

EROSION CONTROL BLANKET NOTES

AN EROSION CONTROL MATERIAL (EXCELSIOR BLANKET) WILL BE INSTALLED AT THE LOCATIONS SHOWN ON THESE CONSTRUCTION PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR156531 EROSION CONTROL BLANKET

602-BITUMINOUS PRIME COAT NOTES

THE BITUMINOUS PRIME COAT (602) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR602 BITUMINOUS PRIME COAT AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS PRIME COAT SHALL BE PLACED ON THE PROPOSED AGGREGATE BASE COURSE PRIOR TO THE PLACEMENT OF THE FIRST LIFT OF PROPOSED BITUMINOUS BASE COURSE IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS PRIME COAT WILL BE PAID FOR UNDER ITEM:
AR602510 BITUMINOUS PRIME COAT

603-BITUMINOUS TACK COAT NOTES

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 BITUMINOUS TACK COAT AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED BETWEEN LIFTS OF PROPOSED BITUMINOUS BASE AND SURFACE COURSES AT THE APPLICATION RATES DETAILED ON THE PROPOSED TYPICAL SECTION PROVIDED IN THESE CONSTRUCTION PLANS AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:
AR603510 BITUMINOUS TACK COAT

UNDERDRAIN AND INSPECTION HOLE REMOVAL

NOTES PERTAINING TO THE REMOVAL OF EXISTING UNDERDRAIN AND INSPECTION HOLES ARE LOCATED ON THE PROPOSED DRAINAGE PLAN PROVIDED IN THESE CONSTRUCTION PLANS.

AR401611 BITUMINOUS SURFACE COURSE - METHOD 1

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401001 BITUMINOUS SURFACE COURSE-METHOD 1 AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING A BITUMINOUS OVERLAY OVER EXISTING AND WIDENED TAXIWAY AS DEPICTED IN THE TYPICAL SECTION PROVIDED IN THESE PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE.

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE OPERATION, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A DETAILED OUTLINE SHOWING AREAS AND ORDER OF PAVING WIDTHS OF PAVING LANES, AND REQUIRED OFFSETS FOR ELECTRONIC GRADE.

THE PROPOSED BITUMINOUS SURFACE COURSE WILL BE DESIGNED TO A MARSHALL DESIGN FOR AIRCRAFT GREATER THAN 60,000 POUNDS.

AR401655 BUTT JOINT CONSTRUCTION NOTES

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 BUTT JOINT CONSTRUCTION AS STATED IN THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT SURFACE BY MILLING IN ORDER TO CONSTRUCT A BUTT JOINT FOR THE TRANSITION OF THE PROPOSED BITUMINOUS OVERLAY AT THE LOCATIONS AS SHOWN ON THE PLANS.

THE PAVEMENT SURFACE WILL BE MILLED TO ACCOMMODATE A MINIMUM DEPTH OF 1.5" OF BITUMINOUS SURFACE AT THE BUTT JOINT AND WILL TAPER. THE BUTT JOINT AT THE PCC END WILL MATCH THE GRADE OF THE PCC PAVEMENT. THE PLANNER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES TO ACCOMMODATE THE PROPOSED OVERLAY.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

IF A TRUE VERTICAL FACE IS NOT ESTABLISHED ALONG THE BUTT JOINT FROM THE MILLING OPERATIONS, THE CONTRACTOR IS REQUIRED TO SAWCUT THE JOINT. THE SAWING, IF NECESSARY, ASSOCIATED WITH THE BUTT JOINT CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE BUTT JOINT CONSTRUCTION AND NO ADDITIONAL COMPENSATION ALLOWED.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:
AR401655 BUTT JOINT CONSTRUCTION

