

SCOPE OF WORK

THE PROPOSED IMPROVEMENTS CONSIST OF THE RECONSTRUCTION OF THE BITUMINOUS PAVED AREAS SERVING THE EXISTING T-HANGAR BUILDINGS AND CLOSING THE LOOP OF THE EXISTING TAXIWAY. THE RECONSTRUCTION INCLUDES REMOVAL AND REPLACEMENT OF THE T-HANGAR TAXILANES, ADJUSTMENT OF STORM INLETS WITHIN THE TAXILANES, GRADING FOR IMPROVED DRAINAGE AND INCIDENTALS.

PROPOSED SAFETY PLAN

ALL CONSTRUCTION/OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

GENERAL - THE QUINCY REGIONAL AIRPORT IS COMPRISED OF THREE PAVED RUNWAYS AND THE ASSOCIATED TAXIWAY SYSTEM.

FAA REQUIRES THAT RUNWAYS BE CLOSED WHEN WORKING WITHIN RESPECTIVE RUNWAY'S SAFETY AREA OR WITHIN A TAXIWAY OBJECT FREE AREA. **THE PROPOSED PROJECT WILL NOT REQUIRE ANY CLOSURES OF THE RUNWAYS OR MAIN TAXIWAYS. THE TAXILANE ADJACENT TO THE HANGAR BUILDINGS WILL REQUIRE CLOSURE AT TIMES DURING THE PROJECT.**

OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE RUNWAY OR TAXIWAY SAFETY AREAS WHILE THE RESPECTIVE RUNWAY OR TAXIWAY IS OPEN. SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY OR TAXIWAY. IF THE RUNWAY OR TAXIWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY. TRENCHES AND/OR HOLES WITHIN THE PROJECT AREA AND OUTSIDE ANY ACTIVE SAFETY AREAS THAT REMAIN OPEN OVERNIGHT WILL REQUIRE BARRICADES AND/OR CONES TO INDICATE THEIR LOCATION AND PREVENT ACCIDENTAL ENTRANCE.

THE AIRPORT MANAGER, OR HIS DESIGNATED REPRESENTATIVE, WILL ISSUE ALL NOTICES TO AIRMAN (NOTAM) RELATED TO OPENING AND CLOSING PAVEMENTS THROUGHOUT THE PROJECT.

CONTRACTOR RESPONSIBILITIES

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.00 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE QUINCY REGIONAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT TO THE RESIDENT ENGINEER, FOR APPROVAL BY THE AIRPORT DIRECTOR, A SCHEDULE OF CONSTRUCTION ACTIVITIES, PRIOR TO THE START OF CONSTRUCTION.

THE CONTRACTOR IS REQUIRED TO IMPLEMENT A PRACTICAL AND EFFECTIVE STAGING PLAN THAT WILL MINIMIZE DISRUPTION TO NORMAL AIRPORT ACTIVITY WHILE NOT COMPROMISING SAFETY OF PERSONNEL OR THE QUALITY OF THE PROJECT.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREAS AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

HAUL ROUTE, VEHICLE PARKING, EQUIPMENT

PARKING AND MATERIAL STORAGE

THE CONTRACTOR WILL USE THE DESIGNATED CONSTRUCTION ACCESS AND HAUL ROUTE SHOWN ON THIS SHEET. ACCESS THROUGH THE EXISTING GATE WILL BE COORDINATED WITH THE AIRPORT DIRECTOR. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING A SECURE CONDITION WHEN USING THE GATE.

THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT A CRUSHED AGGREGATE ACCESS DRIVE (6" MIN. DEPTH CA-6) FROM THE EXISTING ASPHALT DRIVE TO THE PROPOSED PAVEMENT AND TO THE EQUIPMENT PARKING AND MATERIAL STORAGE AREA, FOR USE DURING CONSTRUCTION. THE DRIVE SHALL BE MAINTAINED DURING CONSTRUCTION AND MAY REMAIN IN PLACE AT THE CONCLUSION OF THE PROJECT. THE QUANTITIES OF CRUSHED AGGREGATE BASE COURSE AND ASSOCIATED EARTHWORK ARE NOT INCLUDED IN THE QUANTITIES FOR AR209510 AND AR152410, RESPECTIVELY, BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM AR150540 - HAUL ROUTE.

