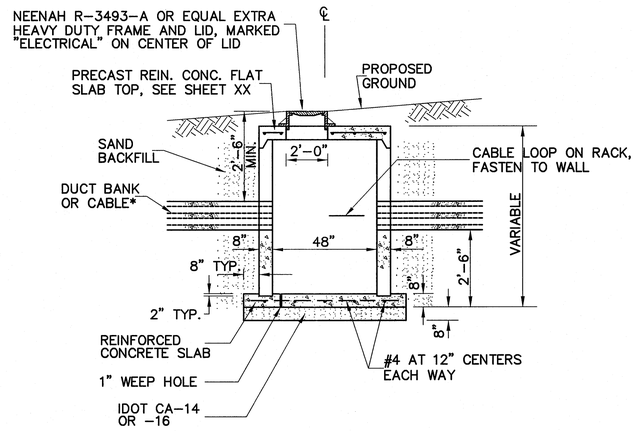
NOTE: THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPES (MOST ARE 12" L-867) AND REQUIRED HEIGHT ADJUSTMENT DIMENSIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR ALTERNATE LIGHT CAN TYPES. REDRILL AND RETAP EXISTING HOLES AS REQUIRED. COSTS SHALL BE INCLUDED IN THE UNIT PRICE FOR LIGHT ADJUSTMENT.

OPTIONAL EXTENSION RING DETAIL

N.T.S.



PLAN VIEW

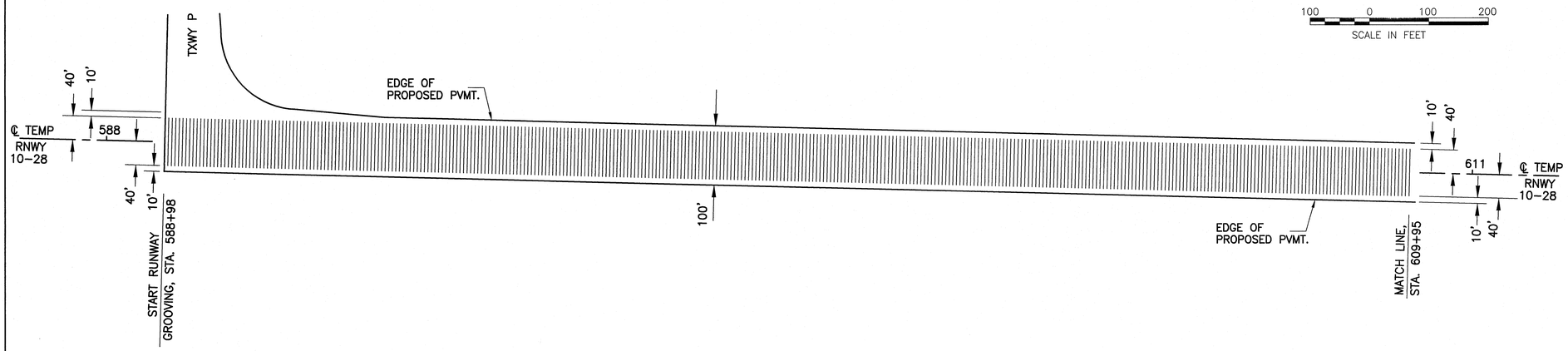


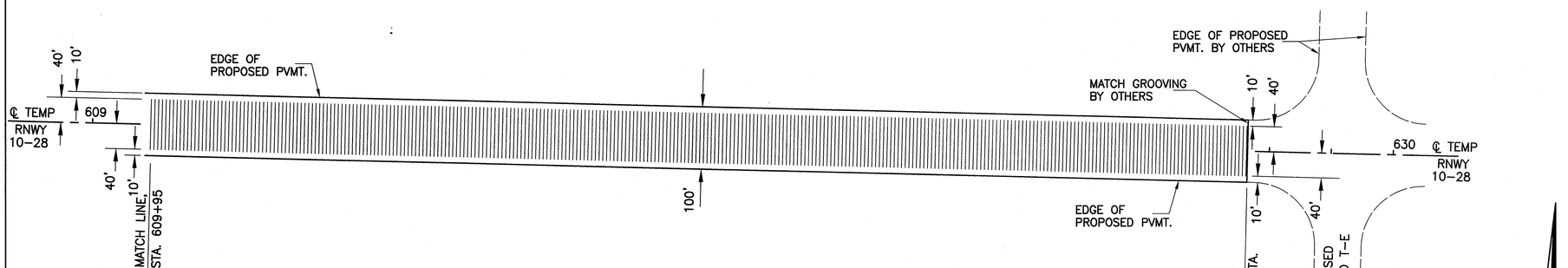
* = FOR CABLE: INSTALL 2" RG. STL. CONDUIT SLEEVES THROUGH MANHOLE WALL. INSTALL WATERPROOF BUSHINGS ON ENDS OF CONDUITS.

FURNISHING AND INSTALLING SAND CUSHION, CONCR. BASE SLAB, SAND BACKFILL, FRAME & LID, CABLE RACK AND FLAT SLAB TOP TO BE INCLUDED IN THE CONTRACT UNIT PRICE .

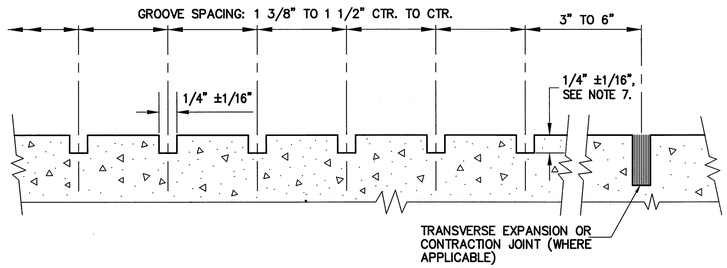
PROFILE VIEW

DETAIL OF ELECTRICAL MANHOLE





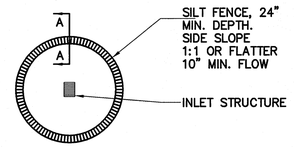
GROOVING PLAN



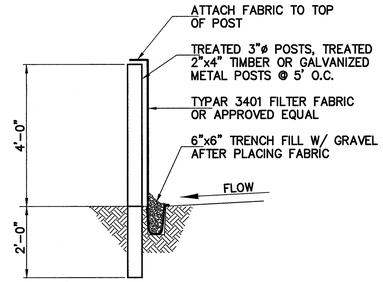
GROOVE DIMENSIONS
N.T.S.

NOTES:

1. GROOVING EXTENDS OUTWARD 40' 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.
6. BOTH PCC PAVEMENT GROOVING AND BITUMINOUS PAVEMENT GROOVING SHALL BE MEASURED AND PAID FOR UNDER CONTRACT ITEM AR501540.
7. AT LEAST FORTY PERCENT (40%) OF THE GROOVES SHALL HAVE A DEPTH THAT MEASURES MORE THAN ONE-FORTH OF A INCH (1/4").

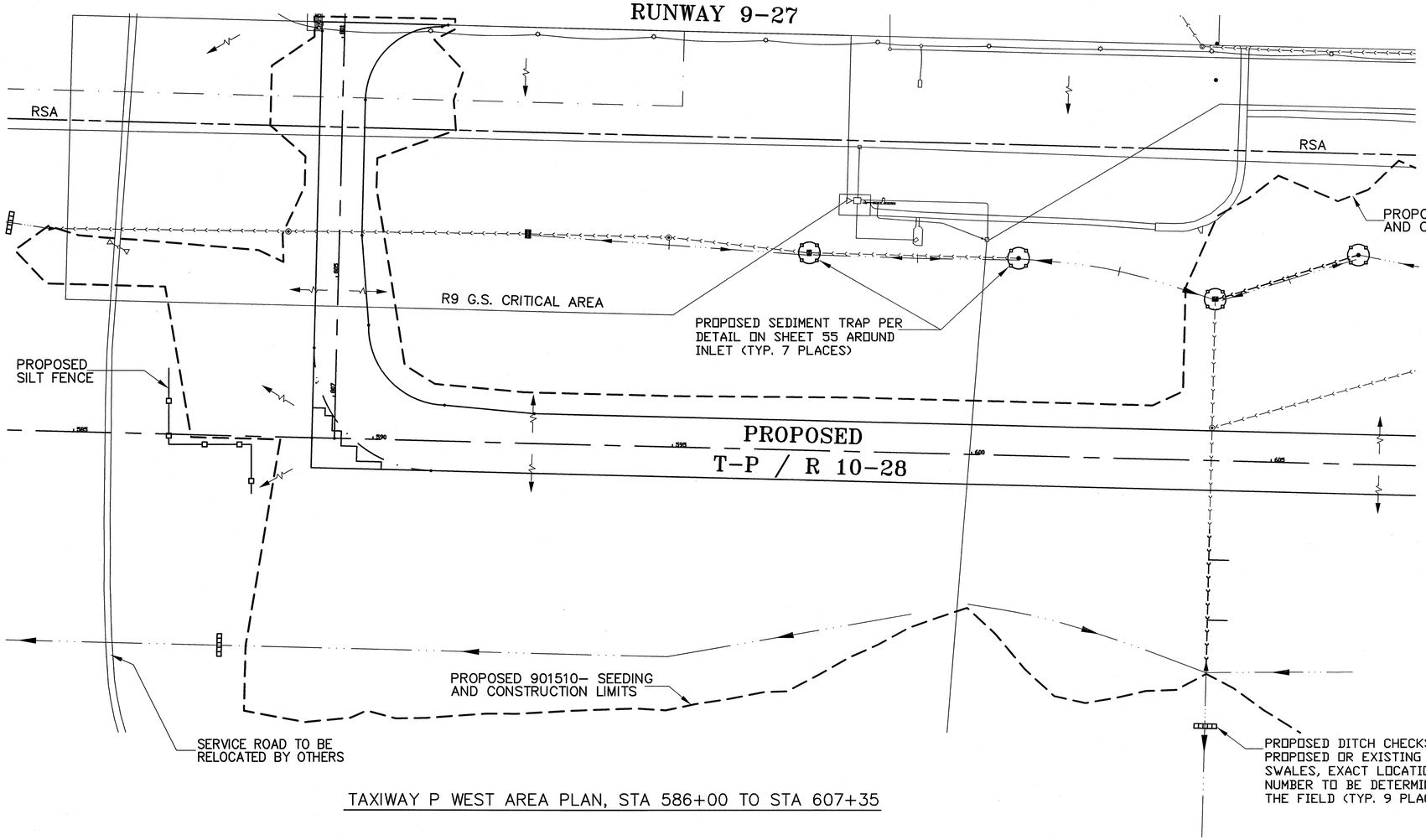


TEMPORARY SEDIMENT TRAP
AT ALL INLET STRUCTURES



SECTION A-A
SILT FENCE DETAIL
NOT TO SCALE

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 56 OF 91



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

TAXIWAY P WEST AREA PLAN, STA 586+00 TO STA 607+35

EROSION AND SEDIMENT CONTROL MEASURES		
ITEM	LOCATION	SPECIAL PROVISION/ PAY ITEM
TEMPORARY DITCH CHECKS	TAXIWAY P, STA. 584+00, LT. 350'; STA. 587+50, RT. 350'; STA. 604+00, RT. 440'; STA. 620+00, RT. 470'; STA. 625+00 RT. 400'; STA. 627+50, RT. 325'; STA. 627+10, LT. 300' AND STA. 627+42, LT. 410'.	156500
TEMPORARY SILT FENCE	AT ALL SEDIMENT TRAP & DITCH CHECK LOCATIONS AND T-P, STA. 586+60 LT. 90' TO STA. 588+00 RT. 90, AND T-P, STA. 625+00 TO STA. 627+00 RT. 300'.	156500
TEMPORARY SEDIMENT TRAPS	RUNWAY 13-31, NORTH BORROW AREA, STA. 225+45, RT. 910'; TAXIWAY P, STA. 597+20, LT. 330'; STA. 600+70, LT. 330'; STA. 604+00, LT. 270'; STA. 606+37, LT. 350'; STA. 611+00 LT. 270'; STA. 616+50, LT. 270' AND STA. 620+85, LT. 333'.	156500

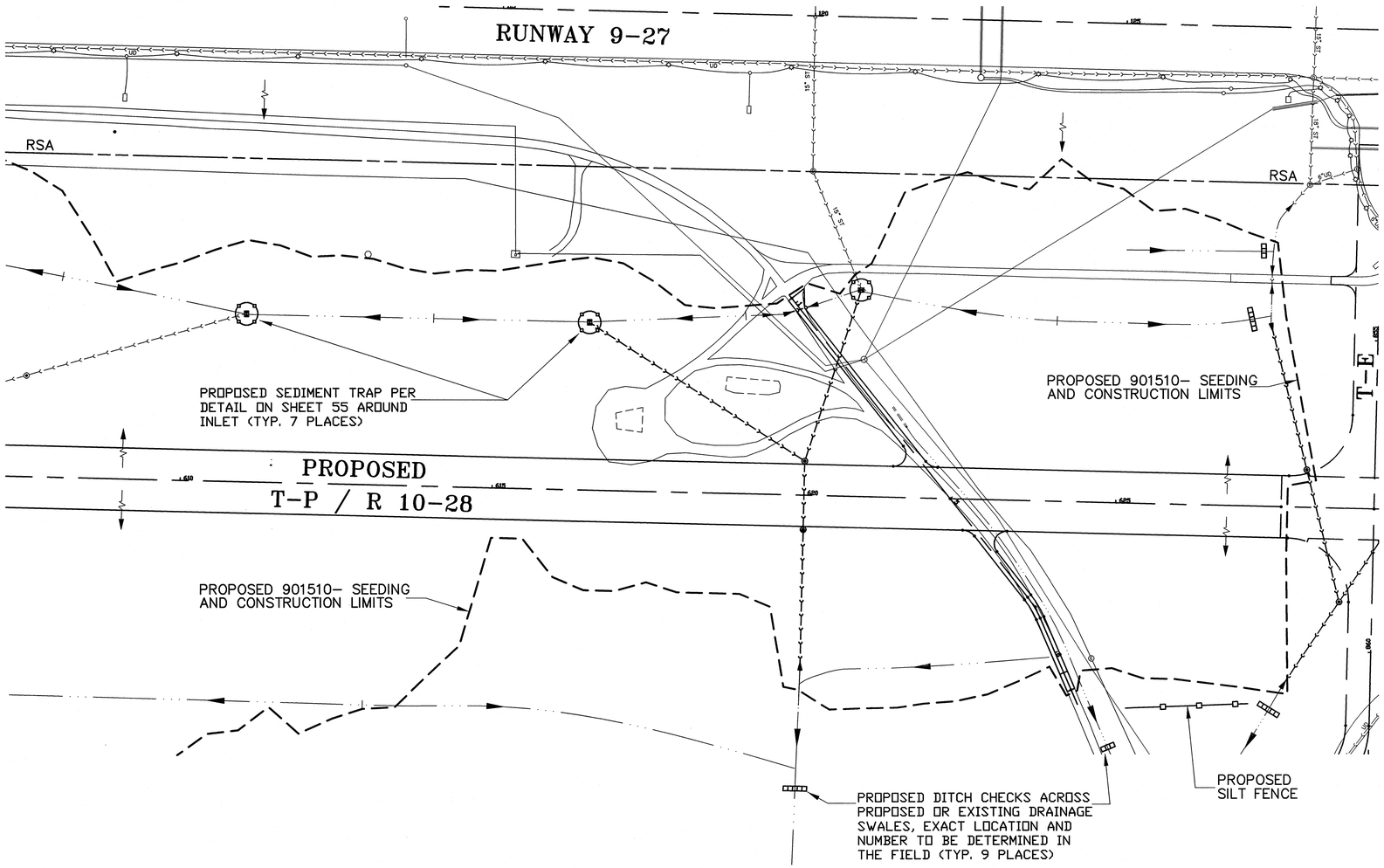
NOTE:

SEE SHEETS 57 & 58 FOR ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE AND STORM WATER POLLUTION PREVENTION GENERAL NOTES.

STORM WATER MANAGERS					
	NAME	ADDRESS	TELEPHONE NUMBER		SIGNATURE
			WORK	HOME	
CONTRACTOR					
SUBCONTRACTOR					
SUBCONTRACTOR					

PROPOSED STORM WATER POLLUTION PREVENTION PLAN

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 57 OF 91



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

N

SCALE FEET
0 100

TAXIWAY P WEST AREA PLAN, STA 607+35 TO STA 629+00

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	16	17	18	19	20
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																				■	■

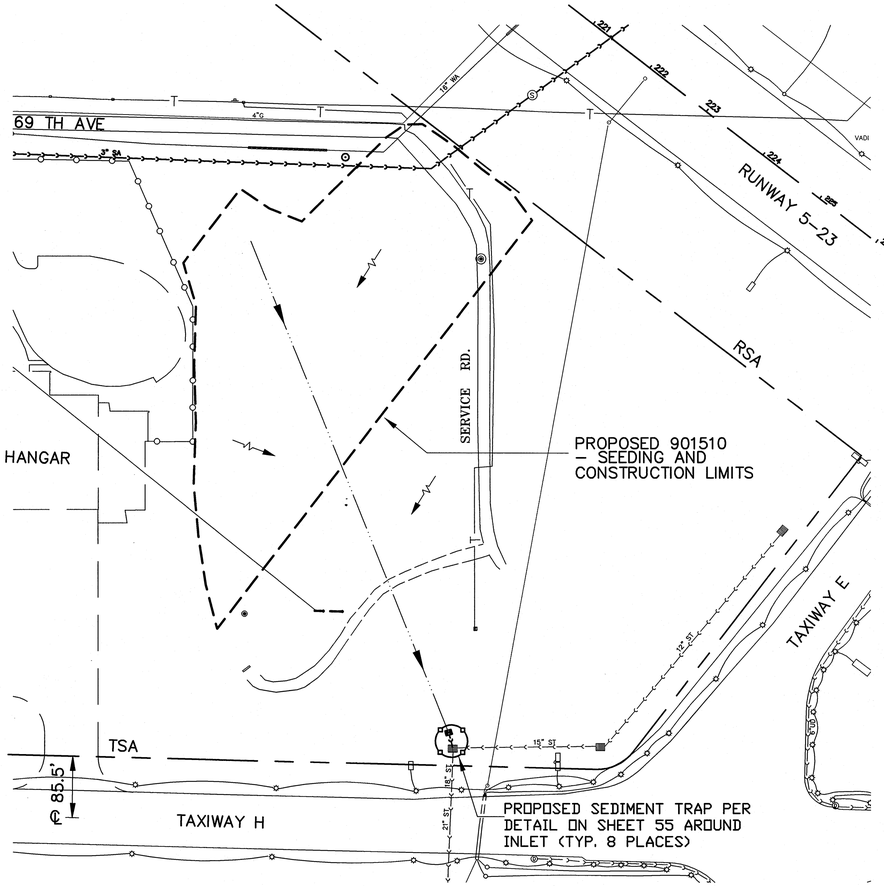
NOTE:

SEE SHEETS 56 & 58 FOR STORM WATER MANAGERS SIGNATURE TABLE, EROSION & SEDIMENT CONTROL MEASURES TABLE, AND STORM WATER POLLUTION PREVENTION GENERAL NOTES.

