Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-8415

July 24, 2014

SUBJECT: Quad City International Airport
Moline, Illinois
Rock Island County
Illinois Project Number: MLI-4359
AIP Project Number: 3-17-0068-XX
Contract No. QU018
Item No. 4A, August 1, 2014 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

Reason for Addendum:
Revisions based on phasing direction from the FAA. Clarification of sign removal/disposal requirements. Clarification of light adjustment due to grading.

To All Plan Holders:

Item 4A Plan Revisions Summary:

Reissue Plan Sheet 2, ***Site Plan***
- Revised Notes

Reissue Plan Sheet 3, ***Construction Activity Plan***
- Revised Notes

Issue Plan Sheet 2A, ***Index to Work Area Limits/Locations***
- Sheet shows organized phasing and areas for contractor's staging and storage

Issue Plan Sheet 3A, ***Construction Activity Plan Typical Phasing***
- Detail for typical phasing barricade placement and associated notes

Reissue Plan Sheet 28, ***Proposed Midfield Grading Plan***
- Existing Lights layer shown for clarity regarding lights to be adjusted incidental to shoulder adjustment.

Item 4A Special Provisions Revisions Summary:

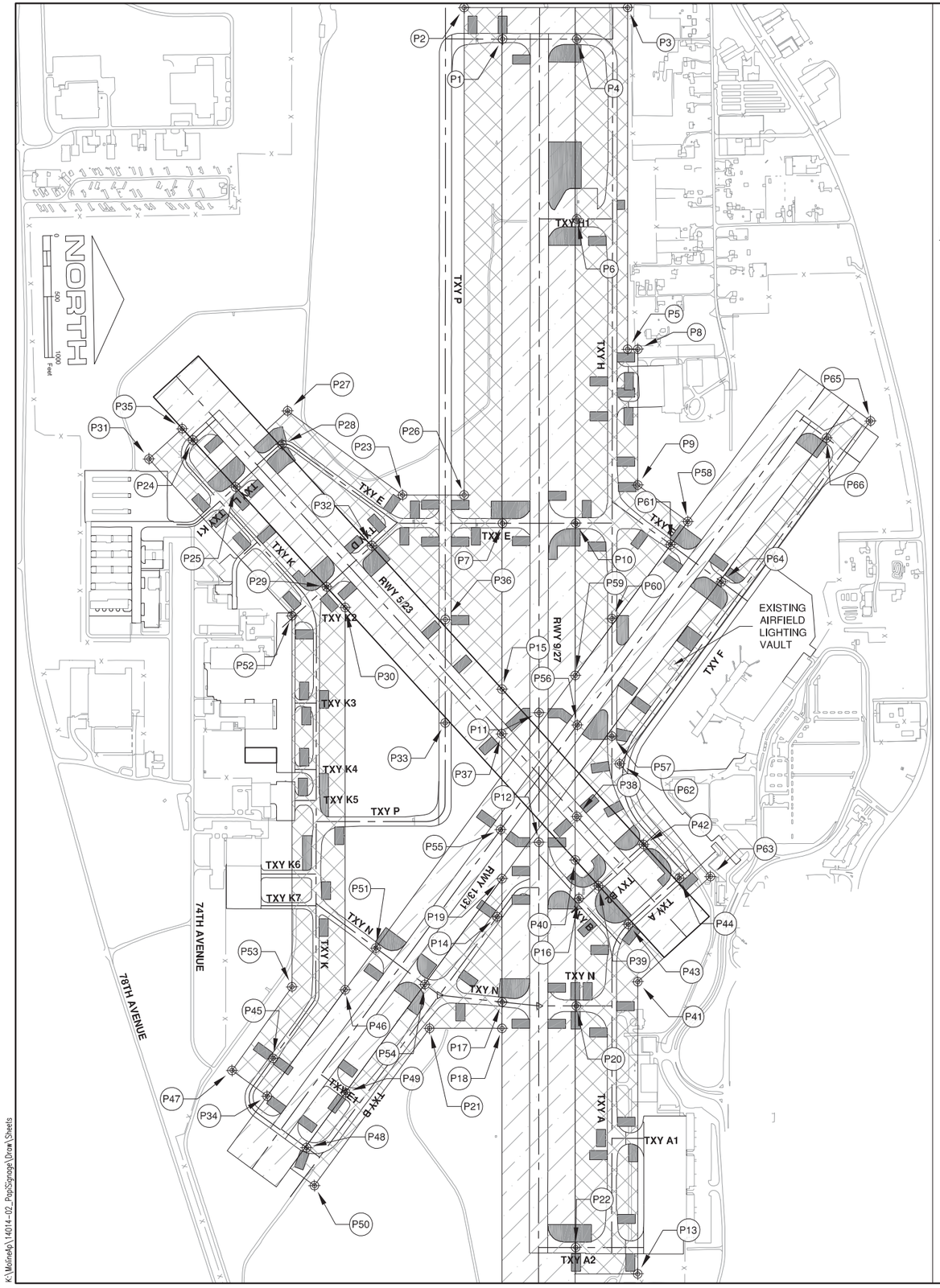
Reissue Page 36, ***Item 125***
- Language added related to sign removal

Reissue Page 38, ***Item 125***
- Language added regarding basis of payment

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Questions on this addendum may be directed to Andy Bodine of Crawford, Murphy & Tilly, Inc. at (217) 787-8050.



LEGEND

- CONSTRUCTION WORK AREA
- RUNWAY WORK ZONE
- TAXIWAY WORK ZONE
- CRITICAL POINT

NOTES:

1. ALL TAXIWAYS, TAXILANES, AND RUNWAYS OUTSIDE THE IMMEDIATE WORK LIMITS SHALL REMAIN OPEN FOR THE DURATION OF THE WORK.
2. PRIOR TO BEGINNING WORK EACH DAY, THE CONTRACTOR SHALL PLACE ALL BARRICADES AT THE TAXIWAY OBJECT FREE AREA OR RUNWAY SAFETY AREA LIMITS SHOWN AND AS DESCRIBED IN THE SEQUENCE OF CONSTRUCTION.
3. CONTRACTOR'S WORK AREAS SHALL BE COORDINATED WITH THE AIRPORT. THE AIRPORT WILL HAVE THE FINAL SAY IN CONSTRUCTION PHASING AND SEQUENCING.
4. THE CONTRACTOR SHALL NOT BE ALLOWED TO REOPEN PAVEMENTS UNTIL THE CURRENT WORK AREA HAS BEEN RESTORED TO THE SATISFACTION OF THE AIRPORT.
5. ALL PAVEMENT CLOSURES AND RE-OPENINGS SHALL BE COORDINATED CLOSELY WITH THE AIRPORT. THE AIRPORT WILL HAVE AUTHORITY OVER THE SCHEDULE FOR OPENING AND CLOSING OF PAVEMENTS.
6. RUNWAY CLOSURES SHALL REQUIRE THE USE OF PORTABLE RUNWAY CLOSURE MARKERS TO BE PROVIDED BY THE AIRPORT (SEE DETAIL ON CONSTRUCTION ACTIVITY NOTES AND DETAILS).
7. ANY WORK BEING DONE IN THE VICINITY OF EXISTING FAA OR AIRPORT CABLE RUNS SHALL REQUIRE THE PROTECTION OF SAID CABLES. THE COST OF PROTECTING THESE CABLES SHALL BE INCIDENTAL TO THE CONTRACT.
8. THE CONTRACTOR SHALL PROVIDE MULTIPLE CREWS AS NECESSARY TO COMPLETE THE WORK WITHIN THE SPECIFIED TIME.
9. WHEN WORKING ON THE AIRFIELD, THE CONTRACTOR'S PERSONNEL SHALL WORK IN A MINIMUM OF 12 HOUR PERIODS EXCEPT WHEN WORKING IN THE INTERSECTION OF THE THREE RUNWAYS. ~~THE PAPI WORK ALLOWS FOR 72 CONSECUTIVE HOUR CLOSURE.~~ THE PAPI WORK INSIDE OF THE RUNWAY SAFETY AREA MAY BE PERFORMED WHEN WORKING IN WORK AREAS 7A, 6A, 3, 1A, 9A, AND 10A AS SHOWN ON SHEET 02A.
10. THE CONTRACTOR SHALL WORK ADJACENT WORK AREAS WHEN POSSIBLE TO MINIMIZE THE AREA OF PAVEMENT CLOSED. THE AIRPORT RESERVES THE RIGHT TO GROUP WORK AREAS SO AS TO MINIMIZE OPERATIONAL IMPACTS.
11. THE CONTRACTOR SHALL NOT BE ALLOWED TO HAVE PAVEMENTS REMAIN CLOSED DURING NON-WORKING HOURS. THE CONTRACTOR SHALL IDENTIFY THE WORK AREAS HE INTENDS TO ADDRESS DURING THE WORK PERIOD; NOTIFY AIRPORT OPERATIONS WHEN READY TO INITIATE PAVEMENT CLOSURE; CLOSE THE ADJACENT RUNWAYS AND/OR TAXIWAYS AS REQUIRED; PERFORM WORK; PREPARE WORK AREA FOR RE-OPENING; COORDINATE OPENING WITH AIRPORT OPERATIONS.
12. THE CONTRACTOR SHALL ONLY BE ALLOWED TO CLOSE ONE RUNWAY AT A TIME EXCEPT WHEN WORKING IN THE RUNWAY INTERSECTION(S).