CONTRACTOR VEHICLE PARKING, EQUIPMENT PARKING AND MATERIAL STORAGE WILL BE AS SHOWN ON THIS SHEET. ALL CONSTRUCTION MATERIALS WILL BE STORED IN DESIGNATED AREAS AND OUTSIDE OF RUNWAY AND TAXIWAY OBJECT FREE AREAS.

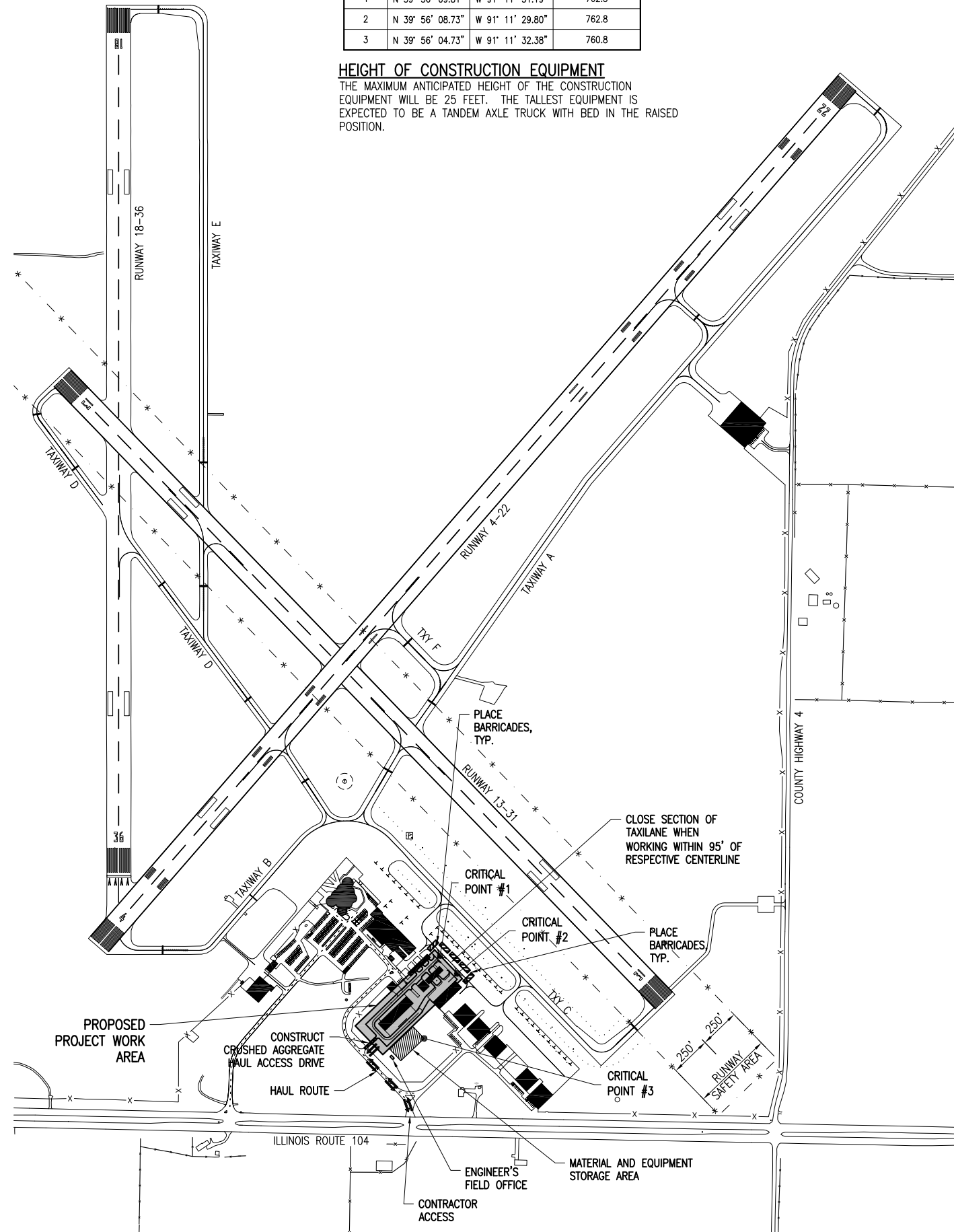
THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE CONSTRUCTION ACCESS, HAUL ROUTE, VEHICLE PARKING, EQUIPMENT PARKING AND MATERIAL STORAGE AREAS THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL RESTORE THESE AREAS TO THEIR PRE-CONSTRUCTION CONDITION, INCLUDING GRADING, FERTILIZING, SEEDING AND MULCHING FOR NON-PAVED AREAS. RESTORATION OF THESE AREAS WILL BE INCLUDED IN THE COST OF ITEM AR150540, HAUL ROUTE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EROSION CONTROL