PROPOSED STORM WATER POLLUTION PREVENTION PLAN

57/91

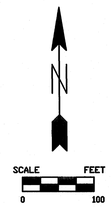
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 58 OF 91

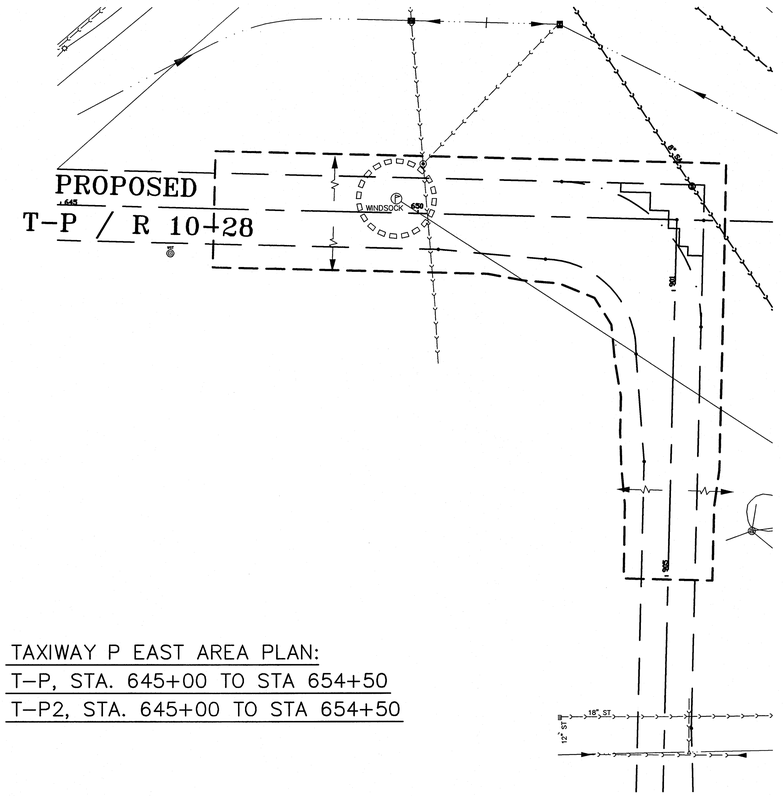


NORTH ON-SITE BORROW AREA PLAN

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





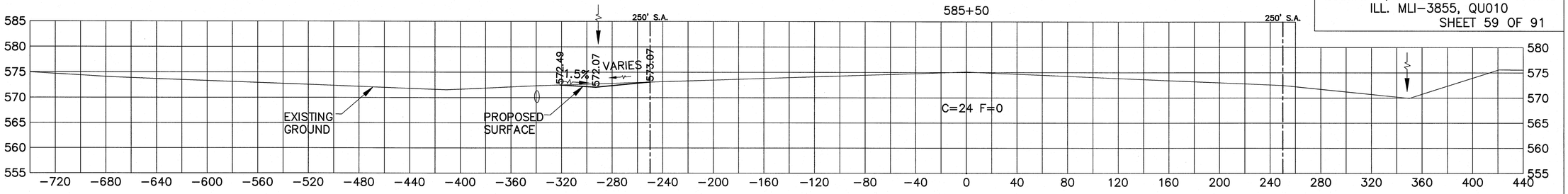
TAXIWAY P EAST AREA PLAN:
T-P, STA. 645+00 TO STA 654+50
T-P2, STA. 645+00 TO STA 654+50

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. 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 PRICES.
12. SEE SHEETS 56 & 57 FOR SEDIMENT CONTROL MEASURES TABLE, STORM WATER MANAGERS SIGNATURE TABLE AND ANTICIPATED PROBABLE CONSTRUCTION ACTIVES SCHEDULE.

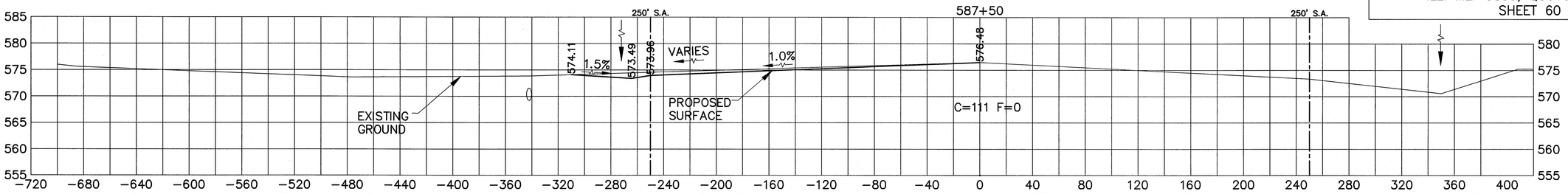
PROPOSED STORM WATER POLLUTION PREVENTION PLAN

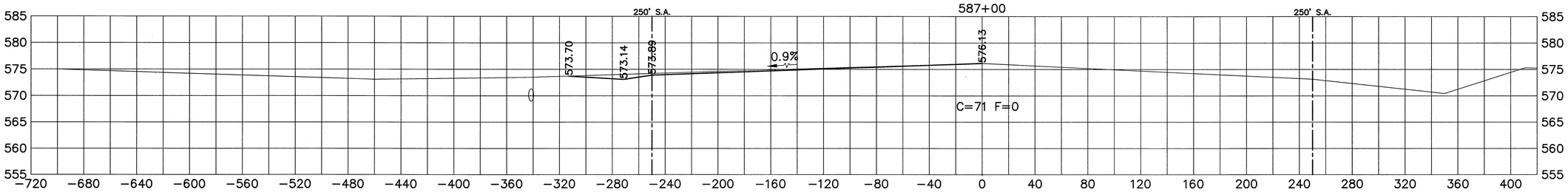
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 59 OF 91

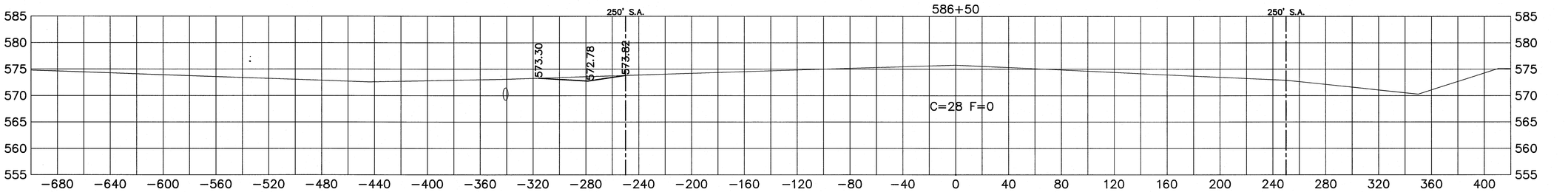


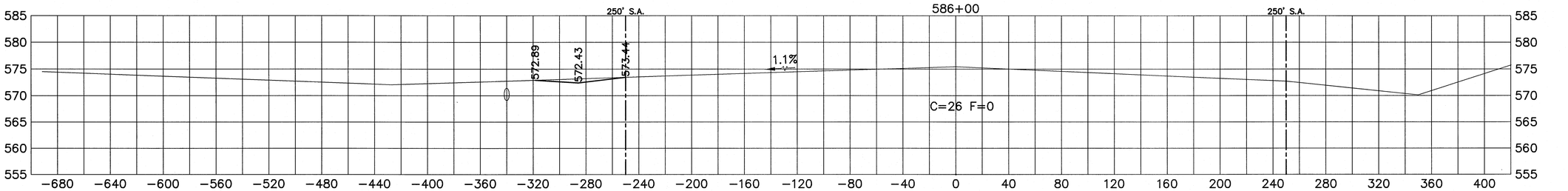
TAXIWAY P, STA 584+00 TO STA 585+50 59/91

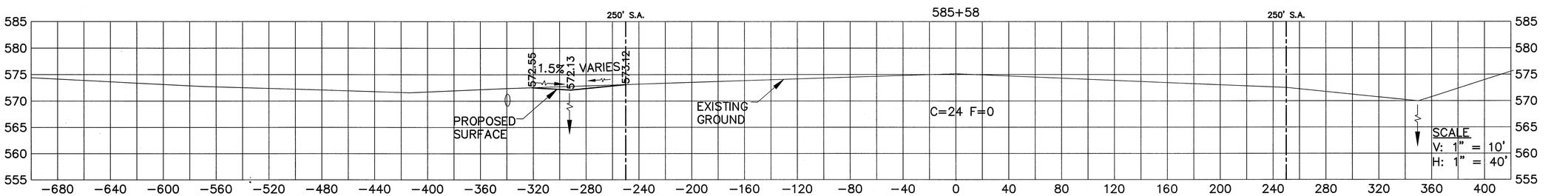
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 60 OF 91







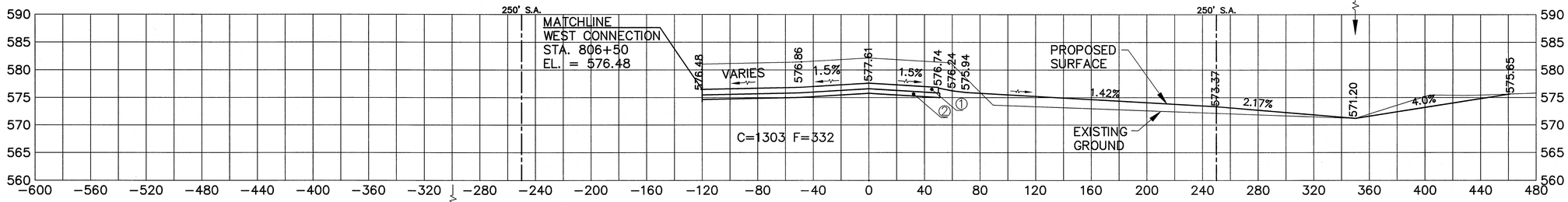




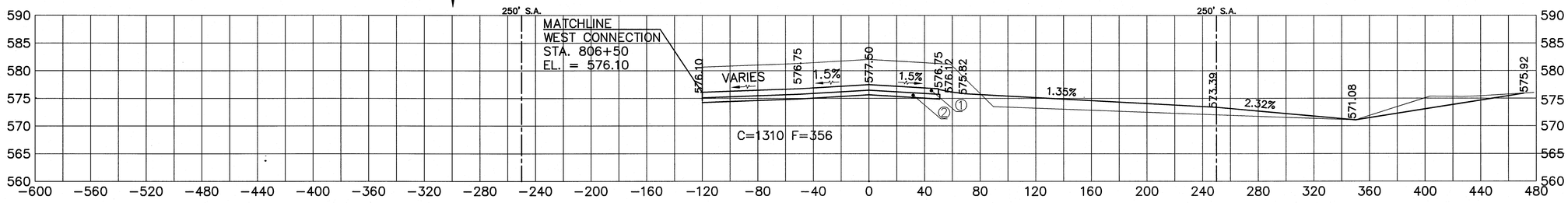
TAXIWAY P, STA 585+58 TO STA 587+50 **60/91**

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 61 OF 91

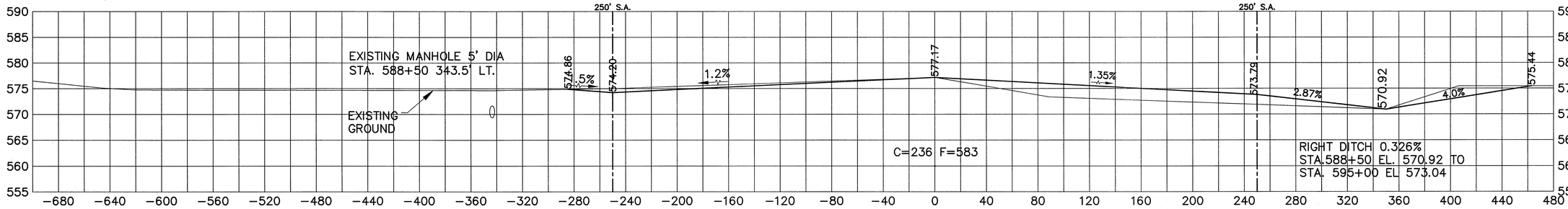
589+35.50



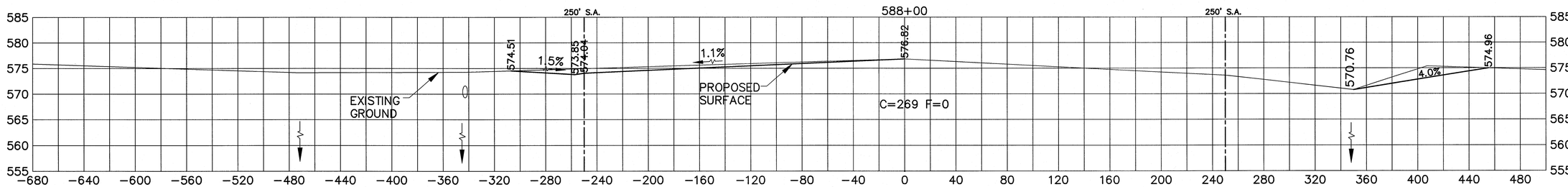
588+98



588+50



588+00

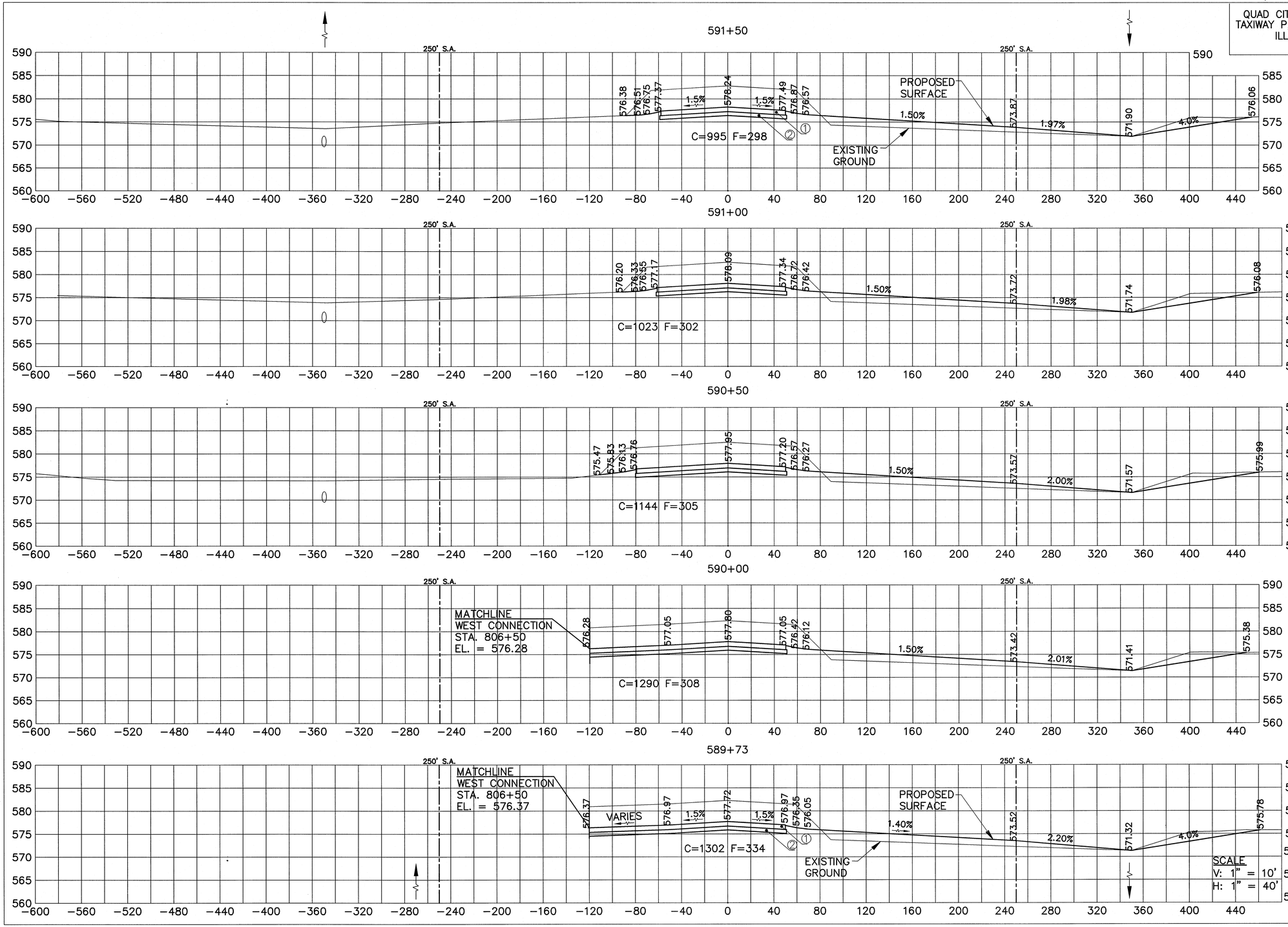


SCALE
V: 1" = 10'
H: 1" = 40'

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE
③ COMPACTED SAND FILL

TAXIWAY P, STA 588+00 TO STA 589+35.5 61/91

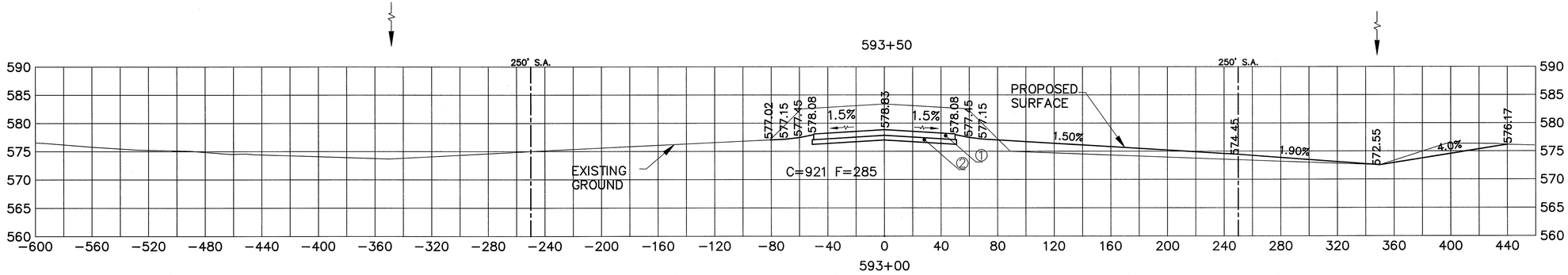
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 62 OF 91



① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

TAXIWAY P, STA 589+73 TO STA 591+50 62/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 63 OF 91



SCALE
V: 1" = 10'
H: 1" = 40'

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

TAXIWAY P, STA 592+00 TO STA 593+50 63/91

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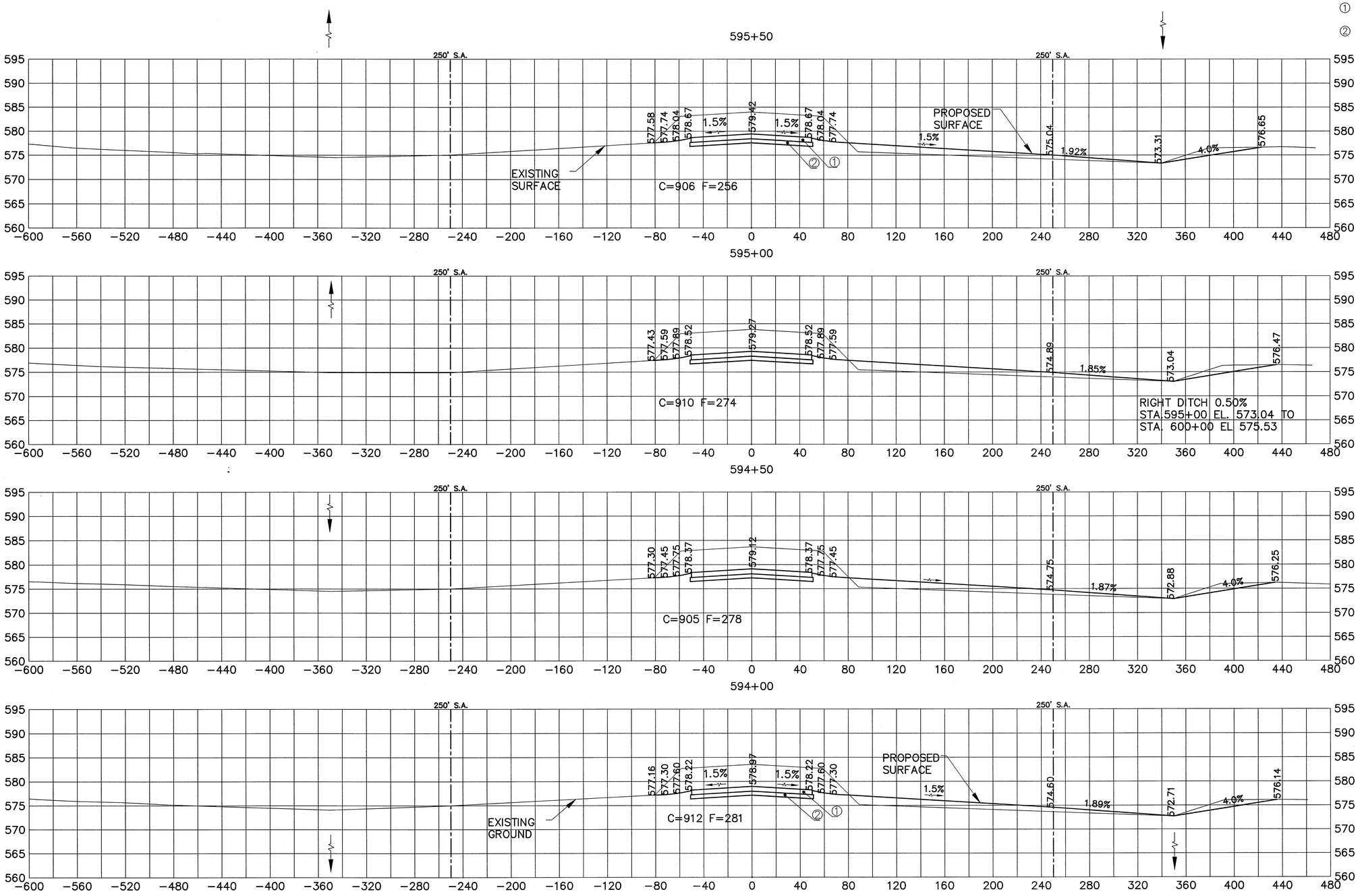
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 64 OF 91