UNICOM FREQUENCY - 121.95
MAXIMUM HEIGHT OF EQUIPMENT - 25'

CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	MAX. EQUIP. HEIGHT	OVERALL ELEVATION	DESCRIPTION
P1	N41° 26' 54.07"	W90° 31' 36.77"	575.6'	25'	600.6'	HOLD LINE/BARRICADES
P2	N41° 26' 51.00"	W90° 31' 40.24"	574.3'	25'	599.3'	TAXIWAY WORK AREA
P3	N41° 27' 04.25"	W90° 31' 39.89"	571.3'	25'	596.3'	TAXIWAY WORK AREA
P4	N41° 27' 00.08"	W90° 31' 36.60"	575.0'	25'	600.0'	HOLD LINE/BARRICADES
P5	N41° 27' 03.70"	W90° 31' 03.10"	584.6'	25'	609.6'	TAXIWAY WORK AREA
P6	N41° 26' 59.80"	W90° 31' 17.23"	581.0'	25'	606.0'	HOLD LINE/BARRICADES
P7	N41° 26' 53.28"	W90° 30' 44.62"	582.6'	25'	607.6'	HOLD LINE/BARRICADES
P8	N41° 27' 04.53"	W90° 31' 03.07"	589.5'	25'	614.5'	TAXIWAY WORK AREA
P9	N41° 27' 04.31"	W90° 30' 48.45"	584.0'	25'	609.0'	TAXIWAY WORK AREA
P10	N41° 26' 59.22"	W90° 30' 44.47"	585.0'	25'	610.0'	HOLD LINE/BARRICADES
P11	N41° 26' 55.93"	W90° 30' 24.14"	585.0'	25'	610.0'	HOLD LINE/BARRICADES
P12	N41° 26' 55.71"	W90° 30' 10.18"	582.0'	25'	607.0'	HOLD LINE/BARRICADES
P13	N41° 27' 03.01"	W90° 29' 23.49"	576.9'	25'	601.9'	TAXIWAY WORK AREA
P14	N41° 26' 52.22"	W90° 30' 02.26"	576.0'	25'	601.0'	HOLD LINE/BARRICADES
P15	N41° 26' 52.97"	W90° 30' 26.76"	578.4'	25'	603.4'	TAXIWAY WORK AREA
P16	N41° 26' 58.86"	W90° 30' 04.04"	579.9'	25'	604.9'	HOLD LINE/BARRICADES
P17	N41° 26' 52.48"	W90° 29' 53.07"	575.1'	25'	600.1'	HOLD LINE/BARRICADES
P18	N41° 26' 52.42"	W90° 29' 50.23"	571.1'	25'	596.1'	TAXIWAY WORK AREA
P19	N41° 26' 52.66"	W90° 30' 06.35"	576.3'	25'	601.3'	TAXIWAY WORK AREA
P20	N41° 26' 58.47"	W90° 29' 52.48"	576.0'	25'	601.0'	HOLD LINE/BARRICADES
P21	N41° 26' 46.55"	W90° 29' 50.39"	570.0'	25'	595.0'	TAXIWAY WORK AREA
P22	N41° 26' 58.03"	W90° 29' 26.47"	572.0'	25'	597.0'	HOLD LINE/BARRICADES
P23	N41° 26' 45.24"	W90° 30' 47.87"	574.4'	25'	599.4'	TAXIWAY WORK AREA
P24	N41° 26' 28.35"	W90° 30' 54.25"	575.1'	25'	600.1'	HOLD LINE/BARRICADES
P25	N41° 26' 31.72"	W90° 30' 49.11"	575.0'	25'	600.0'	HOLD LINE/BARRICADES
P26	N41° 26' 50.22"	W90° 30' 47.74"	580.1'	25'	605.1'	TAXIWAY WORK AREA
P27	N41° 26' 36.06"	W90° 30' 57.18"	574.2'	25'	599.2'	TAXIWAY WORK AREA
P28	N41° 26' 35.55"	W90° 30' 53.59"	576.0'	25'	601.0'	HOLD LINE/BARRICADES
P29	N41° 26' 38.94"	W90° 30' 38.14"	575.2'	25'	600.2'	HOLD LINE/BARRICADES
P30	N41° 26' 40.40"	W90° 30' 35.89"	573.5'	25'	598.5'	TAXIWAY WORK AREA
P31	N41° 26' 24.76"	W90° 30' 52.31"	577.8'	25'	602.8'	TAXIWAY WORK AREA
P32	N41° 26' 42.67"	W90° 30' 42.47"	577.2'	25'	602.2'	HOLD LINE/BARRICADES
P33	N41° 26' 48.32"	W90° 30' 23.24"	581.0'	25'	606.0'	HOLD LINE/BARRICADES
P34	N41° 26' 33.29"	W90° 29' 43.43"	575.5'	25'	600.5'	TAXIWAY WORK AREA
P35	N41° 26' 27.49"	W90° 30' 55.49"	575.0'	25'	600.0'	TAXIWAY WORK AREA
P36	N41° 26' 48.49"	W90° 30' 34.37"	583.0'	25'	608.0'	HOLD LINE/BARRICADES
P37	N41° 26' 52.87"	W90° 30' 21.94"	583.0'	25'	608.0'	HOLD LINE/BARRICADES
P38	N41° 26' 58.82"	W90° 30' 12.89"	584.0'	25'	609.0'	HOLD LINE/BARRICADES
P39	N41° 27' 00.46"	W90° 30' 05.38"	582.4'	25'	607.4'	HOLD LINE/BARRICADES
P40	N41° 26' 58.62"	W90° 30' 08.20"	579.3'	25'	604.3'	TAXIWAY WORK AREA
P41	N41° 27' 03.49"	W90° 29' 54.96"	570.0'	25'	595.0'	TAXIWAY WORK AREA
P42	N41° 27' 04.19"	W90° 30' 09.71"	584.1'	25'	609.1'	HOLD LINE/BARRICADES
P43	N41° 27' 02.82"	W90° 30' 01.15"	582.4'	25'	607.4'	HOLD LINE/BARRICADES
P44	N41° 27' 07.03"	W90° 30' 06.02"	585.6'	25'	610.6'	HOLD LINE/BARRICADES
P45	N41° 26' 33.83"	W90° 29' 47.50"	576.0'	25'	601.0'	HOLD LINE/BARRICADES
P46	N41° 26' 39.78"	W90° 29' 54.73"	573.9'	25'	598.9'	TAXIWAY WORK AREA
P47	N41° 26' 30.49"	W90° 29' 46.28"	576.8'	25'	601.8'	TAXIWAY WORK AREA
P48	N41° 26' 36.39"	W90° 29' 37.81"	578.0'	25'	603.0'	HOLD LINE/BARRICADES
P49	N41° 26' 39.65"	W90° 29' 43.65"	576.0'	25'	601.0'	HOLD LINE/BARRICADES
P50	N41° 26' 36.97"	W90° 29' 33.70"	570.5'	25'	595.5'	TAXIWAY WORK AREA
P51	N41° 26' 42.34"	W90° 29' 59.15"	574.0'	25'	599.0'	HOLD LINE/BARRICADES
P52	N41° 26' 36.08"	W90° 30' 35.11"	577.4'	25'	602.4'	TAXIWAY WORK AREA
P53	N41° 26' 35.48"	W90° 29' 55.16"	575.3'	25'	600.3'	TAXIWAY WORK AREA
P54	N41° 26' 46.25"	W90° 29' 55.12"	573.8'	25'	598.8'	HOLD LINE/BARRICADES
P55	N41° 26' 52.63"	W90° 30' 11.63"	580.0'	25'	605.0'	HOLD LINE/BARRICADES
P56	N41° 26' 59.01"	W90° 30' 22.73"	586.0'	25'	611.0'	HOLD LINE/BARRICADES
P57	N41° 27' 01.80"	W90° 30' 21.46"	584.0'	25'	609.0'	HOLD LINE/BARRICADES
P58	N41° 27' 08.30"	W90° 30' 44.40"	586.0'	25'	611.0'	TAXIWAY WORK AREA
P59	N41° 26' 58.92"	W90° 30' 28.07"	582.9'	25'	607.9'	TAXIWAY WORK AREA
P60	N41° 27' 02.00"	W90° 30' 34.11"	586.0'	25'	611.0'	HOLD LINE/BARRICADES
P61	N41° 27' 06.86"	W90° 30' 41.97"	588.0'	25'	613.0'	HOLD LINE/BARRICADES
P62	N41° 27' 02.38"	W90° 30' 18.47"	584.0'	25'	609.0'	TAXIWAY WORK AREA
P63	N41° 27' 09.55"	W90° 30' 06.13"	588.0'	25'	613.0'	TAXIWAY WORK AREA
P64	N41° 27' 10.90"	W90° 30' 37.85"	588.0'	25'	613.0'	HOLD LINE/BARRICADES
P65	N41° 27' 23.26"	W90° 30' 54.84"	582.0'	25'	607.0'	TAXIWAY WORK AREA
P66	N41° 27' 19.67"	W90° 30' 53.11"	583.0'	25'	608.0'	HOLD LINE/BARRICADES

