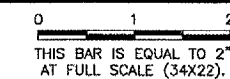


GENERAL EARTHWORK NOTES:

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

REVISIONS

NUMBER	BY	DATE
1	ARM	6/10/05



**LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS
 NORTH QUADRANT SITWORK - PHASE 1
 AND TAXIWAY G2 EXTENSION
 INDEX TO CROSS SECTIONS/
 EARTHWORK SUMMARY**

LEGEND

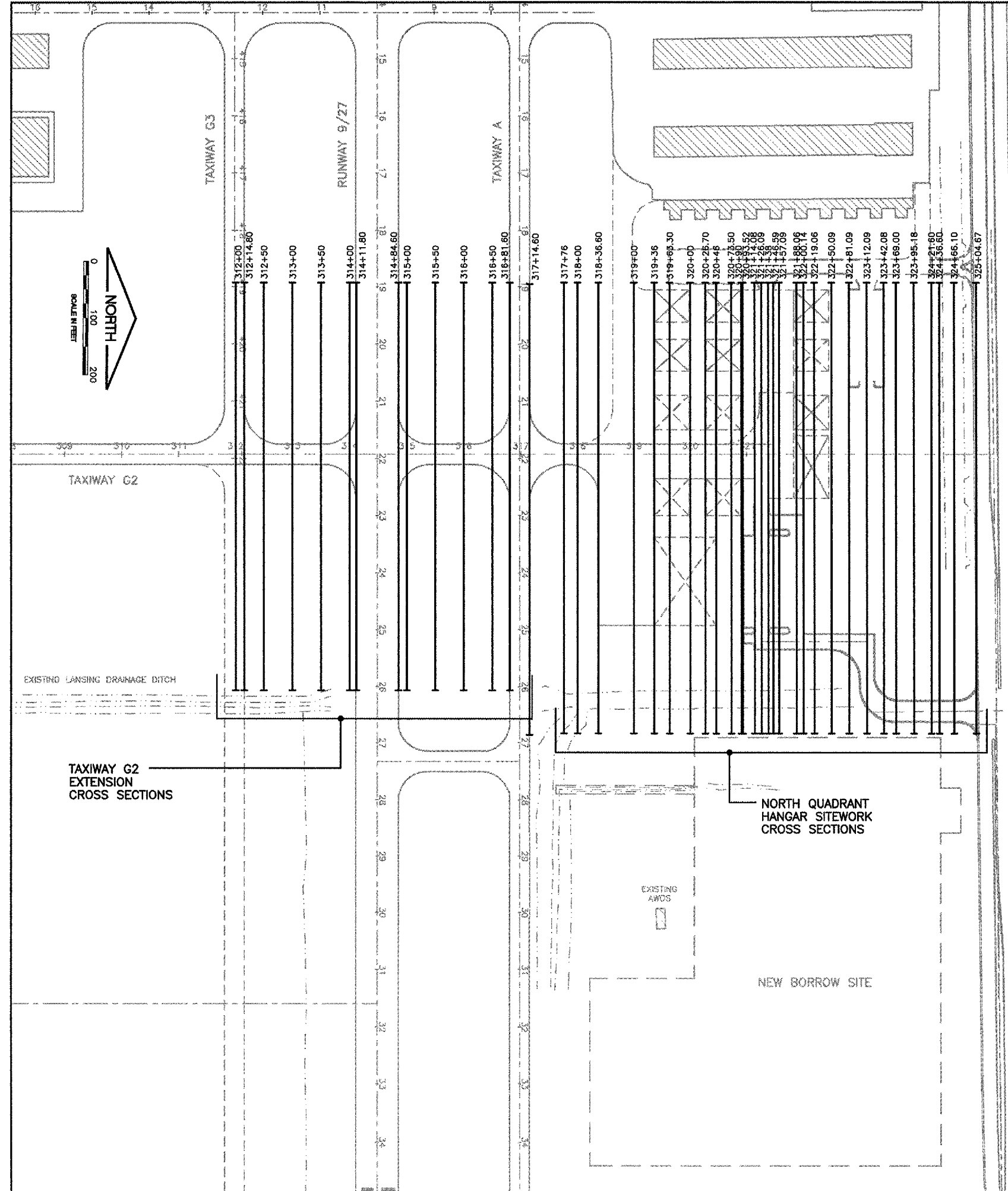
	NEW PAVEMENT
	EXISTING BUILDING
	PROPOSED/FUTURE BUILDING/PAVEMENT
	EXISTING PAVEMENT

EARTHWORK SUMMARY TABLE

LOCATION	TOPSOIL STRIPPING	TOPSOIL PLACEMENT	SHOULDER FILL	UNCLASSIFIED EXCAVATION	EMBANKMENT FILL
	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)
TAXIWAY G2 EXTENSION	1,807	585	671	1,046	649
NORTH QUADRANT HANGAR SITWORK	10,984	2,720	2,470	5,580	21,405
BORROW SITE	13,234	4,443	10	25,290	-
UNSUITABLE MATERIAL	-	-	-	1,000	-
TOTALS	28,025	7,748	3,151	32,915	22,054

ONSITE STOCKPILE	TOPSOIL PLACEMENT	EMBANKMENT FILL
14,036	-	-
-	-	7,553

- NOTES: 1. ONSITE STOCKPILE SHALL BE COMPUTED USING 10% SHRINKAGE FOR TOPSOIL PLACEMENT AND SHOULDER FILL AND 15% SHRINKAGE FOR EMBANKMENT FILL.
 2. GLENWOOD-LANSING ROAD EARTHWORK QUANTITIES ARE NOT INCLUDED IN THE ABOVE EARTHWORK SUMMARY TABLE.



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Lansing Municipal Airport

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	ARM
APPROVED BY:	
DATE:	03/04/05
JOB No:	03297-02
IL PROJECT:	IGQ-3329
A.I.P. PROJECT:	3-17-0121-B21