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE



SCALE
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H: 1" = 40'

TAXIWAY P, STA 594+00 TO STA 595+50 64/91

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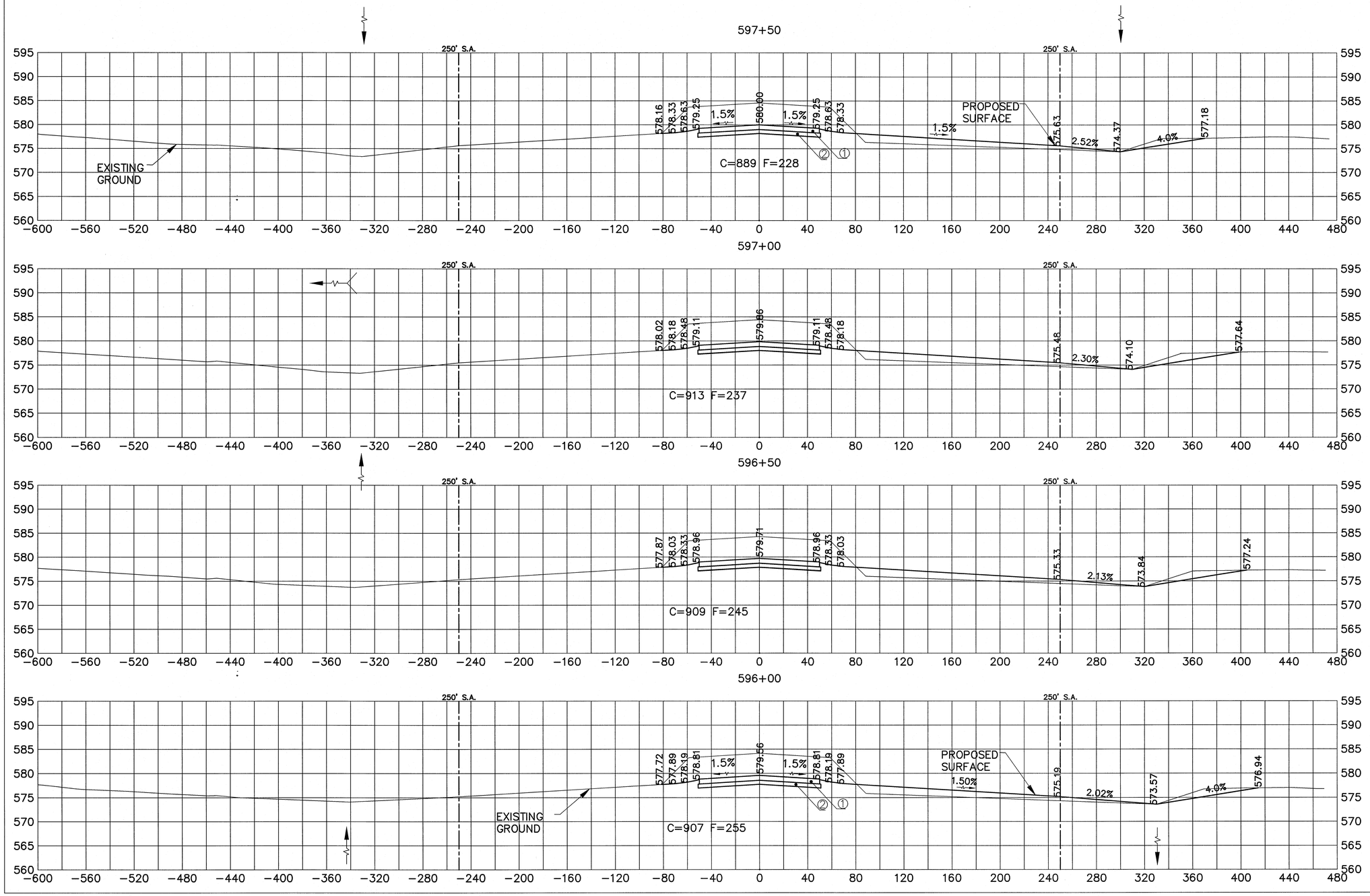
① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 65 OF 91



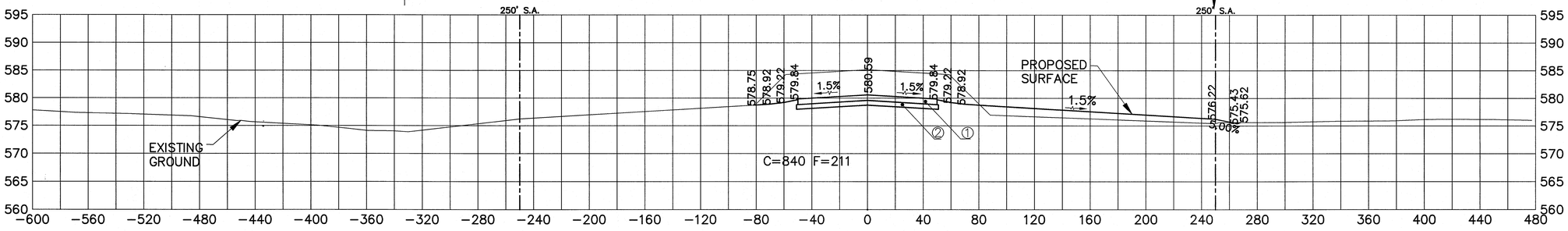
SCALE
V: 1" = 10'
H: 1" = 40'

TAXIWAY P, STA 596+00 TO STA 597+50 **65/91**

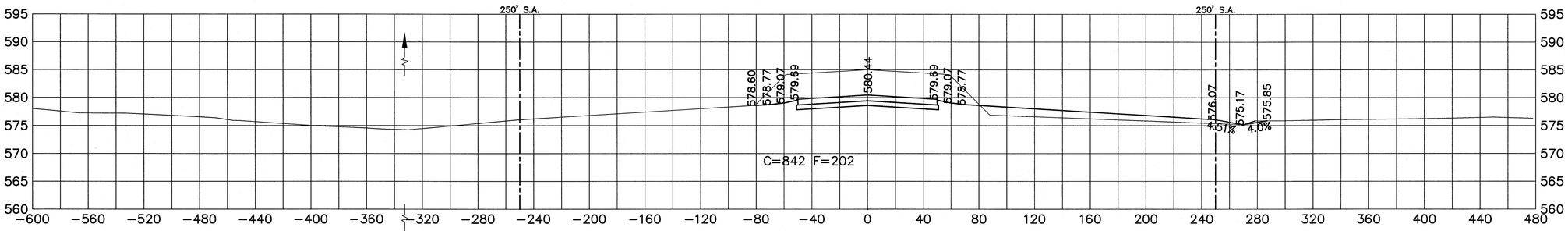
① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 66 OF 91

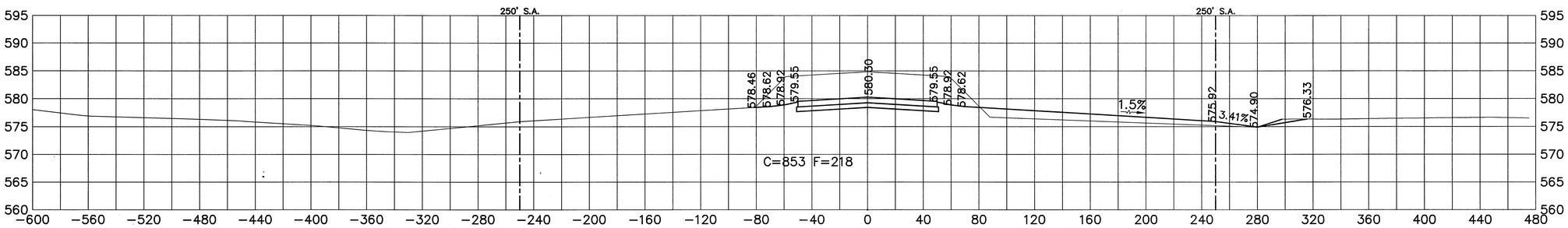
599+50



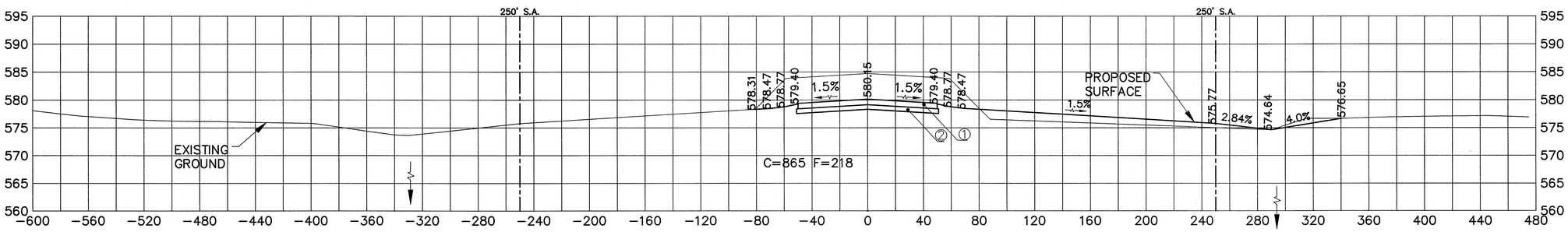
599+00



598+50



598+00

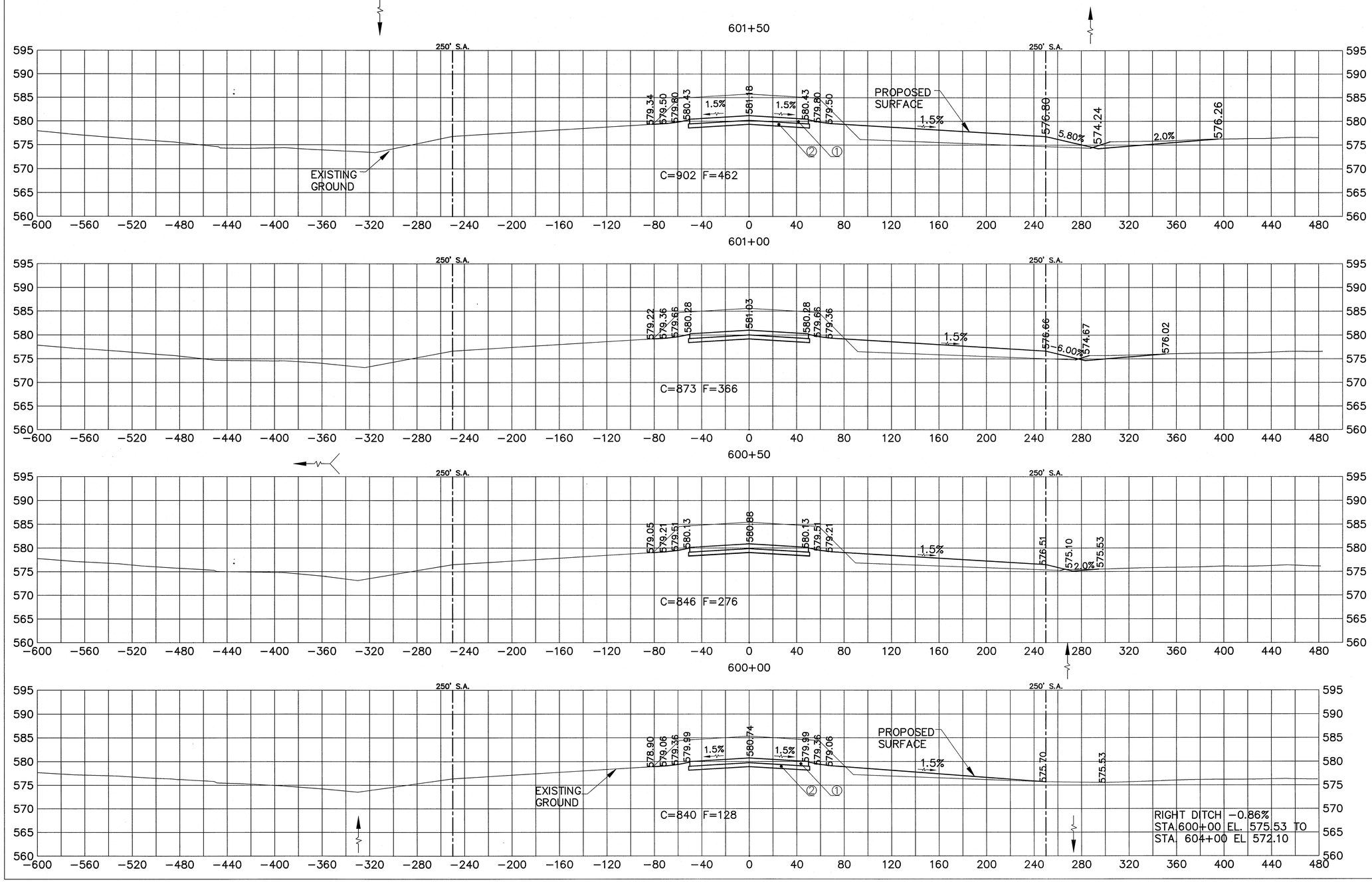


SCALE
V: 1" = 10'
H: 1" = 40'

TAXIWAY P, STA 598+00 TO STA 599+50 66/91

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010

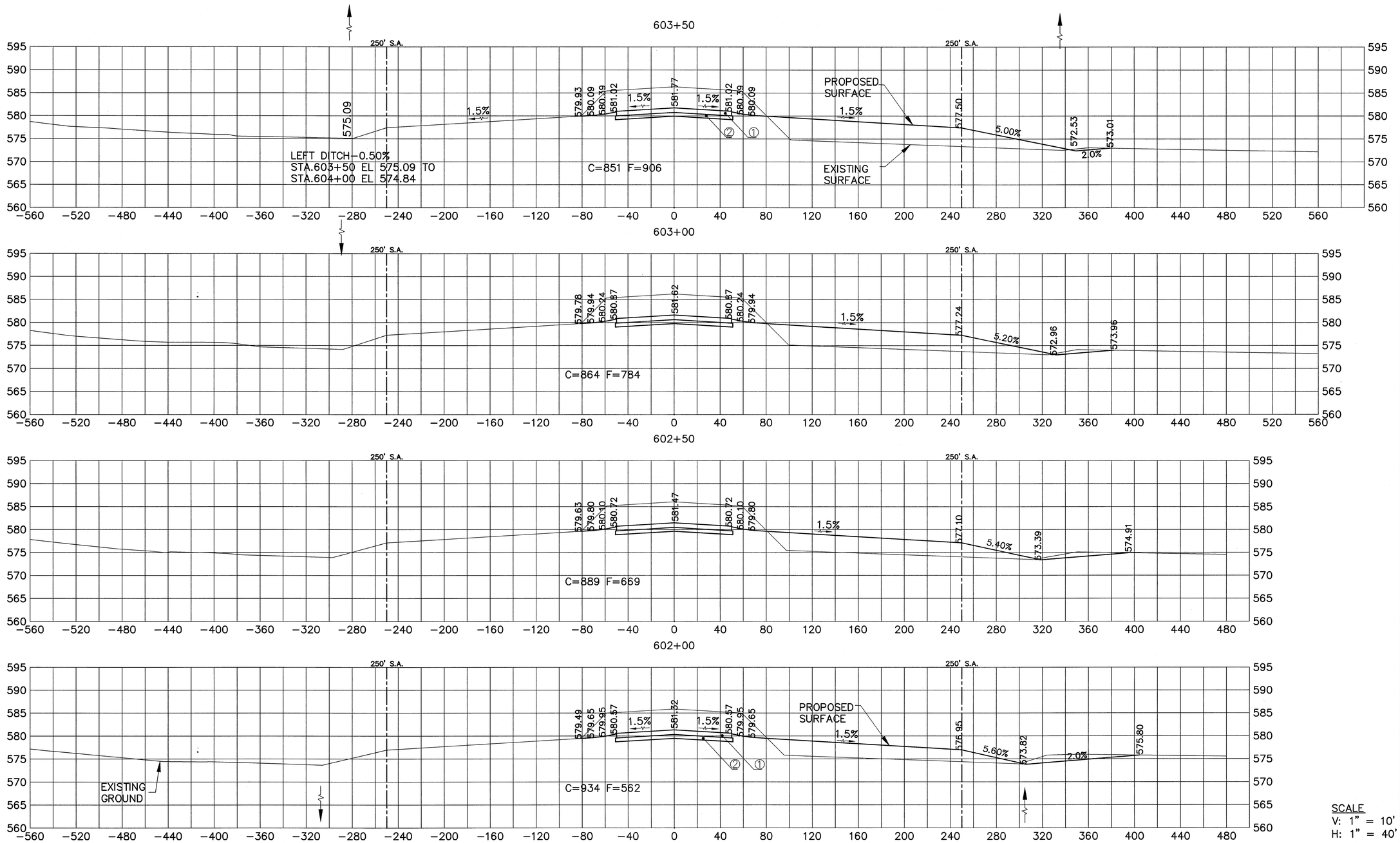


SCALE
V: 1" = 10'
H: 1" = 40'

TAXIWAY P, STA 600+00 TO STA 601+50 67/91

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 68 OF 91

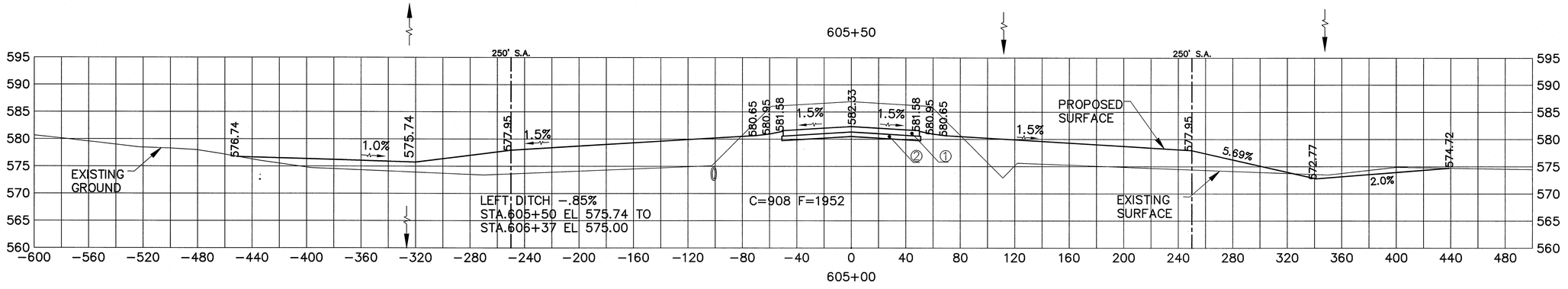


SCALE
V: 1" = 10'
H: 1" = 40'