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UPDATE BY: Andrew Bodine
PLOT DATE: 7/23/2014 10:29 AM
quad-plan
BASE PROP GEO

QU018

REVISIONS

NUMBER	BY	DATE
1	AJB	07/23/14

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND QUAD CITY INTERNATIONAL AIRPORT MOLINE, ILLINOIS

INSTALL RWY 9 PAPI & AIRFIELD SIGNAGE UPGRADES

SITE PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	AJB
DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JUNE 6, 2014
JOB No:	14014-02-00

IL. PROJ. NO. MLI-4359
AIP PROJ. NO. 3-17-0068-XX

SHEET 02 OF 28 SHEETS

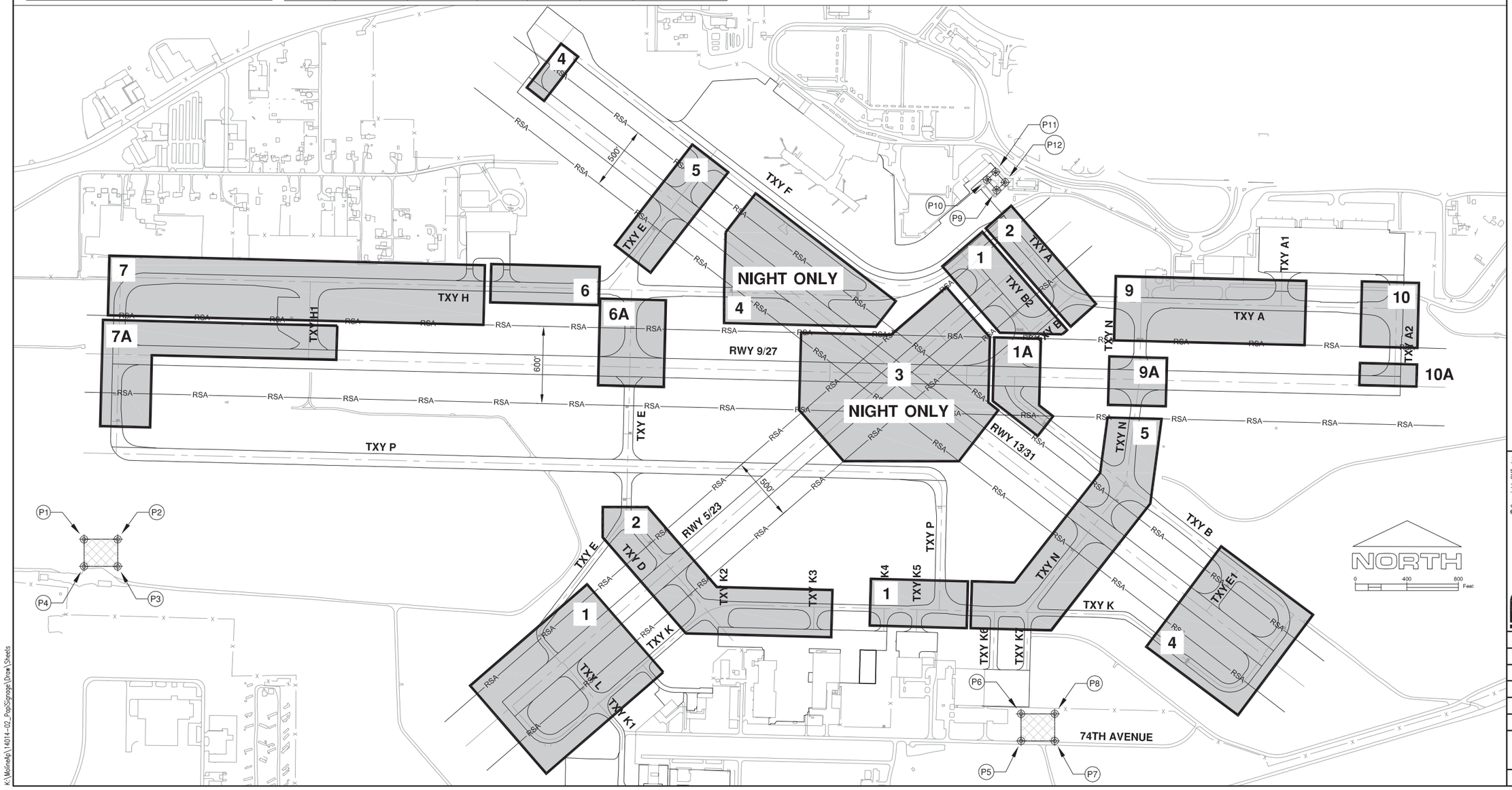
LEGEND

- CONSTRUCTION PHASE AREA
- CONTRACTOR'S STAGING AND STORAGE AREAS
- CRITICAL POINT
- 1 — PHASE NUMBER
- RSA — RUNWAY SAFETY AREA