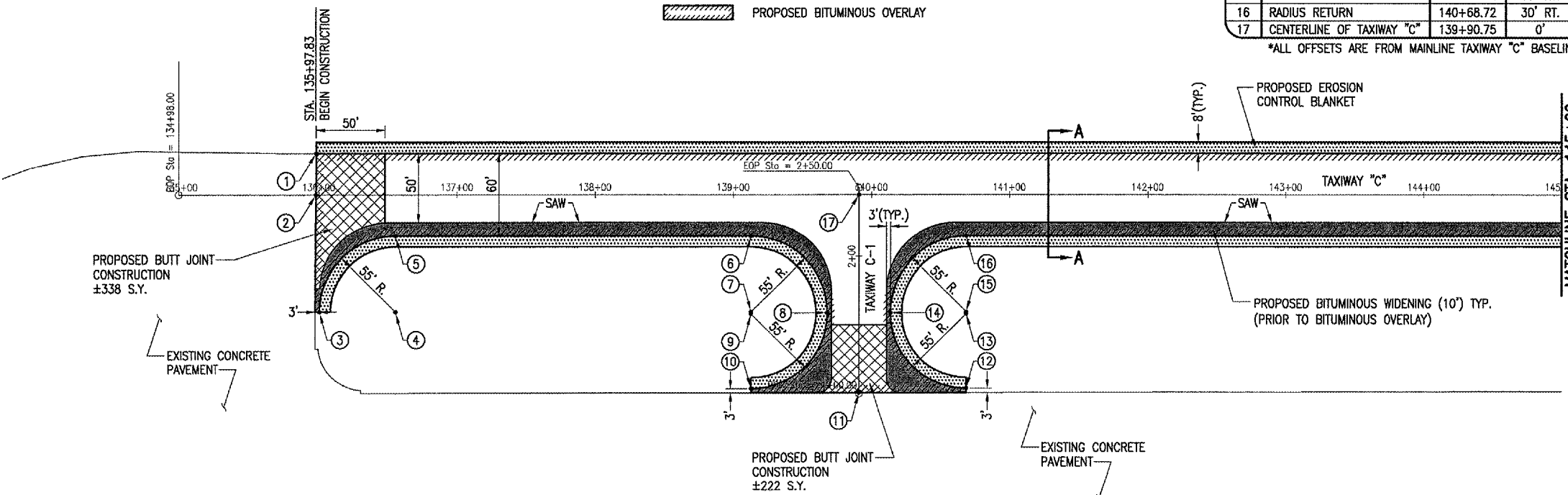
IMPORTANT NOTE

PHASE I REALIGNMENT AND WIDENING OF TAXIWAY "C" (STA. 150+58 TO STA. 158+98) HAD NOT BEEN COMPLETED AT THE TIME THESE CONSTRUCTION PLANS WERE PREPARED. THESE PLANS WERE DESIGNED UNDER THE EXPECTATION THAT PHASE I WOULD BE CONSTRUCTED AS DESIGNED. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION AND ADJUSTMENT TO GRADE, CONFIGURATION OR QUANTITY TO MEET THE DESIGN INTENT INCLUDED IN THESE CONSTRUCTION PLANS.

EXCAVATION NOTES

TOP SOIL IN THE PROPOSED WIDENING AREA SHALL BE STRIPPED AND STOCKPILED FOR FINISH GRADE. EARTH EXCAVATED FOR THE WIDENING SHALL BE USED TO CONSTRUCT THE NEW SHOULDER IN ACCORDANCE WITH THE CROSS SECTIONS. ANY EXCESS MATERIAL WILL BE HAULLED TO A LOCATION ON AIRPORT PROPERTY DESIGNATED BY THE AIRPORT DIRECTOR OR HIS REPRESENTATIVE.

- LEGEND**
- EXISTING PAVEMENT
 - PROPOSED TAXIWAY WIDENING (10' TYP.) - PRIOR TO BITUMINOUS OVERLAY
 - PROPOSED EROSION CONTROL BLANKET
 - PROPOSED BUTT JOINT CONSTRUCTION
 - PROPOSED BITUMINOUS OVERLAY



POINT DATA TABLE					
NO.	DESCRIPTION	STATION	OFFSET	NORTHING	EASTING
1	PAVEMENT EDGE	135+97.83	30' LT.	1,119,882.9336	2,008,859.8922
2	CENTERLINE OF TAXIWAY "C"	135+97.83	0'	1,192,862.2215	2,008,838.1887
3	RADIUS RETURN	136+00.29	85' RT.	1,192,801.3891	2,008,778.7706
4	CENTER OF RADIUS	136+55.29	85' RT.	1,192,761.8330	2,008,816.9847
5	RADIUS RETURN	136+55.29	30' RT.	1,192,800.0471	2,008,856.5408
6	RADIUS RETURN	139+12.72	30' RT.	1,192,614.8857	2,009,035.4201
7	CENTER OF RADIUS	139+12.72	85' RT.	1,192,576.6798	2,008,995.8561
8	RADIUS RETURN	139+67.73	85.66' RT.	1,192,536.6686	2,009,033.5935
9	CENTER OF RADIUS	139+12.72	86.39' RT.	1,192,575.7148	2,008,994.8585
10	RADIUS RETURN	139+12.72	141.39' RT.	1,192,537.5152	2,008,955.2884
11	PAVEMENT EDGE	139+90.75	144.29' RT.	1,192,479.4025	2,009,007.3960
12	RADIUS RETURN	140+68.72	141.19' RT.	1,192,425.4574	2,009,063.8200
13	CENTER OF RADIUS	140+68.72	86.19' RT.	1,192,463.6625	2,009,103.3847
14	RADIUS RETURN	140+13.73	85.63' RT.	1,192,503.8056	2,009,065.5753
15	CENTER OF RADIUS	140+68.72	85' RT.	1,192,464.4897	2,009,104.2399
16	RADIUS RETURN	140+68.72	30' RT.	1,192,502.8902	2,009,143.8091
17	CENTERLINE OF TAXIWAY "C"	139+90.75	0'	1,192,579.6261	2,009,111.1964

*ALL OFFSETS ARE FROM MAINLINE TAXIWAY "C" BASELINE.

BY	
REVISION	
DATE	
QUINCY REGIONAL AIRPORT BALDWIN FIELD ADAMS COUNTY, ILLINOIS	
A.I.P. PROJ.: 3-17-0085-B1 I.L. PROJ.: UIN-3690	

Job Project No.: 82407TXD_0100 Filename: R-121CON.DWG Scale: 1" = 50' Date: 03/14/07	LAYOUT: JDW 03/14/07 DRAWN: ESC 03/14/07 REVIEWED: JDW 03/16/07
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HANSON
 Hanson Professional Services Inc.
 1525 South Sixth Street
 Springfield, Illinois 62703-2886
 Chicago Nationwide

REALIGN, WIDEN AND REHABILITATE TAXIWAY "C" - PHASE 2
 PROPOSED CONSTRUCTION PLAN
 STA. 134+98 TO STA. 145+00

MAY 09 2007 1:58 PM MLH
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