TAXIWAY P, STA 602+00 TO STA 603+50 68/91

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 69 OF 91

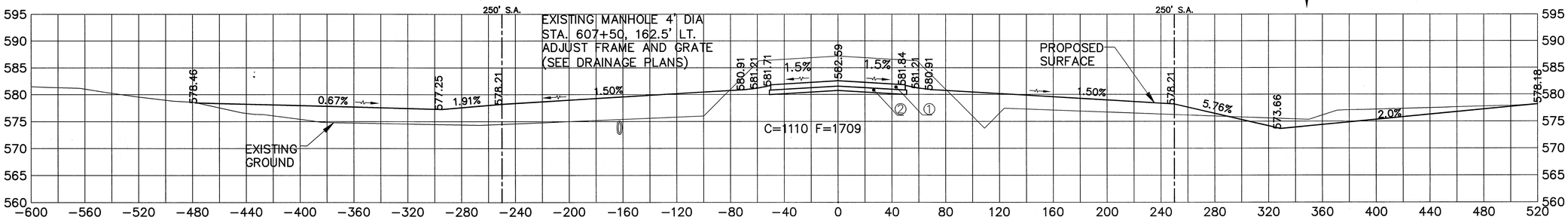


TAXIWAY P, STA 604+00 TO STA 605+50 69/91

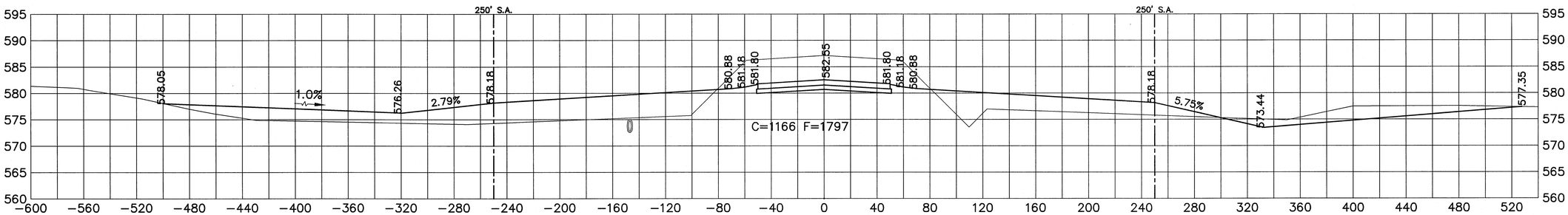
① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 70 OF 91

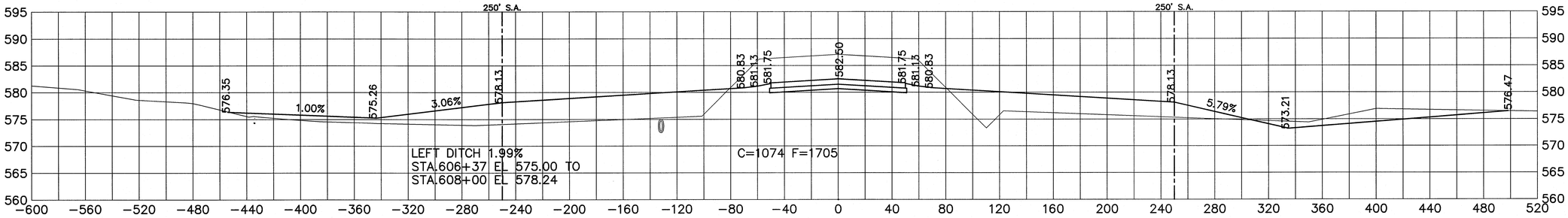
607+50



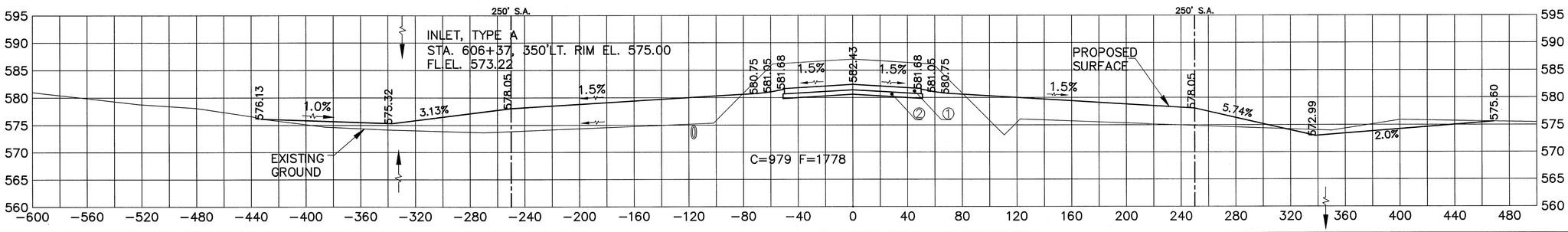
607+00



606+50



606+00

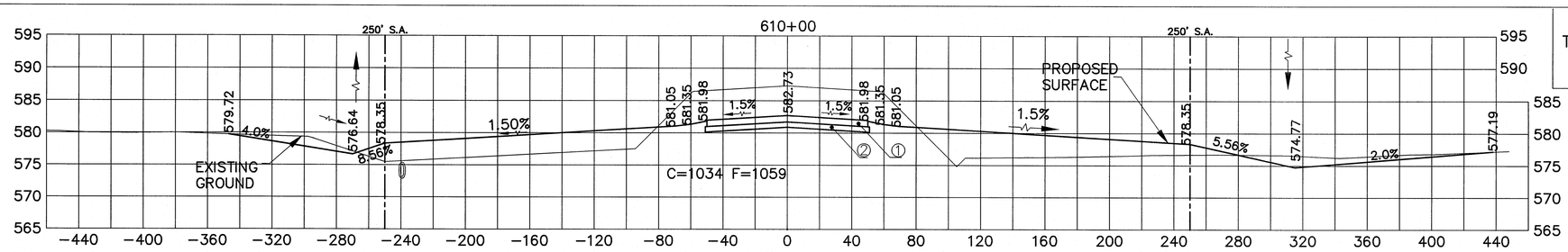


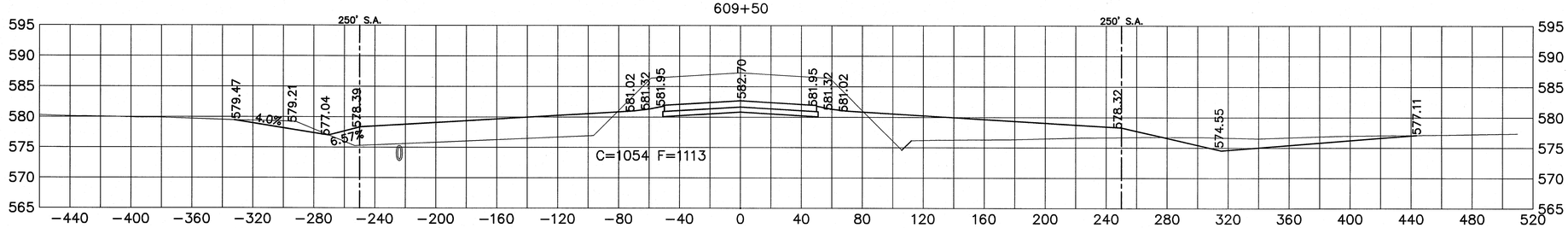
SCALE
V: 1" = 10'
H: 1" = 40'

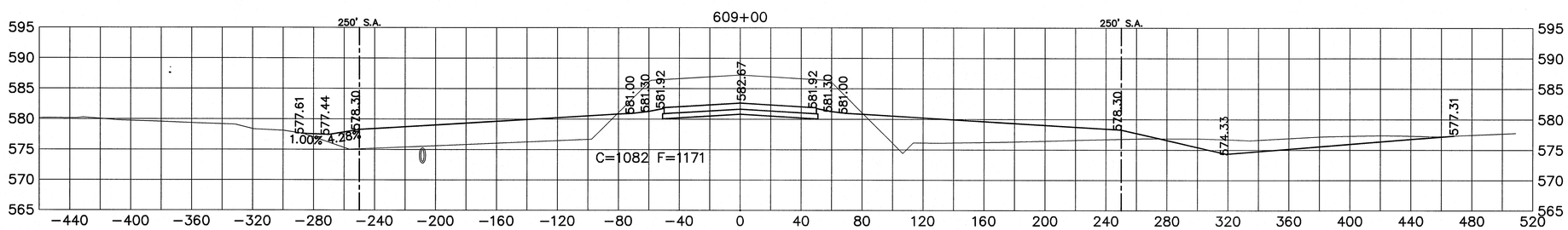
TAXIWAY P, STA 606+00 TO STA 607+50 70/91

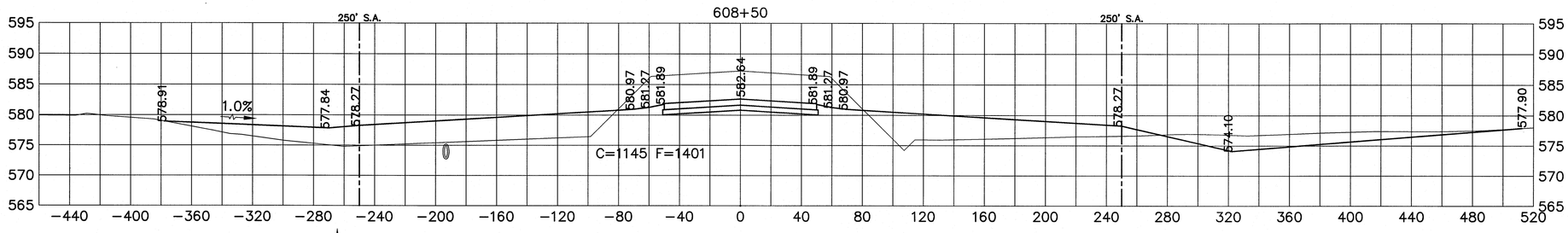
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010

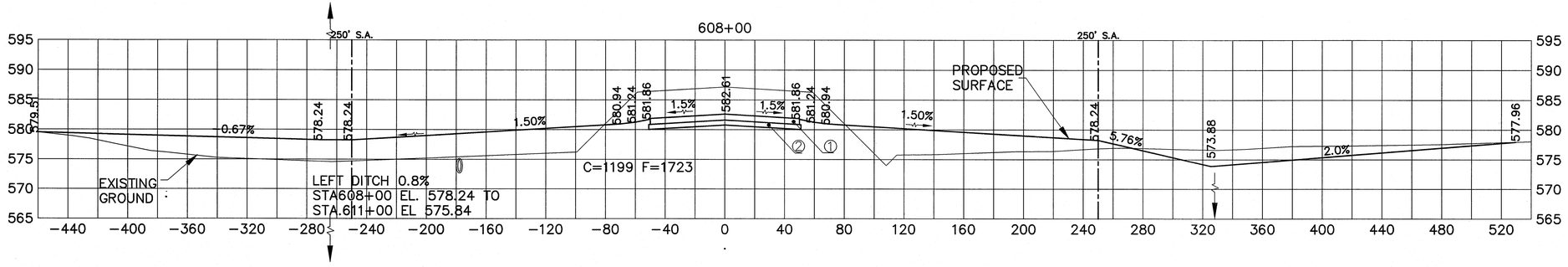
① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE









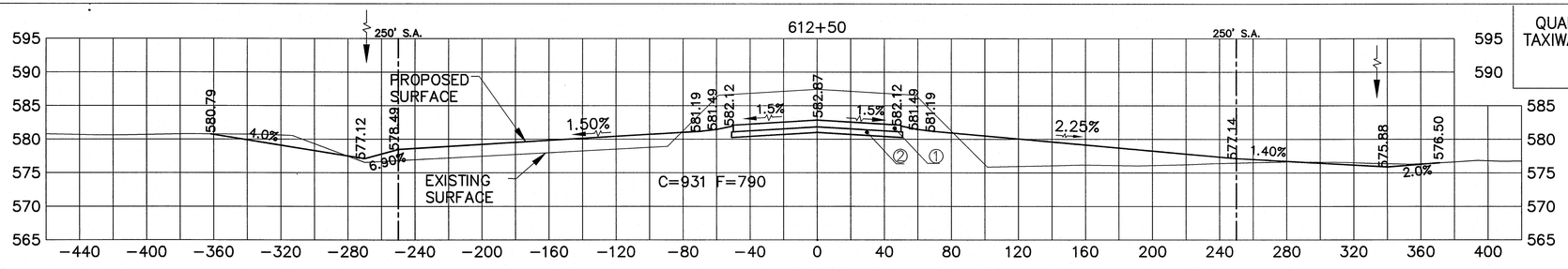


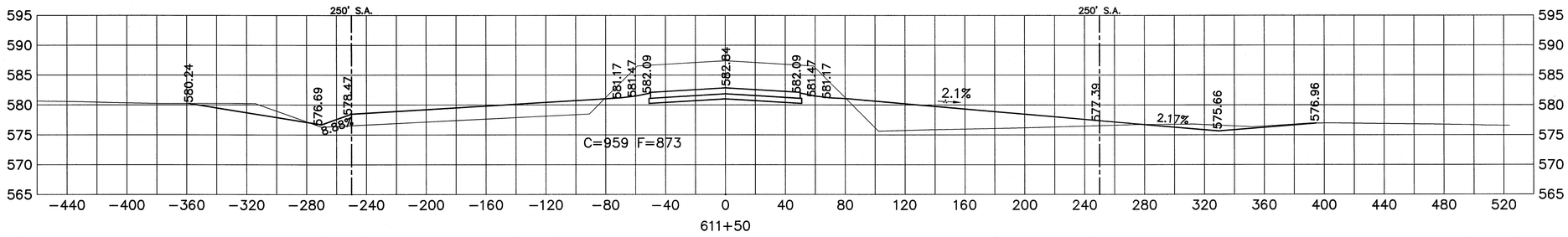
SCALE
V: 1" = 10'
H: 1" = 40'

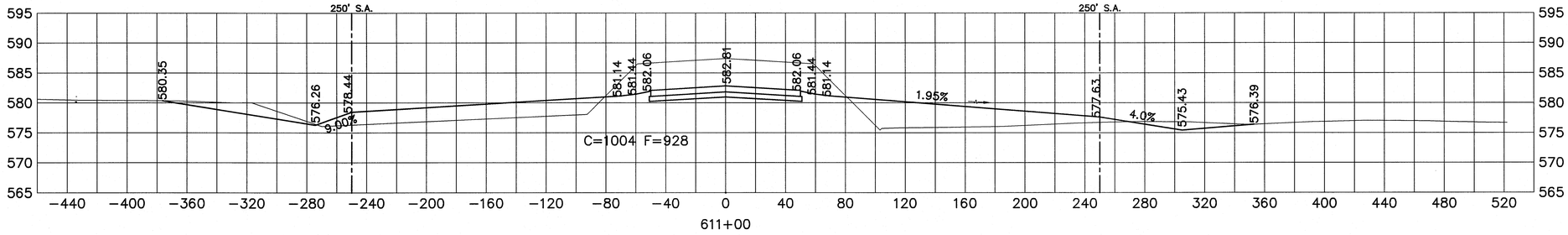
TAXIWAY P, STA 608+00 TO STA 610+00 71/91

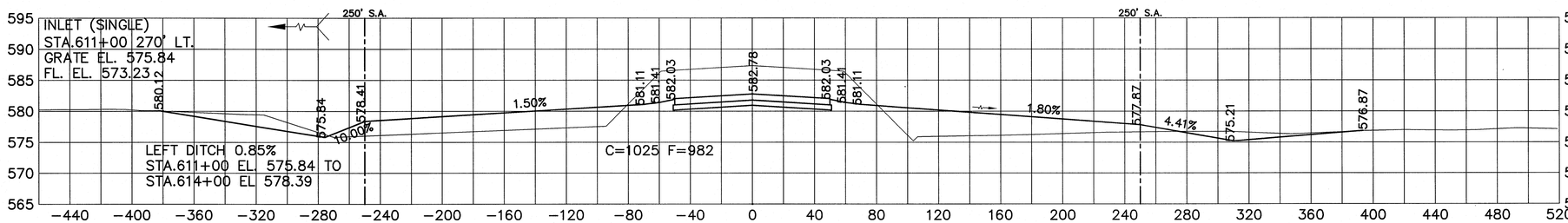
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 72 OF 91

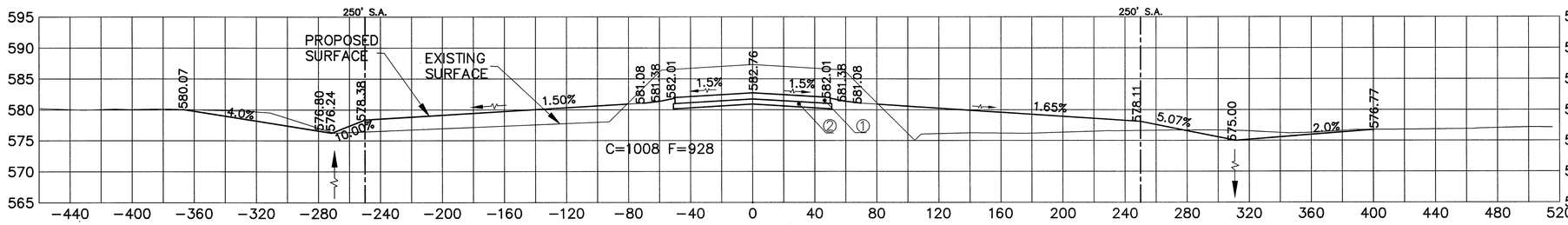
① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE











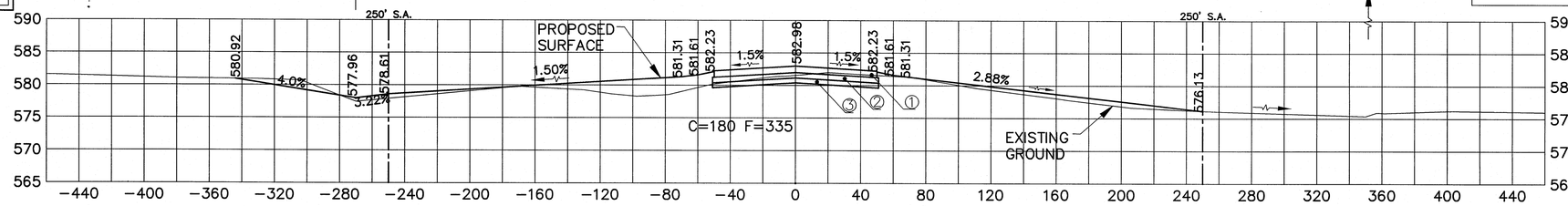
SCALE
V: 1" = 10'
H: 1" = 40'

TAXIWAY P, STA 610+50 TO STA 612+50 72/91

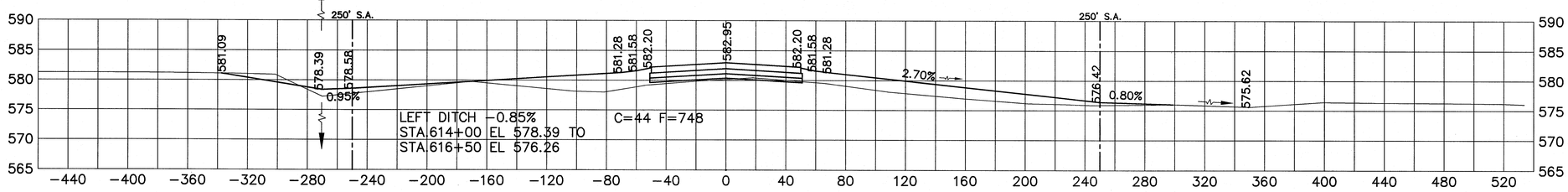
KEY FOR EARTHWORK
- UC = UNCLASSIFIED CUT
- CF = COMPACTED FILL
- UF = UNCOMPACTED FILL