UNICOM FREQUENCY - 121.95
MAXIMUM HEIGHT OF EQUIPMENT - 25'

CRITICAL POINTS

POINT	LATITUDE	LONGITUDE	GRND. ELEV.	MAX. EQUIP. HEIGHT	TOTAL ELEV.	NOTE
P1	41°26'42.87"	90°31'40.13"	579	25'	604	STAGING/STORAGE
P2	41°26'42.88"	90°31'36.70"	580	25'	605	STAGING/STORAGE
P3	41°26'40.80"	90°31'36.69"	580	25'	605	STAGING/STORAGE
P4	41°26'40.79"	90°31'40.12"	580	25'	605	STAGING/STORAGE
P5	41°26'27.69"	90°30'04.50"	579	25'	604	STAGING/STORAGE
P6	41°26'29.77"	90°30'04.51"	578	25'	603	STAGING/STORAGE
P7	41°26'27.70"	90°30'01.07"	579	25'	604	STAGING/STORAGE
P8	41°26'29.78"	90°30'01.08"	578	25'	603	STAGING/STORAGE
P9	41°27'09.93"	90°30'07.21"	587	25'	612	STAGING/STORAGE
P10	41°27'10.73"	90°30'08.19"	588	25'	613	STAGING/STORAGE
P11	41°27'11.33"	90°30'07.32	588	25'	613	STAGING/STORAGE
P12	41°27'10.53"	90°30'06.34"	587	25'	612	STAGING/STORAGE



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UPDATE BY: Andrew Bodine
PLOT DATE: 7/23/2014 10:34 AM
quad-plan
BASE PROP GEO

QU018

REVISIONS

NUMBER	BY	DATE
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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

INSTALL RWY 9 PAPI & AIRFIELD SIGNAGE UPGRADES

INDEX TO WORK AREA LIMITS & LOCATIONS

CMT
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CONSULTING ENGINEERS
License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	AJB
DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JUNE 6, 2014
JOB No:	14014-02-00

IL. PROJ. NO. MLI-4359
AIP PROJ. NO. 3-17-0068-XX

SHEET 02A OF 28 SHEETS

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CRITICAL POINTS

POINT	LATITUDE	LONGITUDE	GRND. ELEV.	MAX. EQUIP. HEIGHT	TOTAL ELEV.
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P2	41°26'42.88"	90°31'36.70"	580	25'	605
P3	41°26'40.80"	90°31'36.69"	580	25'	605
P4	41°26'40.79"	90°31'40.12"	580	25'	605
P5	41°26'27.69"	90°30'04.50"	579	25'	604
P6	41°26'29.77"	90°30'04.51"	578	25'	603
P7	41°26'27.70"	90°30'01.07"	579	25'	604
P8	41°26'29.78"	90°30'01.08"	578	25'	603
P9	41°27'09.93"	90°30'07.21"	587	25'	612
P10	41°27'10.73"	90°30'08.19"	588	25'	613
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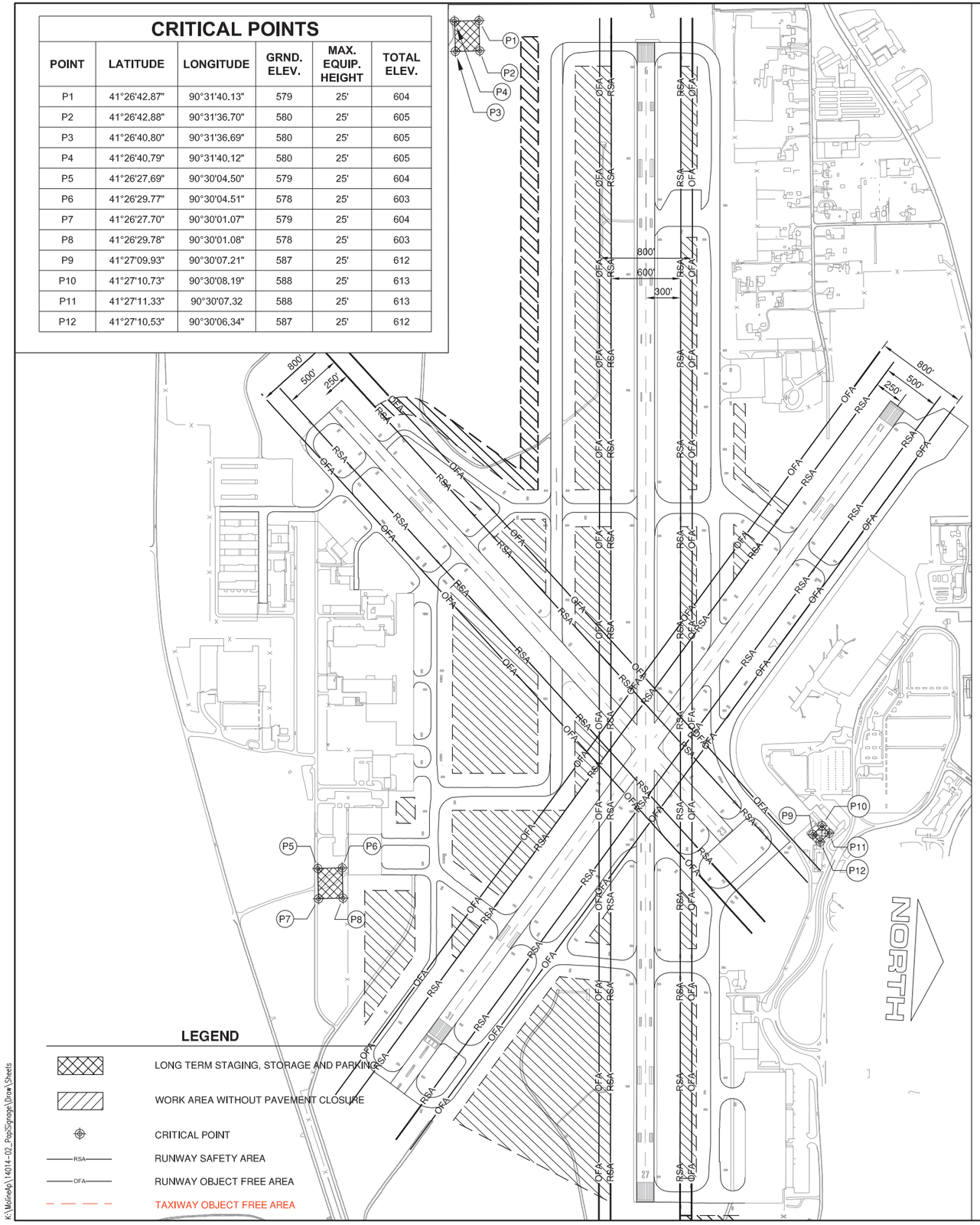

LEGEND

- LONG TERM STAGING, STORAGE AND PARKING
- WORK AREA WITHOUT PAVEMENT CLOSURE
- CRITICAL POINT
- RSA — RUNWAY SAFETY AREA
- OFA — RUNWAY OBJECT FREE AREA
- TAXIWAY OBJECT FREE AREA

SEQUENCE OF CONSTRUCTION NOTES

1. THE GENERAL PROGRESSION OF WORK SHALL BE AS FOLLOWS:

   A. SUBMIT PAY ITEM SHOP, PLAN AND WORKING DRAWINGS FOR REVIEW. INCLUDE ALL BUY AMERICAN AND MANUFACTURER'S CERTIFICATIONS IN THE SUBMITTALS. CONTRACTOR WILL NOT BE ALLOWED TO WORK ON AIRFIELD UNTIL ALL EQUIPMENT IS AVAILABLE AND ON-SITE.