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 73 OF 91

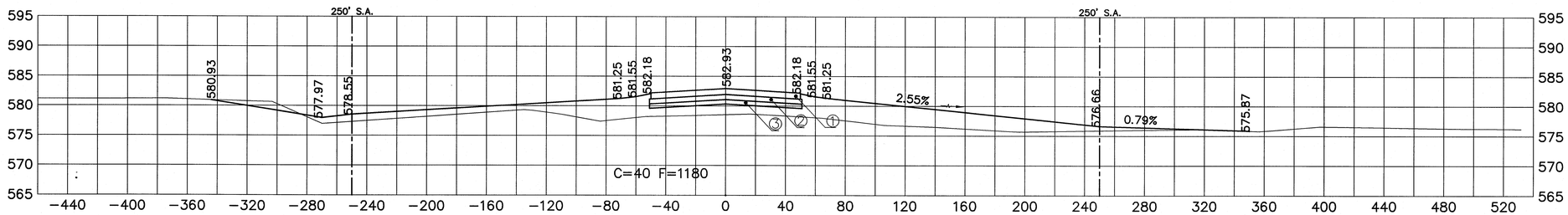
614+50



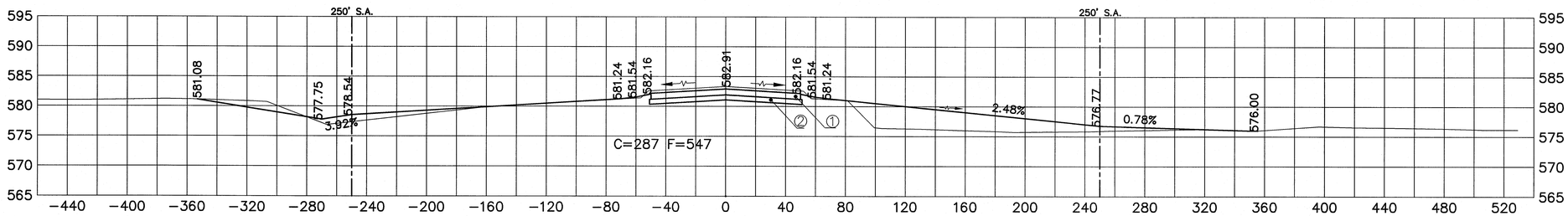
614+00



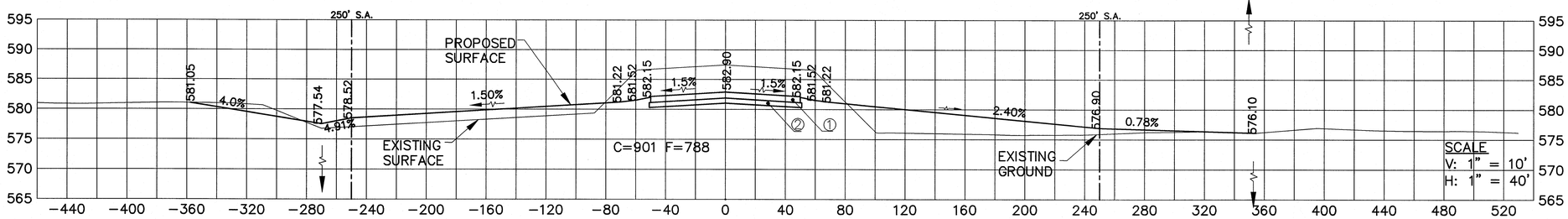
613+50



613+25



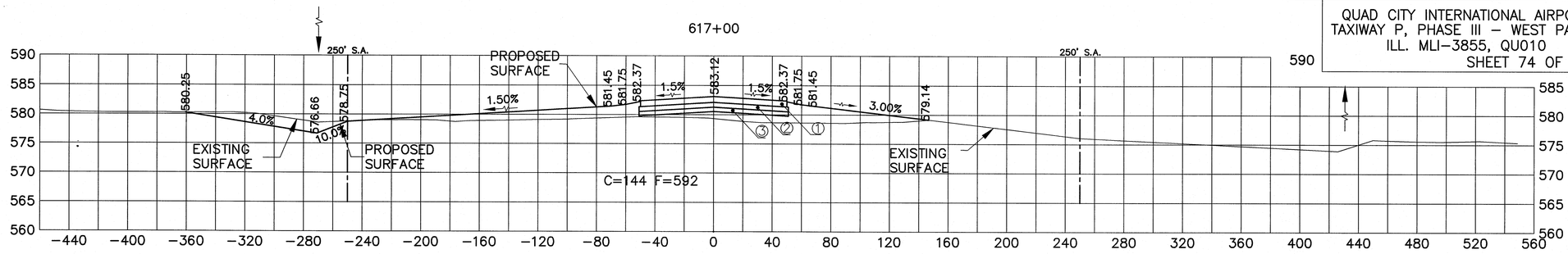
613+00



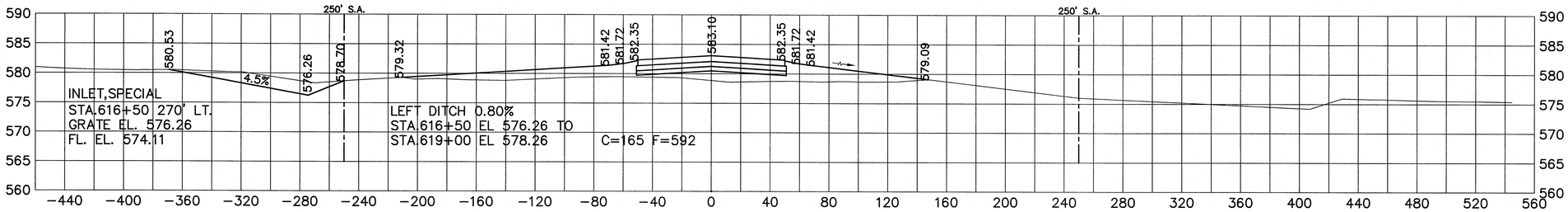
TAXIWAY P, STA 613+00 TO STA 614+50

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 74 OF 91

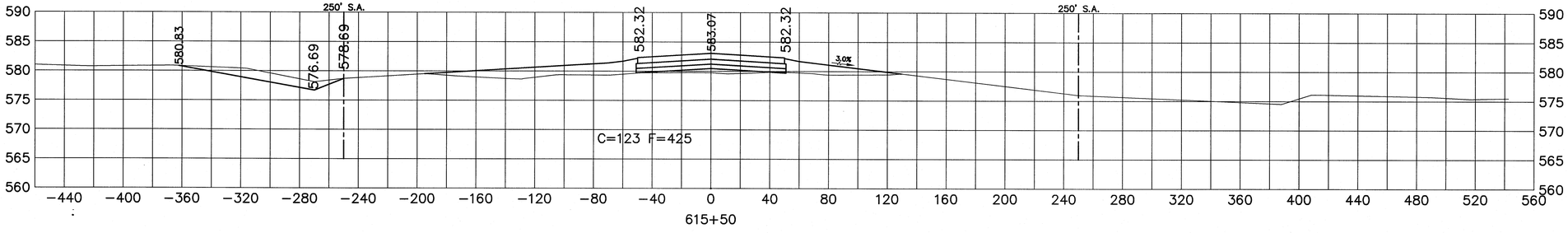
617+00



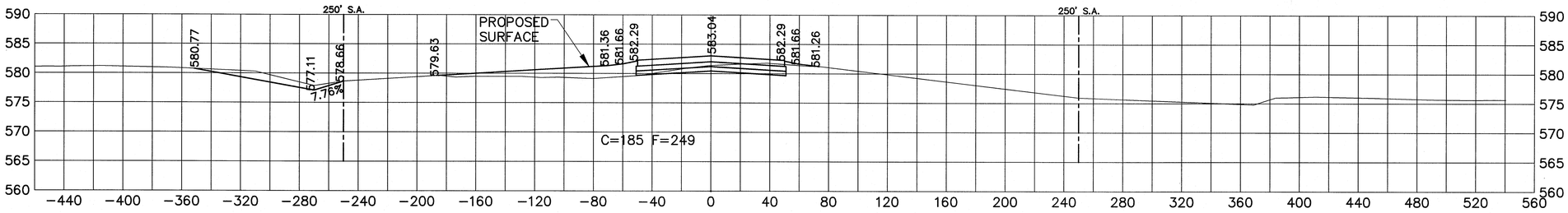
616+50



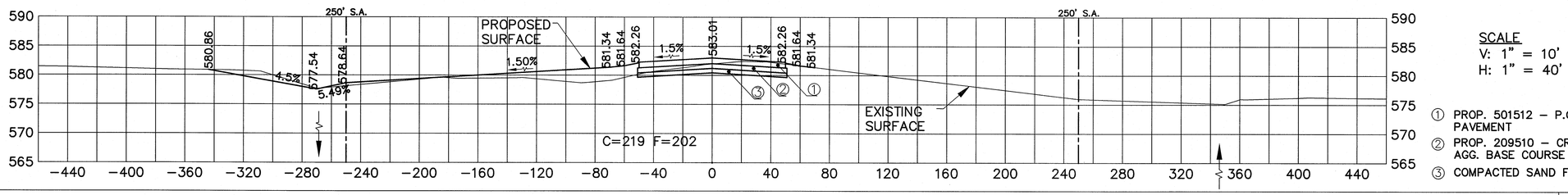
616+00



615+50



615+00

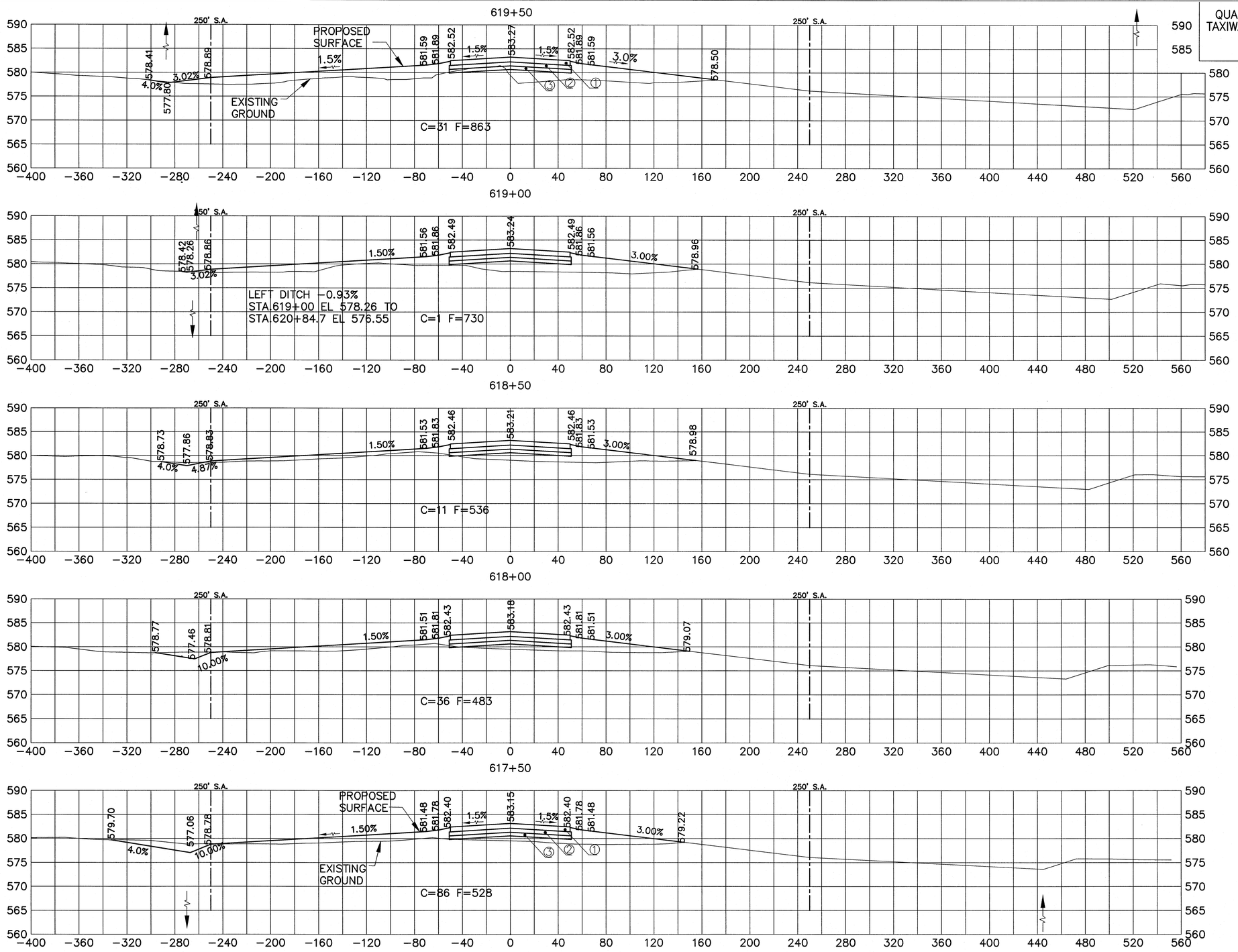


SCALE
V: 1" = 10'
H: 1" = 40'

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE
③ COMPACTED SAND FILL

TAXIWAY P, STA 615+00 TO STA 617+00 74/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 75 OF 91

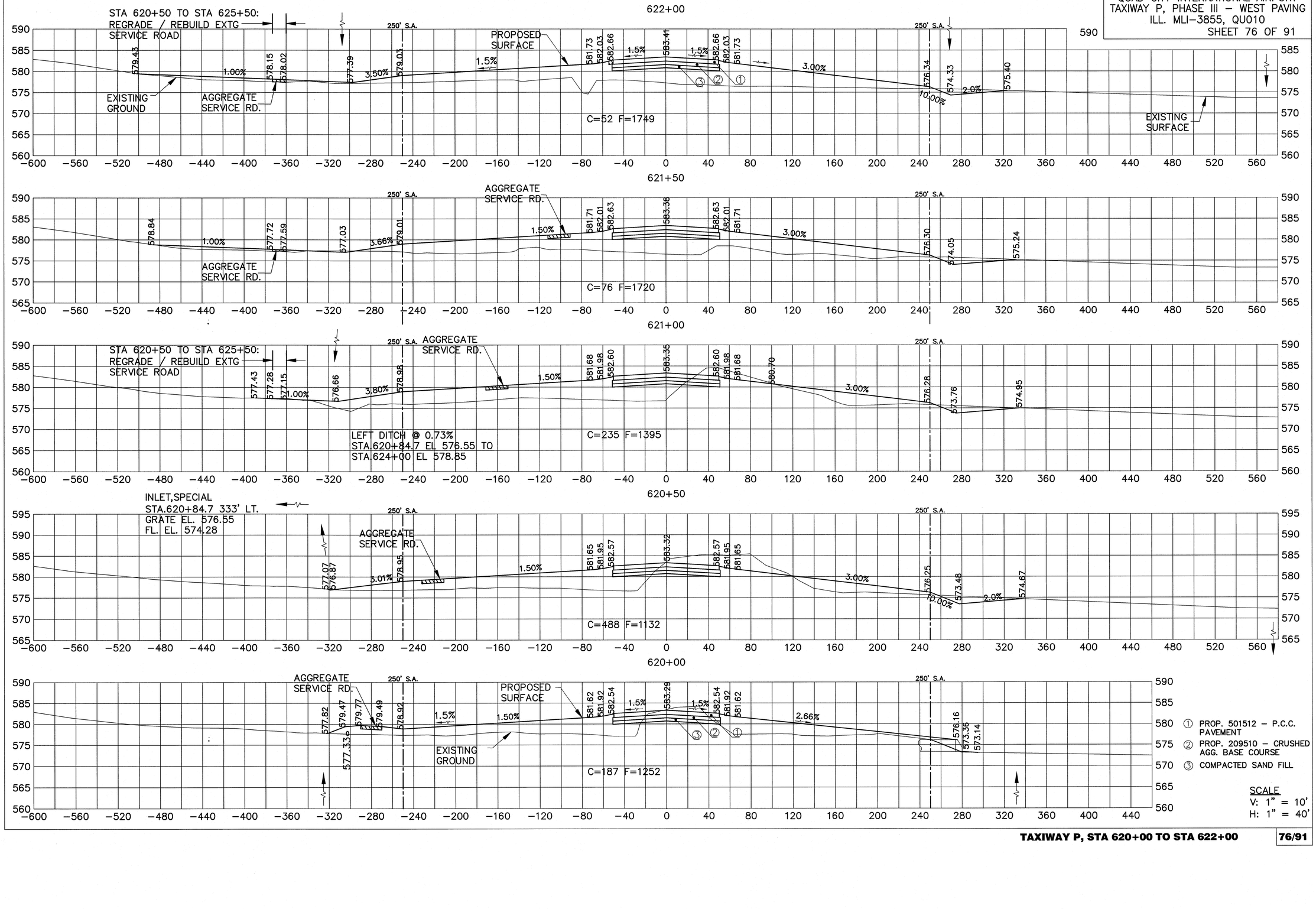


SCALE
V: 1" = 10'
H: 1" = 40'

① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE
③ COMPACTED SAND FILL

TAXIWAY P, STA 617+50 TO STA 619+50 75/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 76 OF 91

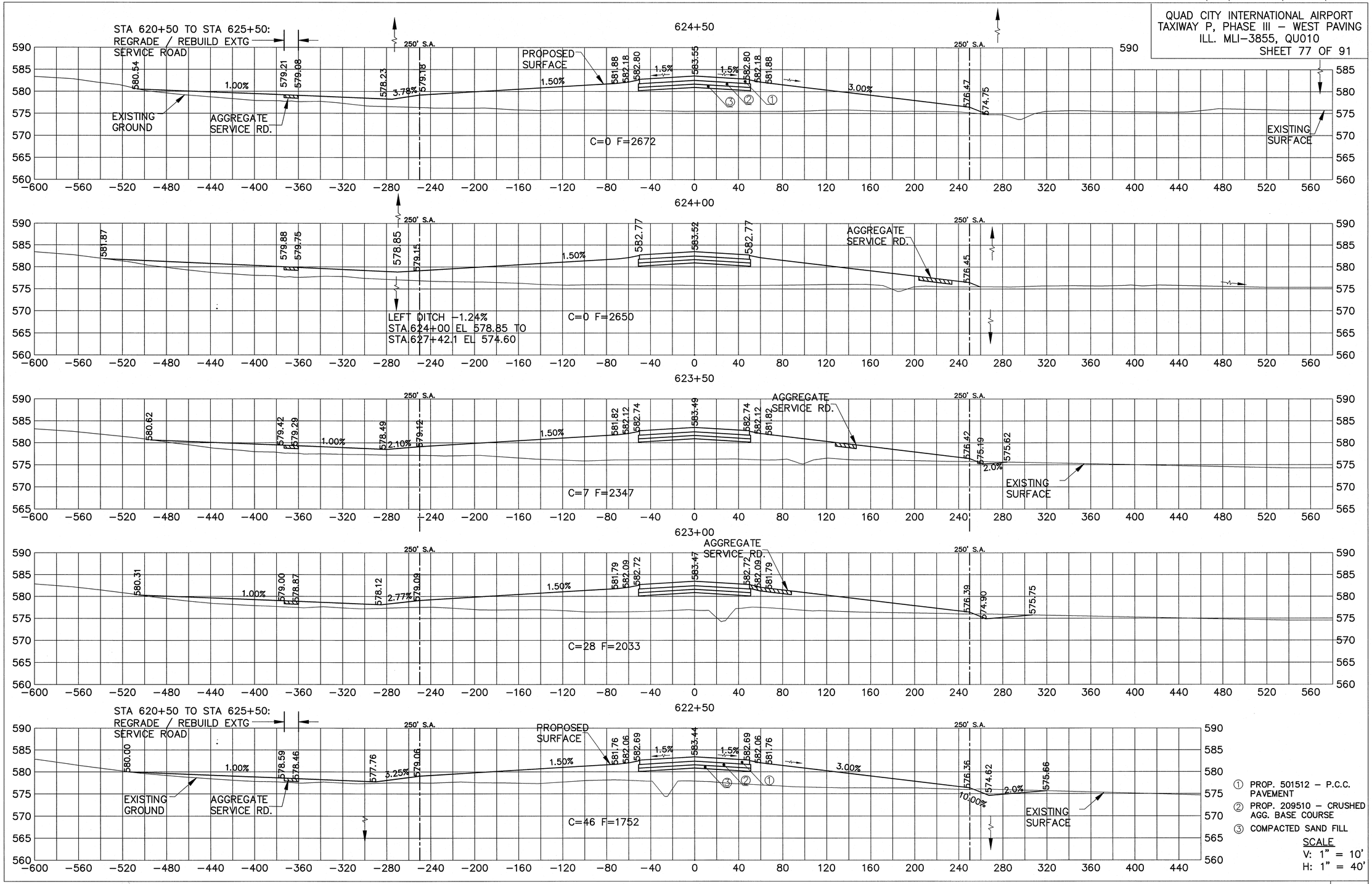


① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE
③ COMPACTED SAND FILL

SCALE
V: 1" = 10'
H: 1" = 40'

TAXIWAY P, STA 620+00 TO STA 622+00 76/91

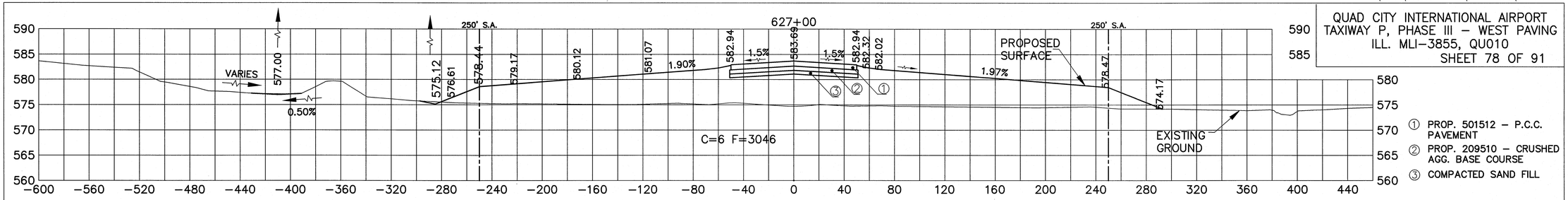
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 77 OF 91



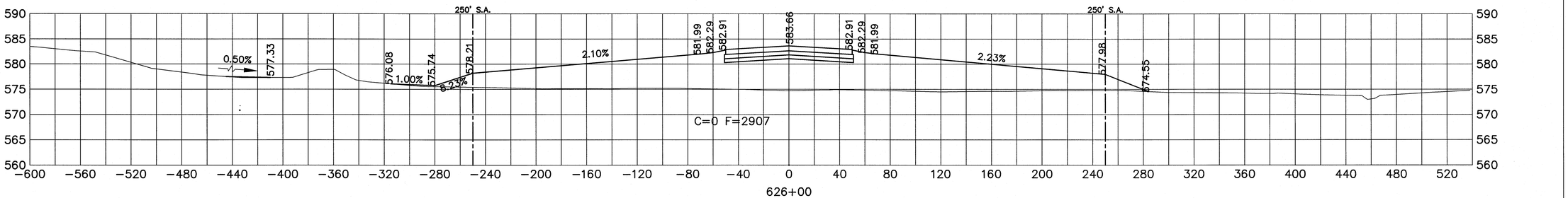
TAXIWAY P, STA 622+50 TO STA 624+50 77/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 78 OF 91

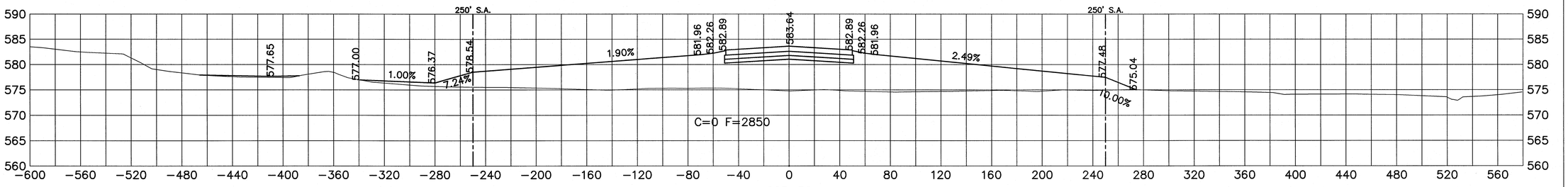
627+00



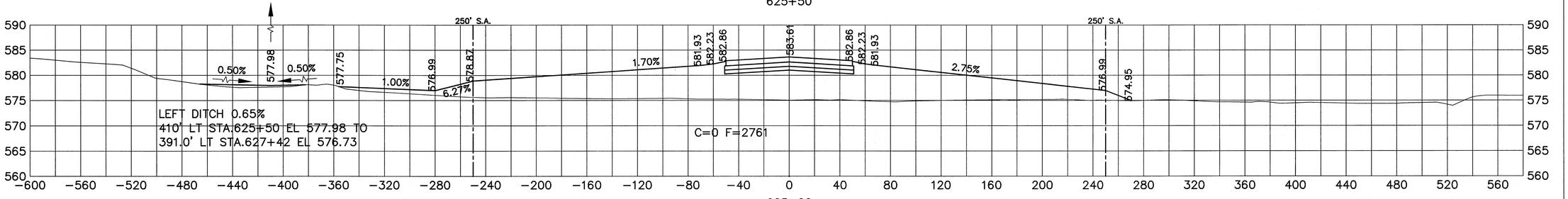
626+50



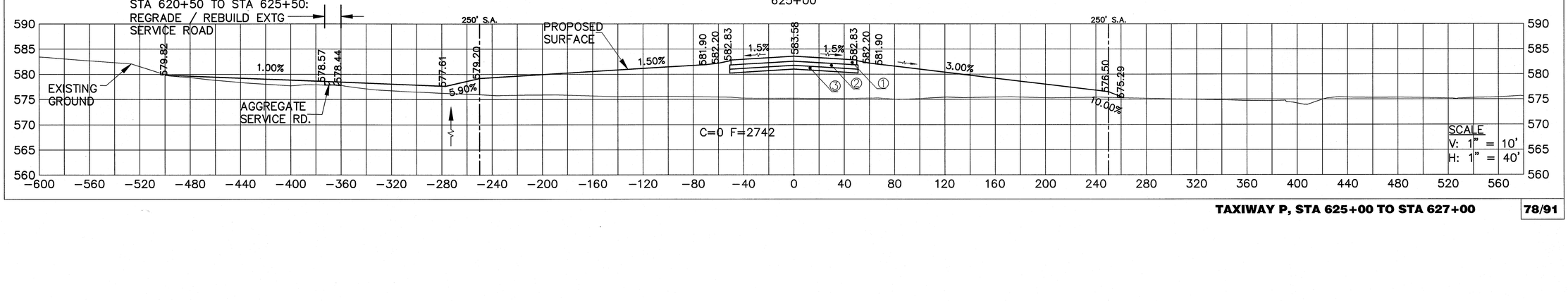
626+00



625+50



625+00

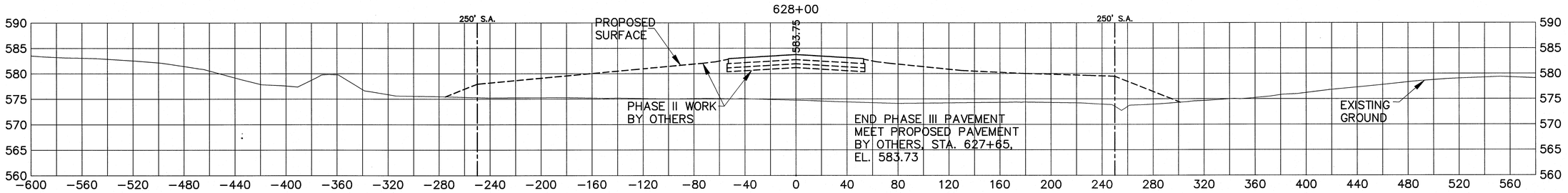


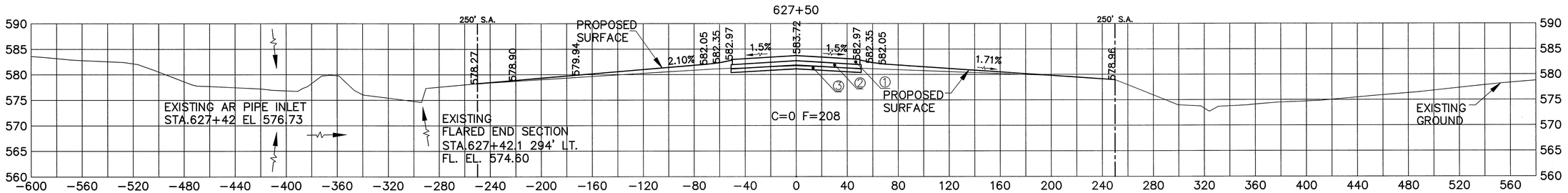
TAXIWAY P, STA 625+00 TO STA 627+00 78/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI-3855, QU010
SHEET 79 OF 91

SCALE
V: 1" = 10'
H: 1" = 40'

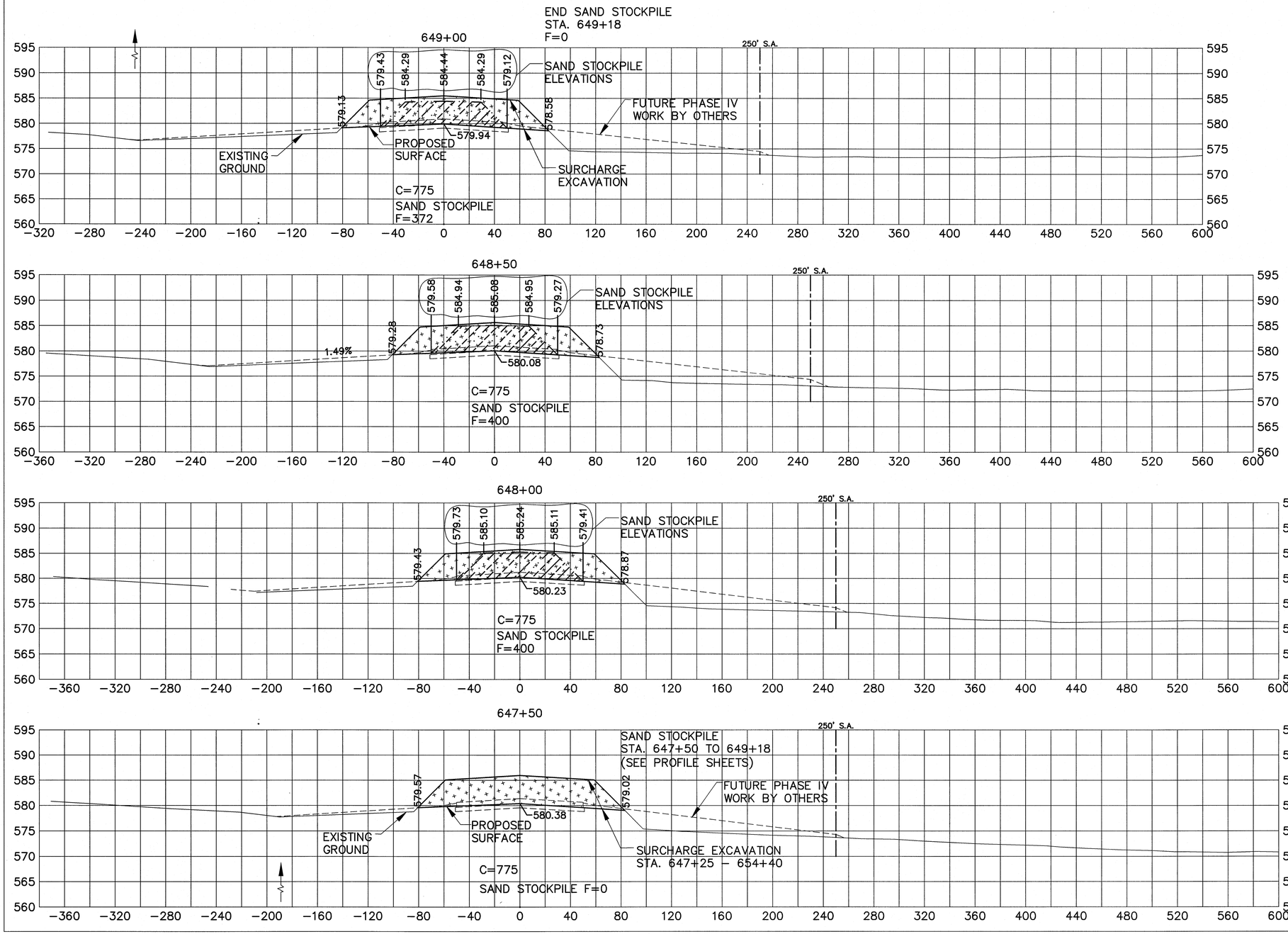
① PROP. 501512 – P.C.C. PAVEMENT
② PROP. 209510 – CRUSHED AGG. BASE COURSE
③ COMPACTED SAND FILL





TAXIWAY P, STA 627+50 TO STA 629+50 **79/91**

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 80 OF 91

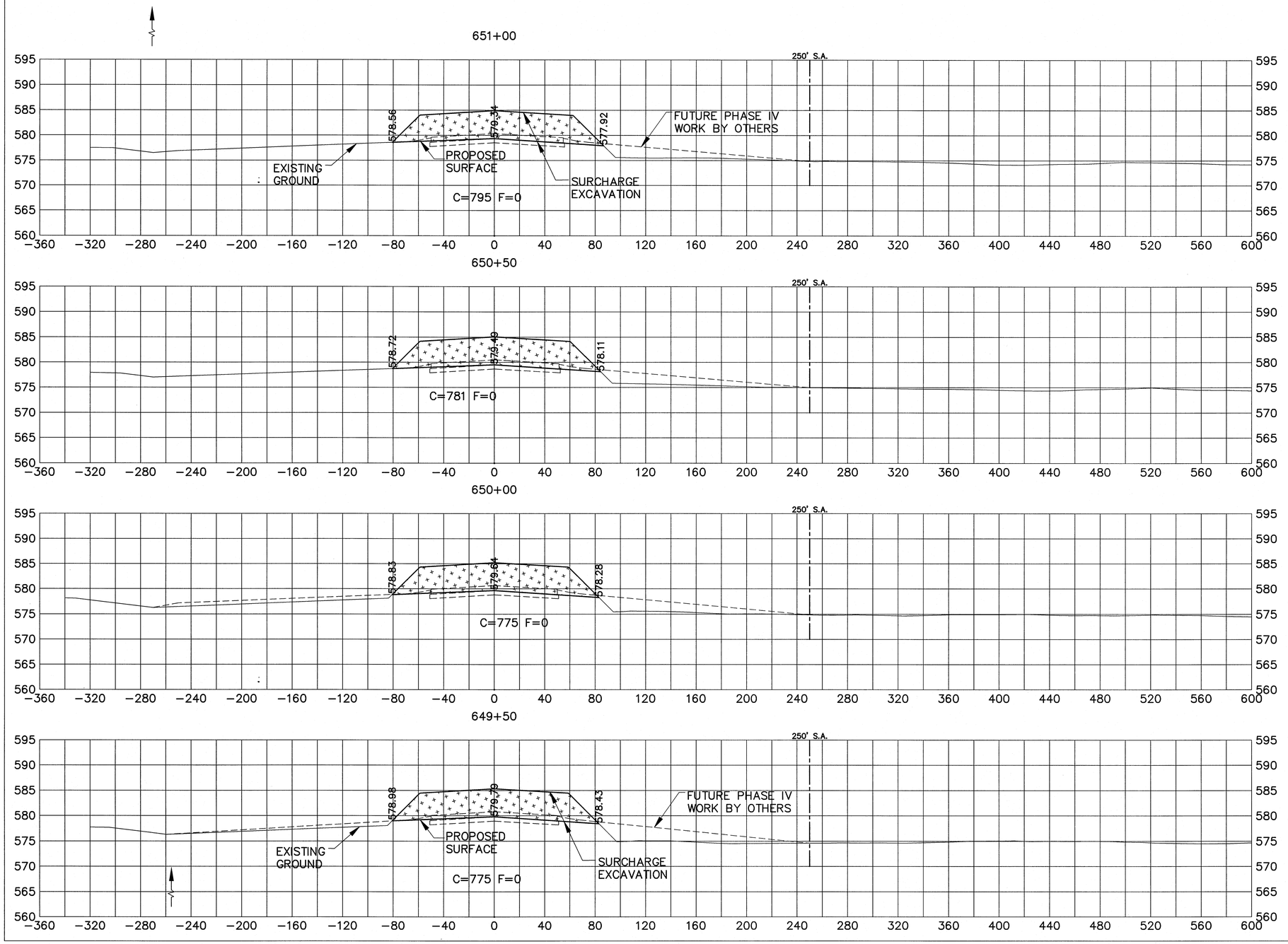


SCALE
V: 1" = 10'
H: 1" = 40'

KEY FOR EARTHWORK
= SURCHARGE EXCAVATION BY THIS CONTRACTOR.
= SAND STOCKPILE BY THIS CONTRACTOR

TAXIWAY P, STA 647+50 TO STA 649+00 80/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 81 OF 91



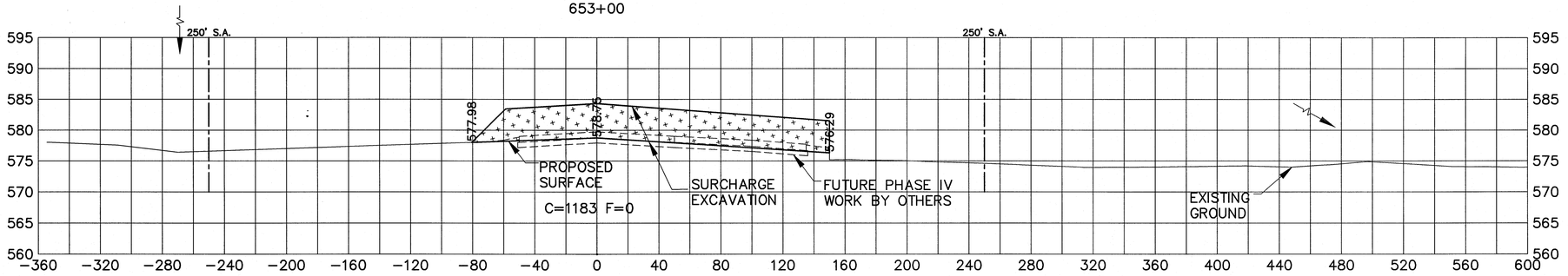
SCALE
V: 1" = 10'
H: 1" = 40'

KEY FOR EARTHWORK
= SURCHARGE EXCAVATION

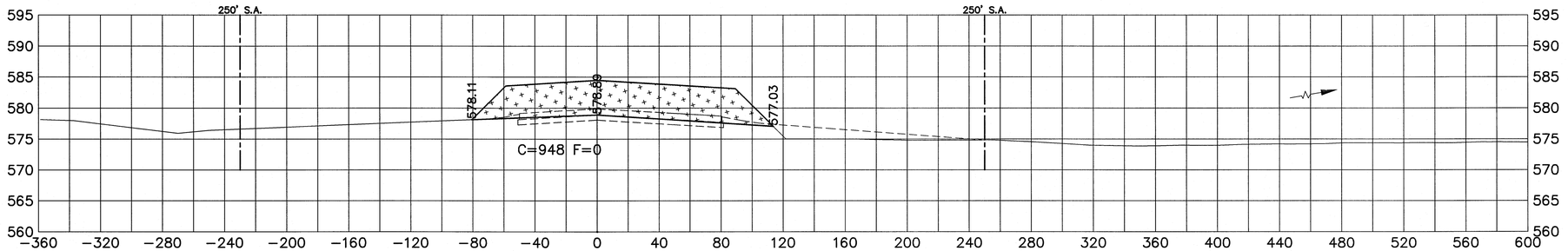
TAXIWAY P, STA 649+50 TO STA 651+00 81/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 82 OF 91