   B. SUBMIT A PRELIMINARY PLAN DETAILING THE INTENDED PROGRESSION OF THE WORK AREAS AROUND THE AIRFIELD TO THE AIRPORT FOR REVIEW AND APPROVAL. THIS PLAN SHALL BE A WORKING PLAN. THE CONTRACTOR SHALL UPDATE THE RESIDENT ENGINEER AND THE AIRPORT AT THE END OF EACH DAY RELATED TO THEIR COMPLETED WORK FOR THE DAY AND THEIR INTENDED PLAN FOR THE FOLLOWING DAY. THE CONTRACTOR'S PLAN SHALL;

      B.A. DETAIL HIS PROCESS TO OPEN/CLOSE/OPEN PAVEMENT

      B.B. MAKE PROVISIONS FOR CLOSING PAVEMENTS ASSOCIATED WITH THAT DAY'S WORK

      B.C. PROVIDE A PLAN (DRAWING AND NOTES) THAT IS SUITABLE FOR DISTRIBUTION TO THE AIRPORT, TOWER, AND RESIDENT ENGINEER

   C. FIELD VERIFY LOCATION OF EXISTING CIRCUITS, PERFORM TESTING OF EXISTING AIRFIELD CIRCUITS TO VERIFY CONDITION OF CIRCUIT CABLES. THE RESIDENT ENGINEER SHALL BE PRESENT AT THE TIME OF TESTING AND SHALL BE GIVEN A COPY OF THE TEST RESULTS. LOAD TESTS ON THE EXISTING REGULATORS SERVING THE RUNWAY CIRCUITS SHALL BE RUN AND A COPY OF THE TEST RESULTS PROVIDED TO THE ENGINEER.

   D. SWITCH RUNWAY 9/27 CIRCUIT #1 AND RUNWAY 9/27 CIRCUIT #2 EACH TO NEW 30 KW REGULATORS AS DETAILED IN THE PLANS. THE REMOVED 2 X 20 KW REGULATORS SHALL BE TURNED OVER TO THE AIRPORT. THE "CUT OVER" OF EXISTING CIRCUITS TO THE NEW REGULATORS SHALL BE EXPEDITED TO AVOID EXCESSIVE CLOSURE TIME OF THE AIRPORT'S MAIN RUNWAY. THE CONSTRUCTION OF THE RUNWAY 9 PAPI AND THE SWITCHOVER OF THE RUNWAY 9/27 CIRCUIT TO THE NEW REGULATORS SHALL BE COMPLETED AT THE SAME TIME TO MINIMIZE RUNWAY CLOSURE TIME. THE PROPOSED REGULATORS FOR RUNWAY 5/23 AND RUNWAY 13/31 SHALL BE COORDINATED IN A SIMILAR MANNER TO THAT DESCRIBED ABOVE. THE PROPOSED SIGNAGE IMPROVEMENTS WILL INCREASE THE ELECTRICAL LOAD ON THE RUNWAY 9/27 CIRCUIT 1 AND CIRCUIT 2, THE RUNWAY 13/31 CIRCUIT 1, AND THE RUNWAY 5/23 CIRCUIT ABOVE THEIR CURRENT CAPACITY. THE PROPOSED REGULATORS FOR THESE CIRCUITS SHALL BE INSTALLED, TESTED, AND OPERATIONAL BEFORE ANY ADDITIONAL LOADS ARE ADDED TO THE EXISTING CIRCUIT.

   E. THE CONTRACTOR SHALL HAVE 2 CONSECUTIVE CALENDAR DAYS ~~(72 HOURS)~~ TO COMPLETE THE WORK ~~RELATED TO THE PAPI~~ INSIDE OF THE RUNWAY SAFETY AREA. THE CONTRACTOR SHALL NOTIFY THE AIRPORT THROUGH THE RESIDENT ENGINEER A MINIMUM OF 7 DAYS PRIOR TO INITIATING WORK THAT WOULD REQUIRE THE RUNWAY CLOSURE. AFTER THE 2 DAY CLOSURE, ALL TRENCHES AND EXCAVATIONS SHALL BE BACKFILLED AND THE TURF SHALL BE RESTORED TO ITS EXISTING CONDITION AND THE RUNWAY SHALL BE REOPENED. SHOULD ADDITIONAL WORK BE REQUIRED WITHIN THE SAFETY AREA FOR CABLE CONNECTIONS AND AIMING OF THE PAPIS AFTER THE 2 DAY CLOSURE, THE CONTRACTOR SHALL ~~COORDINATE DAILY CLOSURES WITH THE AIRPORT A MINIMUM OF 72 HOURS IN ADVANCE.~~ COMPLETE THE WORK AT NIGHT OR DURING PHASES 1A, 3, 6A, 9A, OR 10A. WORK ON THE PAPI PCU, PAPI POWER CABLES, AND THE ACCESS ROAD SHALL REQUIRE THE CLOSURE OF TAXIWAY H ADJACENT TO THE WORK AREA, BUT MAY BE COMPLETED OUTSIDE OF THE RUNWAY 9/27 CLOSURE.

   F. WHERE ALL THREE RUNWAYS INTERSECT (WORK AREA 3) AND WHEN WORKING ADJACENT TO THE TERMINAL GATES (WORK AREA 4) IT WILL BE NECESSARY TO CONDUCT WORK WITHIN THE SAFETY AREAS OF MULTIPLE RUNWAYS. THIS WORK SHALL BE REQUIRED TO BE COMPLETED DURING NIGHTLY RUNWAY CLOSURE AND NIGHT TIME OPERATIONS. TEMPORARY NIGHTTIME RUNWAY CLOSURES WILL BE COORDINATED TO ALLOW THE CONTRACTOR TO WORK WITHIN THE SAFETY AREAS BETWEEN THE HOURS OF 11:00PM AND 5:00 AM. ALL TRENCHES AND EXCAVATIONS SHALL BE BACKFILLED, ALL EQUIPMENT SHALL BE REMOVED, AND THE SAFETY AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION BY 6:00AM EACH MORNING AFTER THE NIGHTLY CLOSURE FOR THE AIRPORT TO RE-OPEN THE RUNWAYS TO AIRCRAFT.

2. THE REMOVAL AND REPLACEMENT OF SIGNS SHALL BE CONTINUOUS THROUGHOUT THE PROJECT. WHERE PROPOSED SIGNS ARE INSTALLED PRIOR TO THE REMOVAL OF THE OLD, THE PROPOSED SIGNS SHALL BE COVERED UNTIL IT IS CONNECTED TO THE PROPOSED CIRCUIT AND THE EXISTING SIGN HAS BEEN REMOVED. SHOULD THE LOCATION OF THE PROPOSED SIGN IMPOSE A LINE OF SITE CONFLICT BETWEEN TAXIING AIRCRAFT AND THE EXISTING SIGN, THE FOUNDATION FOR THE PROPOSED SIGN SHALL BE CONSTRUCTED AND ALL CABLING INSTALLED, BUT THE PROPOSED SIGN SHALL NOT BE MOUNTED ON THE PROPOSED FOUNDATION UNTIL THE OLD SIGN IS REMOVED AND THE PROPOSED IS READY FOR OPERATION.

3. ALL WORK WITHIN THE TAXIWAY OBJECT FREE AREA SHALL REQUIRE THE TAXIWAY TO BE CLOSED THROUGHOUT THE DURATION OF WORK BEING COMPLETED WITHIN THE TAXIWAY OBJECT FREE AREA. FOR THIS PROJECT, THE TAXIWAY OBJECT FREE AREA IS DEFINED AS 160' FROM THE TAXIWAY CENTERLINE. ALL WORK ON EXISTING AND PROPOSED SIGNS SHALL REQUIRE THE ADJACENT TAXIWAY CLOSURES.