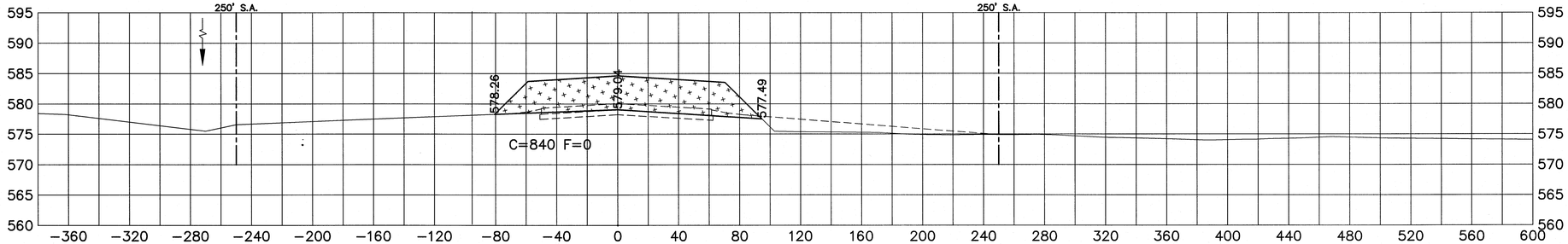
653+00



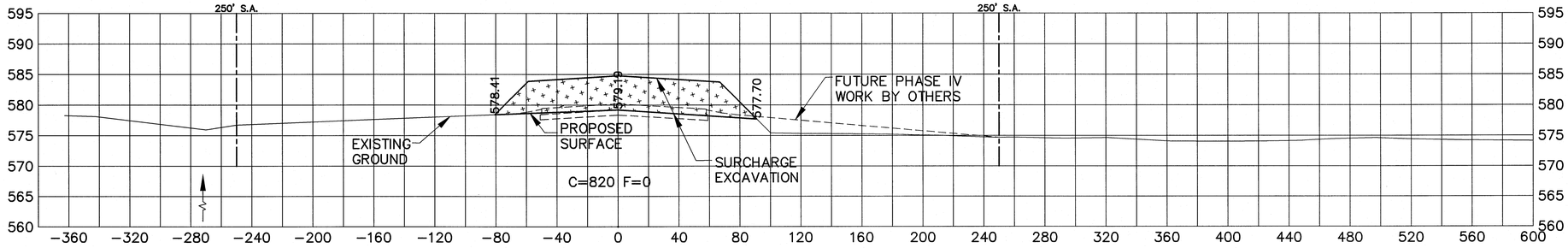
652+50



652+00



651+50



SCALE
V: 1" = 10'
H: 1" = 40'

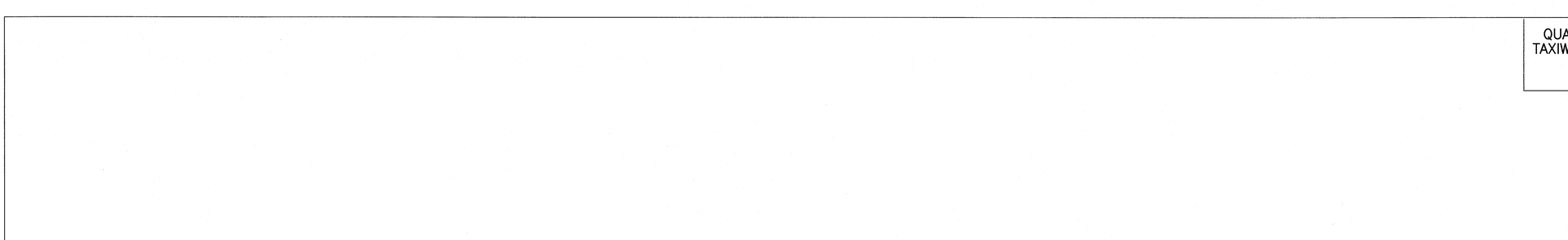
KEY FOR EARTHWORK
= SURCHARGE EXCAVATION

TAXIWAY P, STA 651+50 TO STA 653+00 82/91

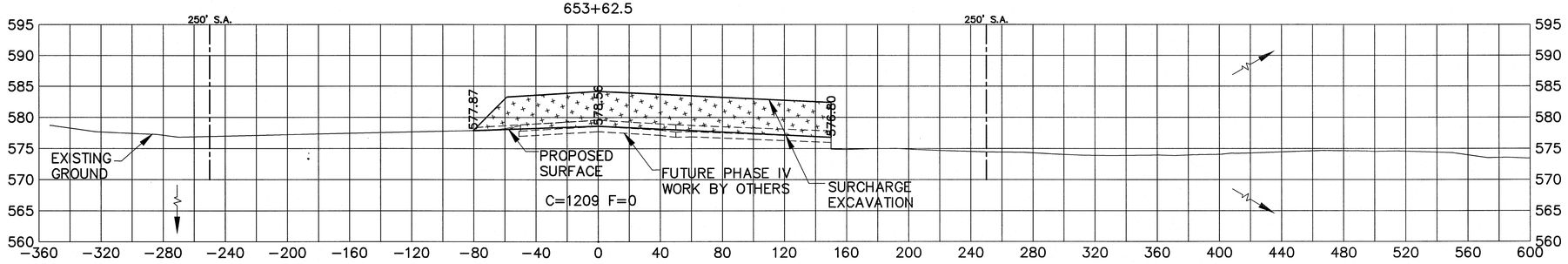
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 83 OF 91

654+00

END P SURCHARGE
EXCAVATION
STA. 654+40 C=0



653+62.5

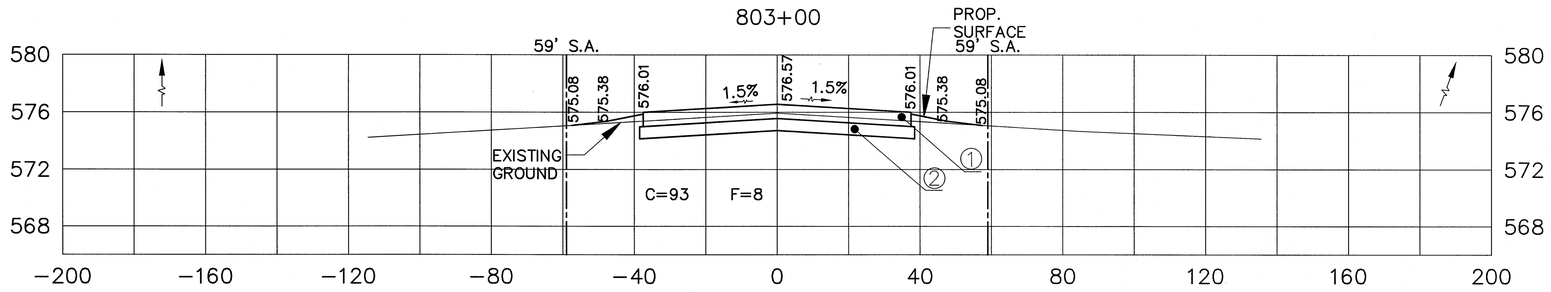


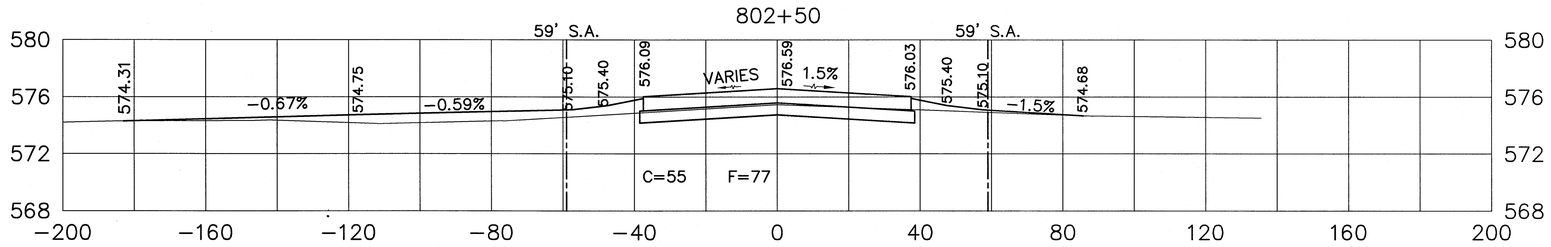
SCALE
V: 1" = 10'
H: 1" = 40'

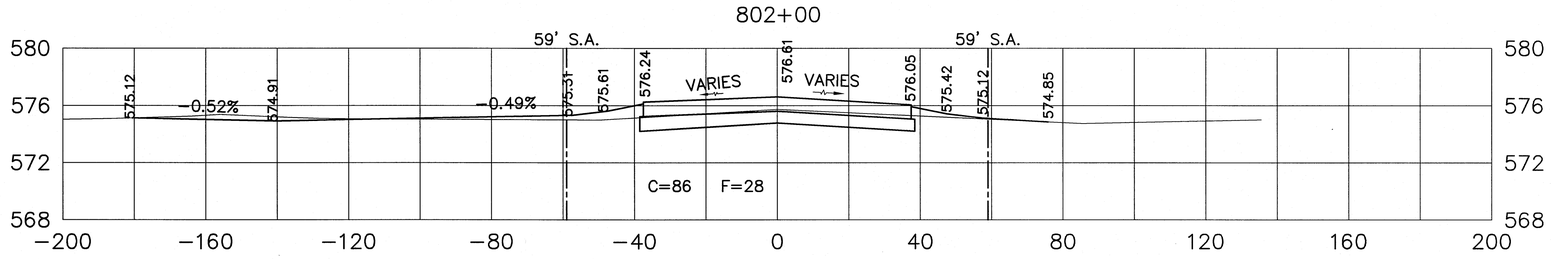
KEY FOR EARTHWORK
= SURCHARGE EXCAVATION

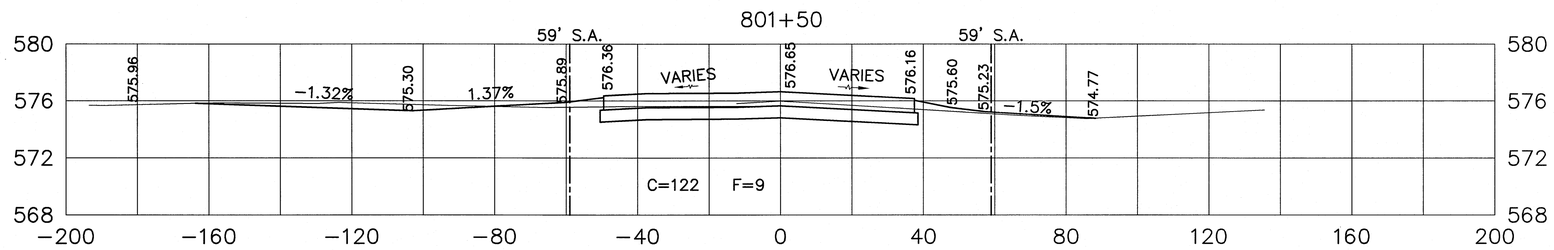
TAXIWAY P, STA 653+62.5 TO STA 654+40 **83/91**

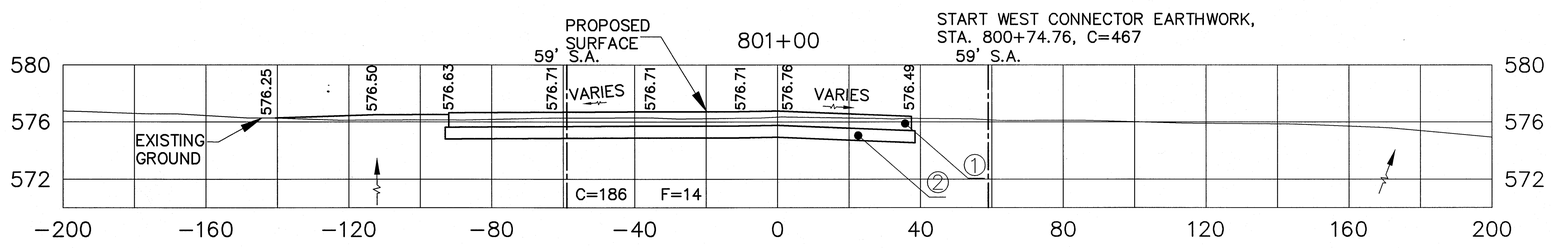
QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 84 OF 91











① PROP. 501512 – P.C.C. PAVEMENT

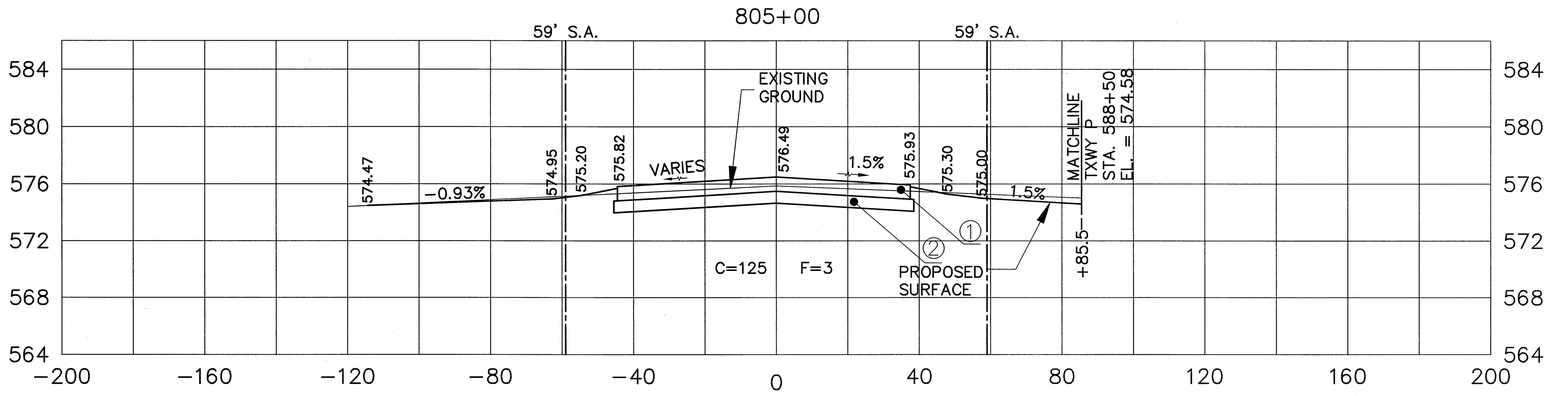
② PROP. 209510 – CRUSHED AGG. BASE COURSE

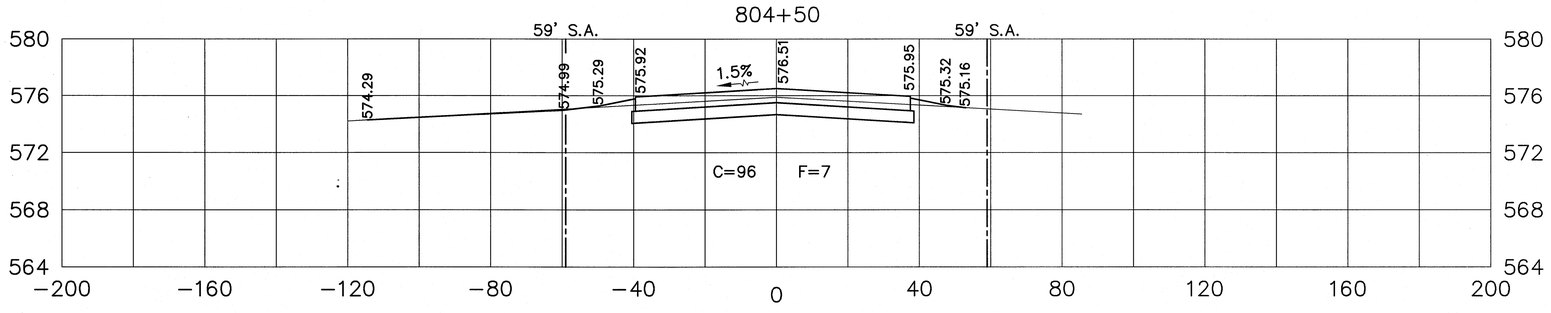
SCALE
V: 1"=5'
H: 1"=20'

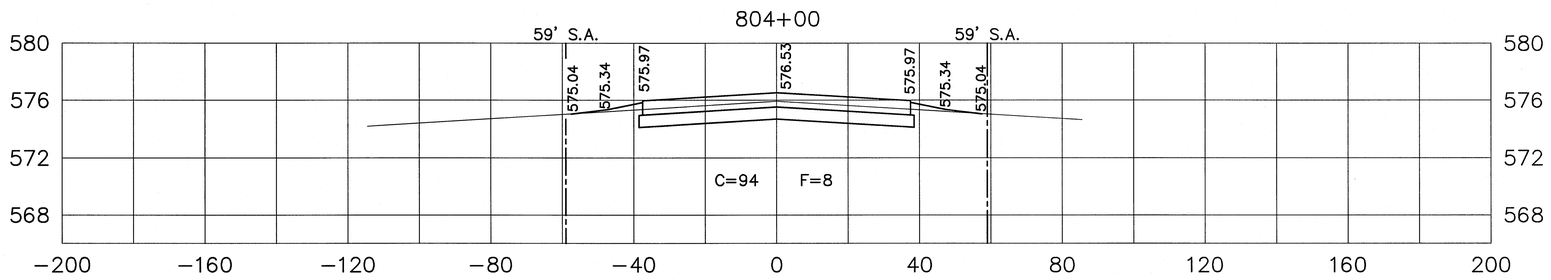
SURVEY LINE P1 WEST CONNECTOR, STA 801+00 TO STA 803+00 | **84/91**

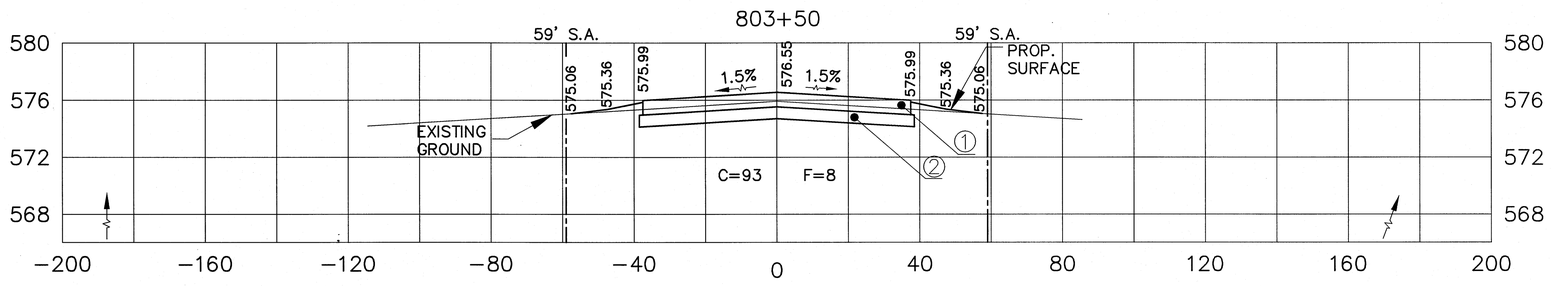
G:\AIRPORT\A08T026 TP W PVMT\SECTIONS P1.DWG\ 01.25.09

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 85 OF 91









① PROP. 501512 – P.C.C. PAVEMENT

② PROP. 209510 – CRUSHED AGG. BASE COURSE

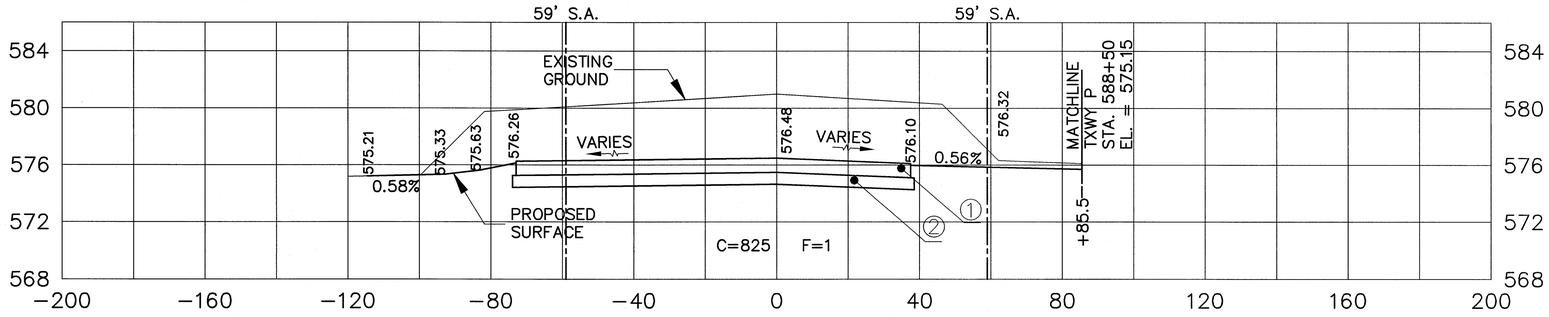
SCALE
V: 1"=5'
H: 1"=20'