4. WORK OUTSIDE OF THE RUNWAY SAFETY AREA MAY BE COMPLETED WITHOUT THE CLOSURE OF THE RUNWAY. THE RUNWAY SAFETY AREAS FOR RUNWAY 5/23 AND 13/31 ARE 250' FROM THE RUNWAY CENTERLINE AND THE RUNWAY SAFETY AREA FOR RUNWAY 9/27 IS 300' FROM THE RUNWAY CENTERLINE. ANY WORK WITHIN THE LIMITS OF THE RUNWAY SAFETY AREAS SHALL REQUIRE A RUNWAY CLOSURE.

5. DURING PAVEMENT CLOSURES, THE CONTRACTOR SHALL BE REQUIRED TO SET UP BARRICADES ON ALL APPLICABLE RUNWAY OR TAXIWAY PAVEMENTS PREVENTING AIRCRAFT FROM ENTERING THE WORK AREA. THE BARRICADES SHALL BE SET UP AT THE SAFETY AREA OF THE NEAREST RUNWAY OR OBJECT FREE AREA OF THE NEAREST TAXIWAY INTERSECTION.

6. THREE (3) LONG TERM STAGING, STORAGE AND PARKING AREAS HAVE BEEN SHOWN AS ALTERNATE STAGING AND STORAGE ACROSS THE AIRFIELD DEPENDING ON THE LOCATION OF THE WORK AREA. THE CONTRACTOR SHALL COORDINATE USE OF EACH LOCATION WITH THE AIRPORT PRIOR TO ESTABLISHING EACH LOCATION AS A STAGING/STORAGE AREA.

7. THE CONTRACTOR SHALL TAKE PROVISIONS TO PROTECT ALL MATERIALS BEING STORED ON SITE, TO THE SATISFACTION OF THE ENGINEER.

FILE: 03 CONSTRUCTION ACTIVITY PLAN 1
UPDATE BY: Andrew Bodine
PLOT DATE: 7/24/2014 10:24 AM

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QU018

REVISIONS

NUMBER	BY	DATE
1	AJB	7/23/14

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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

INSTALL RWY 9 PAPI & AIRFIELD SIGNAGE UPGRADES
CONSTRUCTION ACTIVITY PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	AJB
DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JUNE 6, 2014
JOB No:	14014-02-00

IL. PROJ. NO. MLI-4359
AIP PROJ. NO. 3-17-0068-XX

SHEET 03 OF 28 SHEETS

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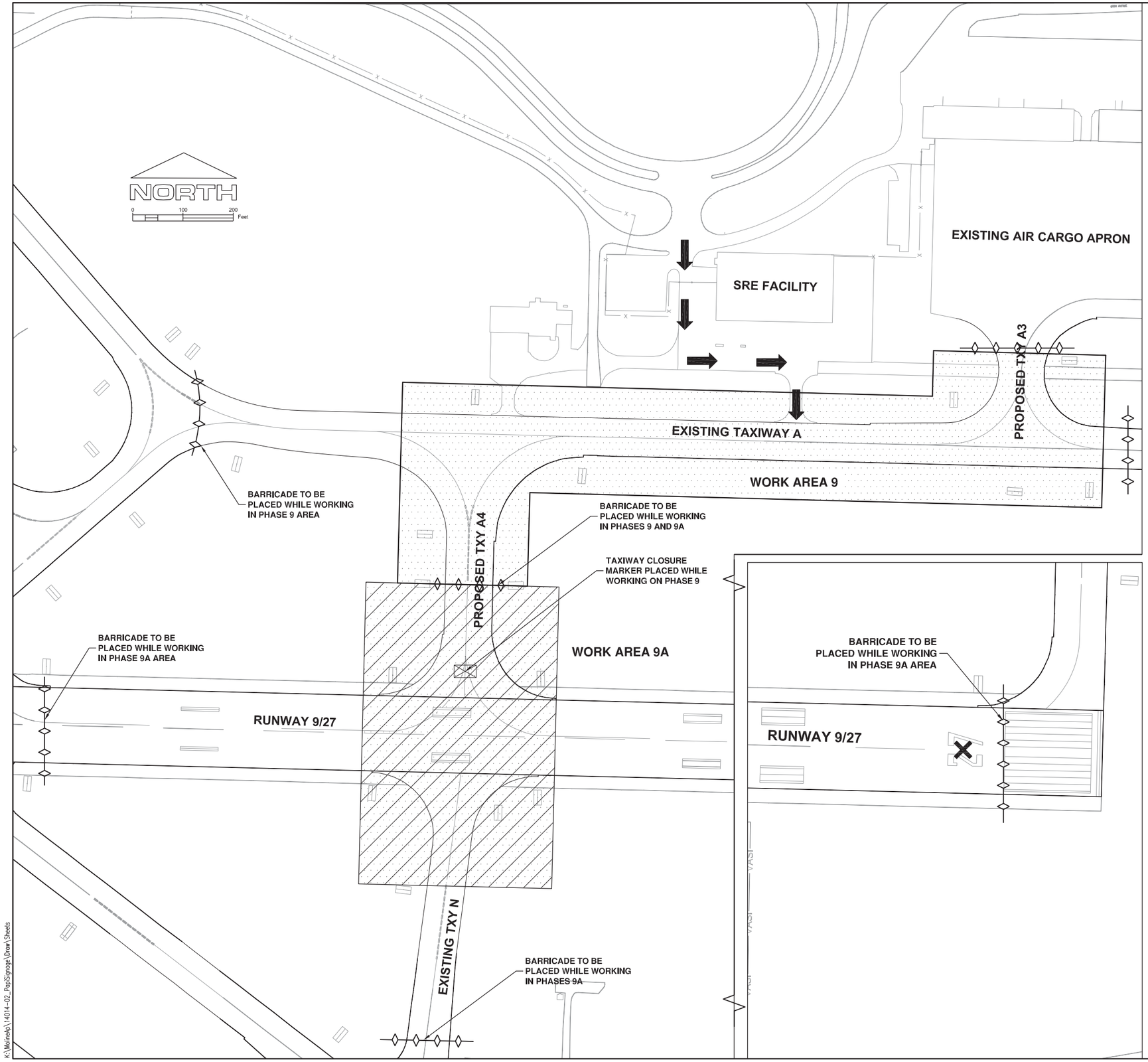

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TYPICAL PHASING SEQUENCE
PHASE 9 SHOWN

1. COORDINATE WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER 72 HOURS PRIOR TO CLOSING OR OPENING A WORK AREA.
2. PRIOR TO BEGINNING WORK IN A GIVEN PHASE, THE CONTRACTOR SHALL PLACE ALL BARRICADES AT THE NEAREST ADJACENT TAXIWAY OBJECT FREE AREA (160') OR RUNWAY SAFETY AREA (300' FOR RUNWAY 9/27 OR 250' FOR RUNWAYS 5/23 AND 13/31) LIMITS SHOWN AND AS DESCRIBED IN THE CONSTRUCTION SAFETY PHASING PLAN NOTES, OR AS REQUIRED BY THE AIRPORT. BARRICADES SHALL BE PLACED AT ALL LOCATIONS REQUIRED TO PREVENT AIRCRAFT ACCESS TO PORTIONS OF RUNWAYS AND/OR TAXIWAYS WHERE WORK IS BEING PERFORMED.
3. TAXIWAY CLOSURE X'S SHALL BE PLACED AT ALL CLOSED TAXIWAYS EXITING ACTIVE RUNWAYS WHEN THE TAXIWAY CLOSURE IS TO EXCEED 72 HOURS.
4. LOCATE UTILITIES WITHIN THE PHASE INCLUDING BUT NOT LIMITED TO THE FAA CABLES, AIRPORT HOMERUNS AND EXISTING UNDERGROUND DRAINAGE.
5. VERIFY THAT THE TAXIWAY LIGHTING CIRCUITS ON EITHER SIDE OF THE CURRENT PHASE ARE POWERED.
6. LAYOUT NEW TAXIWAY GUIDANCE SIGNS, CABLE RUNS/TRENCHING AND DIRECTIONAL BORE LOCATIONS.
7. INSTALL CABLE RUNS, DIRECTIONAL BORES AND TAXIWAY GUIDANCE SIGNS.
8. COORDINATE WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER A MINIMUM 72 HOURS PRIOR TO BEGINNING WORK WITHIN THE RUNWAY SAFETY AREA.
9. PLACE RUNWAY CLOSURE MARKERS (PROVIDED BY THE AIRPORT) AT THE BEGINNING OF THE RUNWAY WORK AREA PHASE. BEGIN WORKING WITHIN THE RUNWAY SAFETY AREA. SEE CONSTRUCTION ACTIVITY PLAN NOTES & DETAILS FOR CLOSURE MARKER DETAIL.
10. WORK AREAS WITHIN THE RUNWAY SAFETY AREA OF RUNWAY 9/27 SHALL BE COMPLETED UNDER A TWO (2) CONSECUTIVE CALENDAR DAY CLOSURE FOR THAT PARTICULAR WORK AREA WITH THE EXCEPTION OF PHASE 7A AND PHASE 3. PHASE 7A SHALL BE COMPLETED UNDER TWO (2) NON-CONSECUTIVE TWO (2) CALENDAR DAY CLOSURES. THE TWO DAY PERIODS WILL BE SELECTED BY THE METROPOLITAN AIRPORT AUTHORITY BASED ON WEATHER AND AIR TRAFFIC CONDITIONS. PHASE 3 SHALL BE ACCOMPLISHED THROUGH MULTIPLE NIGHTLY CLOSURES IN WHICH THE AIRPORT WILL BE HANDED OVER TO THE CONTRACTOR AT 11 PM. THE CONTRACTOR WILL HAVE UNTIL 5 AM TO COMPLETE AS MUCH WORK AS POSSIBLE AND SHALL TURN OVER THE AIRFIELD BACK OVER TO THE AIRPORT NO LATER THAN 6 AM.
11. WORK AREAS WITHIN THE RUNWAY SAFETY AREA OF RUNWAY 5/23 OR RUNWAY 13/31 (PHASES 1, 2, 4 & 5) REQUIRE RUNWAY CLOSURES FOR THE DURATION OF THE WORK BEING COMPLETED WITH THAT PHASE.
12. WORK AREAS WITHIN THE RUNWAY SAFETY AREA SHALL HAVE NO OPEN TRENCHES, NO EQUIPMENT, NO MATERIALS AND MEET THE APPROVAL OF THE AIRPORT PRIOR TO REOPENING THE RUNWAY.
13. COMPLETE ALL WORK WITHIN THE PHASE LIMITS AND TEST ALL INSTALLED EQUIPMENT TO ENSURE THAT SIGNS AND ALL OTHER ELECTRICAL EQUIPMENT ON THE CIRCUITS ARE WORKING PROPERLY.
14. COORDINATE COMPLETION OF THE CURRENT PHASE AND INTENTIONS TO BEGIN THE NEXT PHASE AND REPEAT THE PROCESS.

LEGEND

- WORK AREA
- WORK AREA - WITHIN RUNWAY SAFETY AREA RUNWAY CLOSURE REQUIRED
- A FRAME BARRICADE
- TAXIWAY CLOSURE MARKER
- RUNWAY CLOSURE MARKER
- CONTRACTOR'S ACCESS

FILE: CONSTRUCTION ACTIVITY PLAN TYPIC
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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

INSTALL RWY 9 PAPI & AIRFIELD SIGNAGE UPGRADES
CONSTRUCTION ACTIVITY PLAN TYPICAL PHASING

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

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DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
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AIP PROJ. NO. 3-17-0068-XX