SURVEY LINE P1 WEST CONNECTOR, STA 803+50 TO STA 805+00 | **85/91**

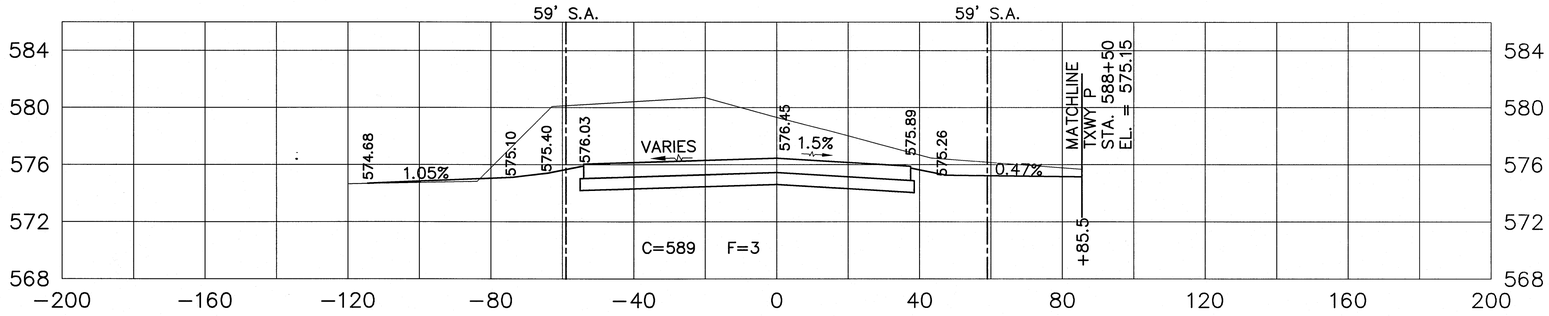
G:\Airport\A08T026 TP W PVMT\Sections P1.dwg, 7/6/2009 6:41:45 PM, jeffm

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 86 OF 91

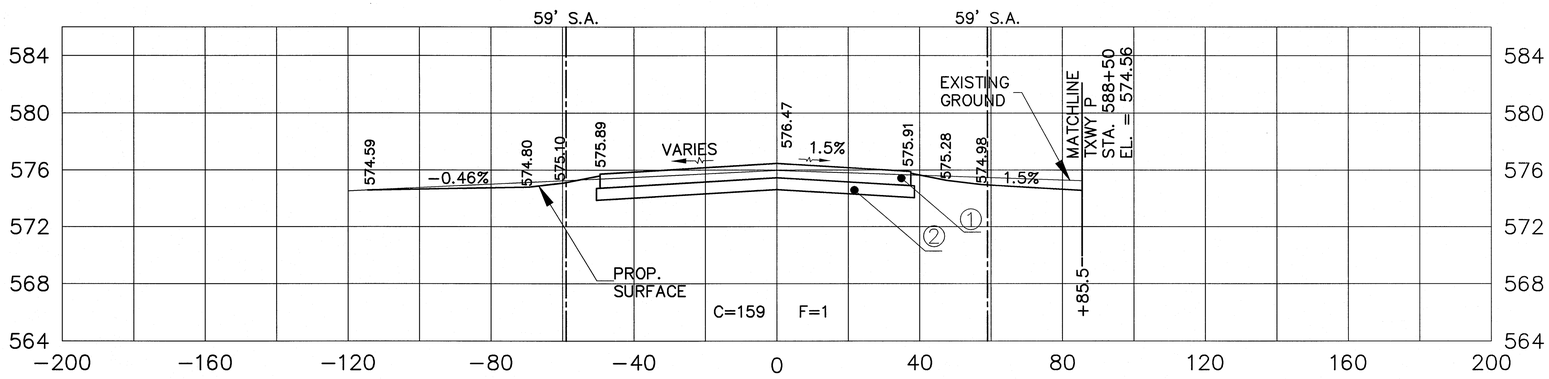
806+50



806+00



805+50

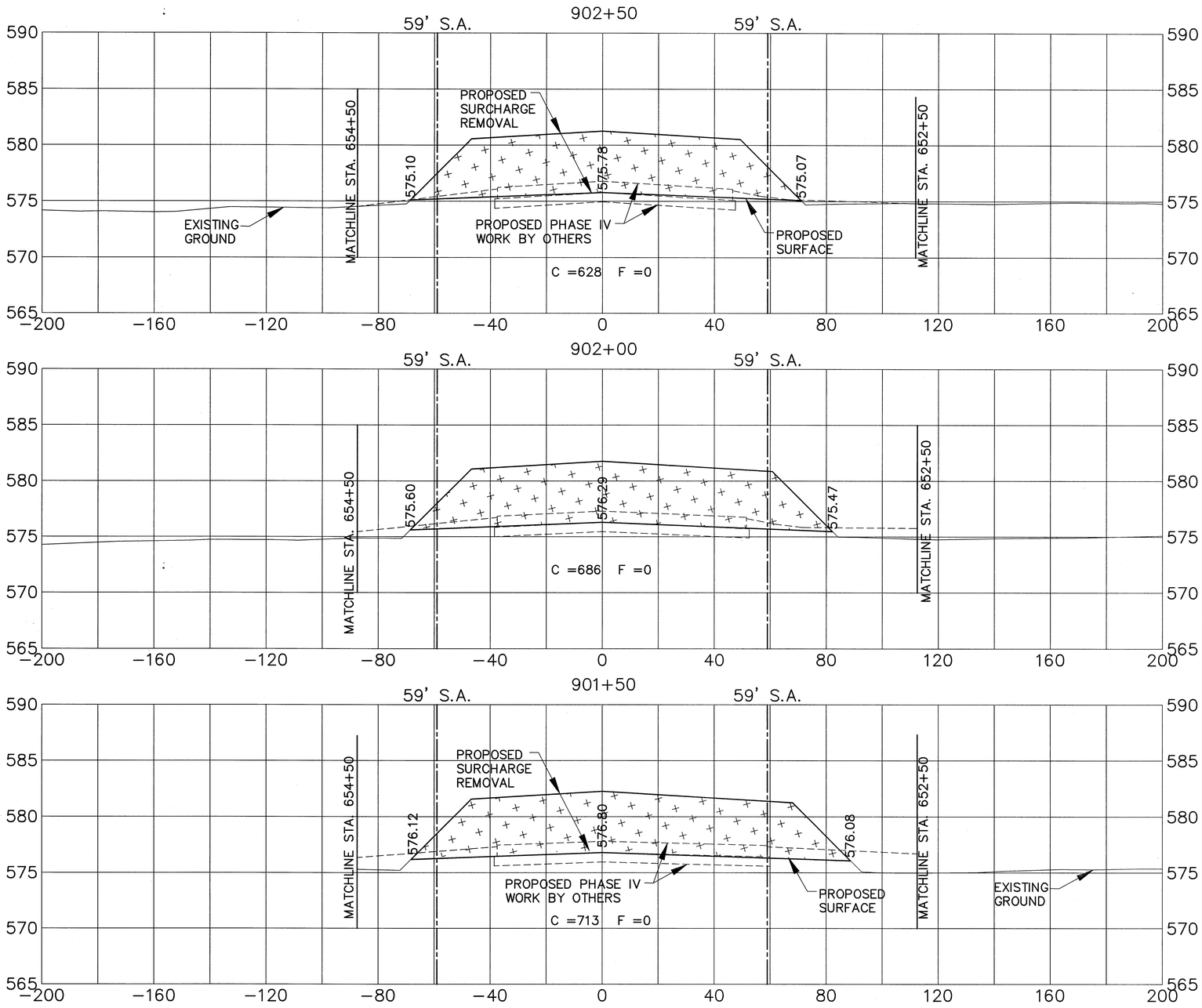


① PROP. 501512 – P.C.C. PAVEMENT

② PROP. 209510 – CRUSHED AGG. BASE COURSE

SCALE
V: 1"=5'
H: 1"=20'

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 87 OF 91

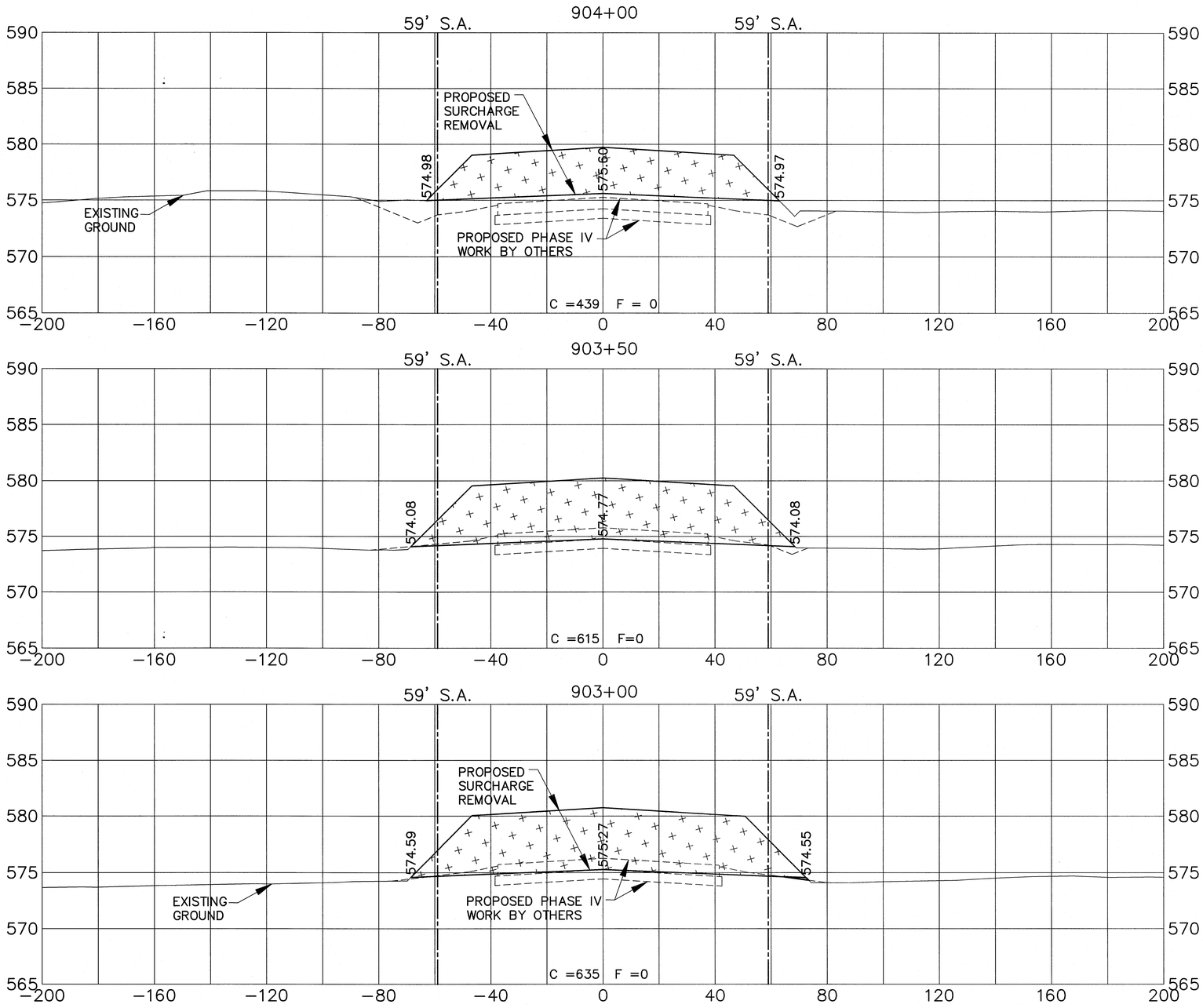


SCALE
V: 1"=5'
H: 1"=20'

KEY FOR EARTHWORK
= SURCHARGE EXCAVATION

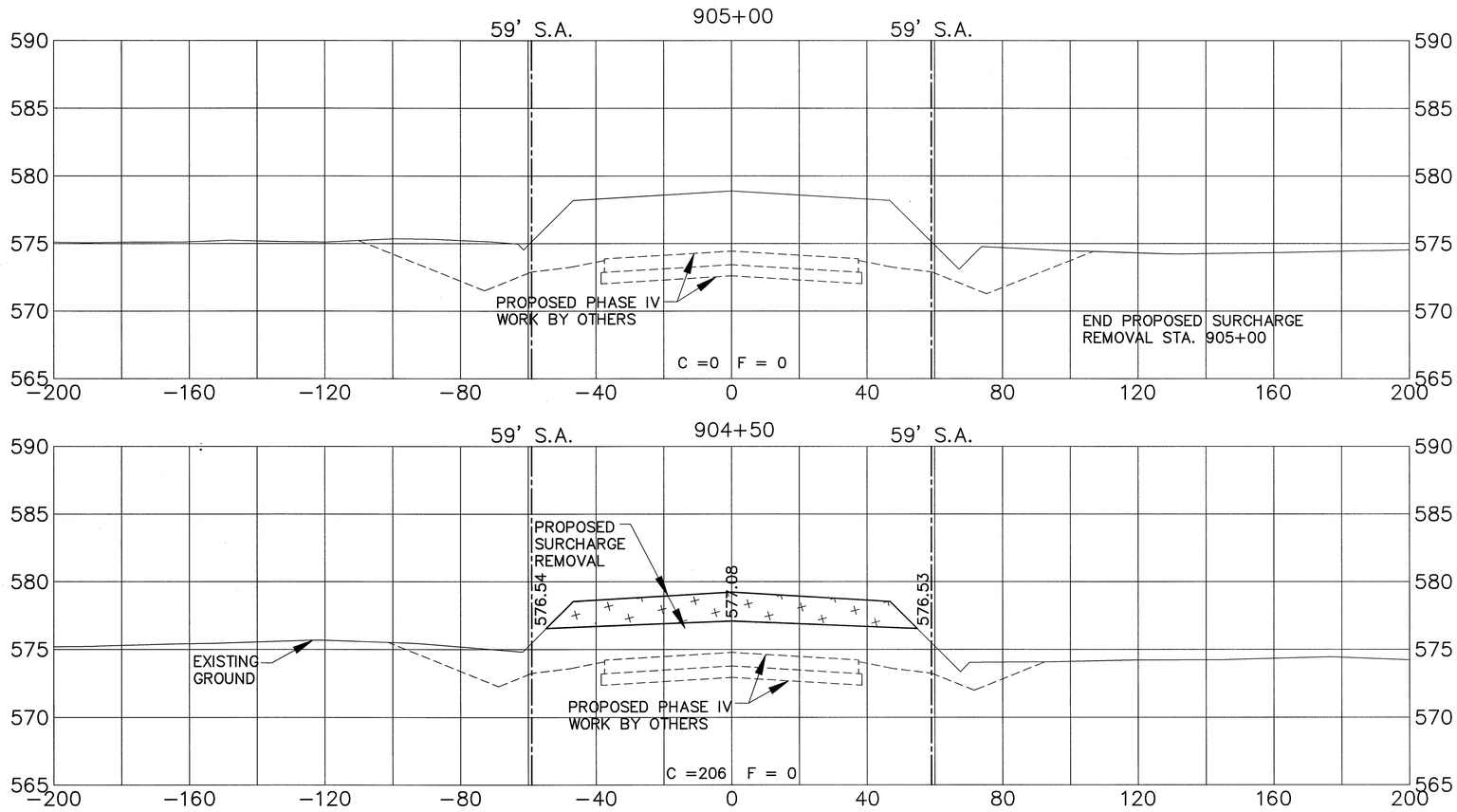
SURVEY LINE P2 EAST CONNECTOR, STA 901+50 TO STA 902+50 87/91

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE IV – EAST PAVING
ILL. MLI–38XX, QU010
SHEET 88 OF 91



SCALE
V: 1"=5'
H: 1"=20'

KEY FOR EARTHWORK
= SURCHARGE EXCAVATION

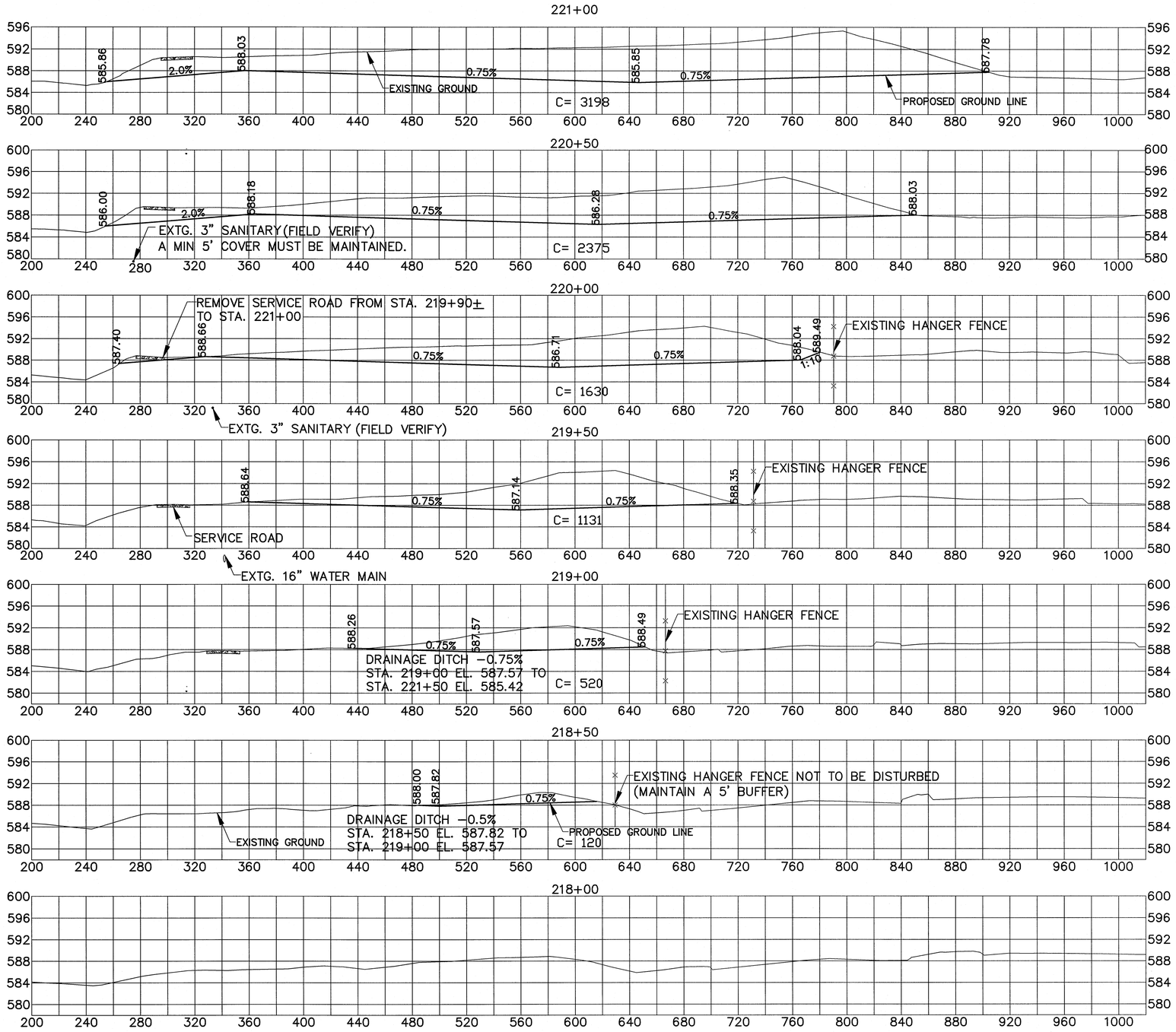


SCALE
V: 1"=5'
H: 1"=20'

KEY FOR EARTHWORK

= SURCHARGE EXCAVATION

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 90 OF 91



SCALE
V: 1" = 10'
H: 1" = 40'

NORTH ON-SITE BORROW AREA STA 218+00 TO STA 221+00

QUAD CITY INTERNATIONAL AIRPORT
TAXIWAY P, PHASE III – WEST PAVING
ILL. MLI–3855, QU010
SHEET 91 OF 91

SCALE
V: 1" = 10'
H: 1" = 40'

NORTH ON-SITE BORROW AREA STA 221+50 TO STA 225+00