SHEET 03A OF 28 SHEETS

LEGEND

AREA IDENTIFIED BY SURVEY AS NEEDING FILL

581.0 — PROPOSED CONTOUR

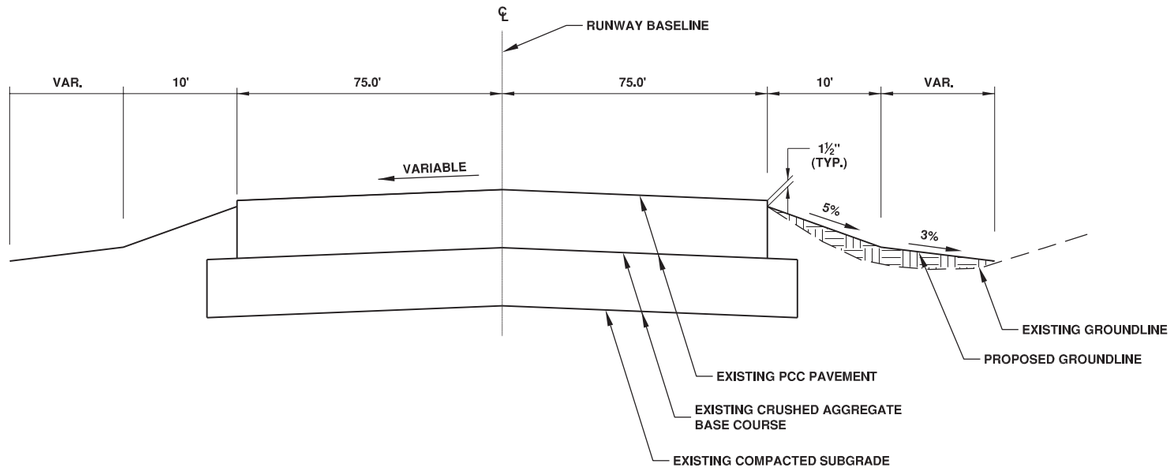
580.0 — PROPOSED CONTOUR

581.0 — EXISTING CONTOUR

580.0 — EXISTING CONTOUR

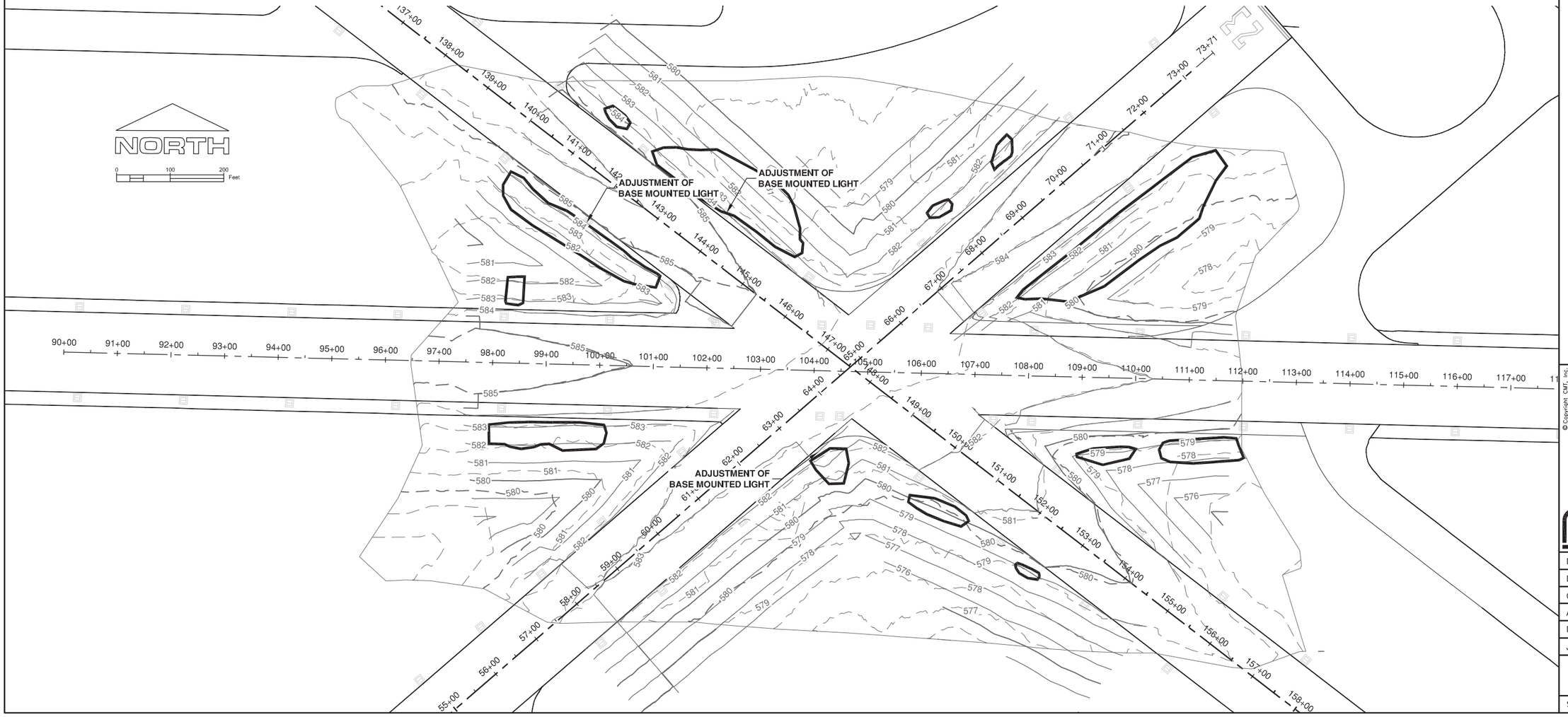
NOTES

1. ANY BASE MOUNTED LIGHT ELEVATION ADJUSTMENT REQUIRED BY THE MIDFIELD GRADING SHALL BE CONSIDERED INCIDENTAL TO THE SHOULDER ADJUSTMENT PAY ITEM.
2. MIDFIELD GRADING SHALL BE SEQUENCED CONCURRENTLY WITH THE REPLACEMENT OF THE MIDFIELD HOLD LINE SIGNS. WORK IN THIS AREA SHALL BE ACCOMPLISHED THROUGH NIGHT TIME CLOSURES AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
3. ONLY THE AREAS DELINEATED AS AREAS REQUIRING FILL SHALL BE GRADED.
4. SEEDING SHALL BE INCIDENTAL TO THE SHOULDER ADJUSTMENT PAY ITEM.



TYPICAL RWY GRADING SECTION

N.T.S.



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1	AJB	7/23/14

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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

INSTALL RWY 9 PAPI & AIRFIELD SIGNAGE UPGRADES

PROPOSED MIDFIELD GRADING PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	AJB
DRAWN BY:	CMT
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IL. PROJ. NO. MLI-4359
AIP PROJ. NO. 3-17-0068-XX

SHEET 28 OF 28 SHEETS

C. Each PAPI installation shall also include, but not be limited to, the following items, which shall be considered incidental to the PAPI installation:

- Heavy Duty Unfused Disconnect, 600VAC, 1 Phase, 30A, NEMA 3R enclosure, Square D HU361RB, or equivalent.
- 3KVA, 240x480V-120/240V, 1 Phase, NEMA 3R Transformer. Square D 3S1F, or equivalent.
- #12 THWN wiring and GRS conduits as detailed on the Plans.
- Hot-Dipped Galvanized Strut-Type Supports, Unistrut H1000, or equivalent.
- PAPI power and tilt switch wiring in GRS conduit.
- L-867 base can and lid.
- Ground rods and ground ring.
- 6" aggregate, soil stabilization fabric, wood framing.
- Support posts, frangible couplings, concrete footings, ground rods, etc.

Note: PAPI 480V power wiring from PAPI to Vault is specified and paid for elsewhere in Item 108. PAPI circuit breaker in Vault is specified and paid for elsewhere in Item 109.

125-2.17 SIGN REMOVAL

Existing signs and sign foundations shall be completely removed and disposed of by the Contractor off of Airport property unless otherwise directed by the Airport. The excavation shall be backfilled and compacted in accordance with the requirements of section 152. Restoration of the turf shall be completed in accordance with section 901 and 905.

CONSTRUCTION METHODS

ADD:

125-3.4 ADJUST BASE MOUNTED LIGHT

Where the plans show connecting new cable from a sign to an existing edge light circuit at an existing base mounted light, the existing fixture, transformer and all of its reusable components shall be removed from the existing light can and reused on the new light can to be installed in place of the existing. The existing light can shall be removed and disposed of off airport property, unless otherwise directed by the airport.

125-3.5 EDGE LIGHT AND GUIDANCE SIGN GROUND ROD INSTALLATION METHODS

Below-grade ground rod and associated ground wire shall be clean and dry before performing the exothermic weld. Verify that the proper size and type of exothermic weld kit is used before beginning work. Exothermic weld shall be performed per manufacturer's instructions. Exothermic weld shall be left exposed for inspection and approval before backfilling. Any unacceptable exothermic welds shall be redone, including any necessary replacement material (ground rods, ground wires, etc.) as needed to provide an accepted exothermic weld.

125-3.7 FAA FLIGHT INSPECTION

The FAA will perform a commissioning flight inspection for the PAPI on Runway 9 after the system has been installed, completed and confirmed by the Contractor. The initial cost of this inspection shall be the responsibility of the Airport. If a flight inspection is required to re-inspect the system due to improper installation by the Contractor including but not limited to an adjustment, equipment malfunction or construction not completed, the additional charge for subsequent flight inspections shall be borne by the Contractor. The cost for an FAA flight inspection at this location is approximately $9,000.

METHOD OF MEASUREMENT

125-4.1 DELETE: Entire Section.

ADD: The quantities to be paid for under this item shall consist of:

The quantity of light adjustments, signs and sign modifications to be paid for under this item shall be the number of new units including associated materials installed as completed units in place ready for operation, and accepted by the Engineer. The quantity removal of taxi guidance signs shall be the number units removed and accepted by the Engineer.

125-4.3 ADD: Precision approach path indicator installation shall be measured by the unit completed in accordance with the plans and specifications including associated materials installed as completed in place, ready for operation, and accepted by the Engineer. Each four box PAPI will be described and paid for as one unit.

BASIS OF PAYMENT

125-5.1 Payment will be made at the contract unit price for each complete light adjustment, PAPI, sign modification, and sign, or, removal furnished and installed in place or removed by the Contractor and accepted by the Engineer. This price shall be full compensation for furnishing all materials and for all excavation, backfill, preparation, removals, modifications, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item AR125441 – Taxi Guidance Sign, 1 Character – per each.

Item AR125442 – Taxi Guidance Sign, 2 Character – per each.

Item AR125443 – Taxi Guidance Sign, 3 Character – per each.

Item AR125444 – Taxi Guidance Sign, 4 Character – per each.

Item AR125445 – Taxi Guidance Sign, 5 Character – per each.

Item AR125446 – Taxi Guidance Sign, 6 Character – per each.

Item AR125447 – Taxi Guidance Sign, 7 Character – per each.

Item AR125448 – Taxi Guidance Sign, 8 Character – per each.

Item AR125449 – Taxi Guidance Sign, 9 Character – per each.

Item AR125450 – Taxi Guidance Sign, 10 Character – per each.

Item AR125470 – Modify Existing Sign Panel – per each.

Item AR125615 – PAPI (L-880 System) – per each.