THIS PROJECT WILL DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A N.P.D.E.S. PERMIT WILL BE REQUIRED.

CRITICAL POINTS			
POINT #	LATITUDE	LONGITUDE	GROUND ELEVATION
1	N 39° 56' 09.81"	W 91° 11' 31.19"	762.5
2	N 39° 56' 08.73"	W 91° 11' 29.80"	762.8
3	N 39° 56' 04.73"	W 91° 11' 32.38"	760.8

HEIGHT OF CONSTRUCTION EQUIPMENT
THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A TANDEM AXLE TRUCK WITH BED IN THE RAISED POSITION.



BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS SHOWN OR AS DIRECTED BY THE AIRPORT MANAGER OR HIS DESIGNATED REPRESENTATIVE. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS.

THE CONTRACTOR IS RESPONSIBLE FOR PLACING, MAINTAINING, RELOCATING, AND REMOVING BARRICADES, TRAFFIC CONES, CROSSES, SIGNAGE AND OTHER MEANS OF TRAFFIC MAINTENANCE NECESSARY TO SUCCESSFULLY AND SAFELY CLOSE THE CONSTRUCTION WORK LIMITS.

THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

150-ENGINEER'S FIELD OFFICE NOTES

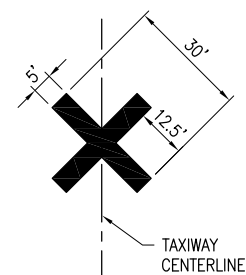
THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 49 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS NOV. 2, 2009.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

THE CONTRACTOR WILL FURNISH A WIRELESS PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS:
AR150510 ENGINEER'S FIELD OFFICE ____ 1 L.S.



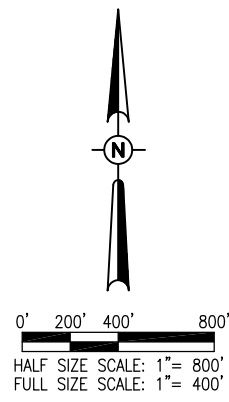
- TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE "AVIATION YELLOW"
- TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE CONSTRUCTED OF PLYWOOD, DOUBLE-LAYERED SNOW FENCE OR APPROVED FABRIC AND SHALL BE SECURED TO PAVEMENT BY SANDBAGS OR OTHER APPROVED METHOD.
- TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE PLACED WHEN THE RUNWAY IS OPEN AND THE TAXIWAY IS CLOSED. THE "CLOSED TAXIWAY" MARKINGS SHALL BE PLACED AS SHOWN ON THIS SHEET.
- THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE TAXIWAY IS CLOSED AND REMOVED WHEN THE TAXIWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. "CLOSED TAXIWAY" MARKINGS SHALL NOT BE A PAY ITEM AND SHALL BE INCIDENTAL TO OTHER CONTRACT BID ITEMS.

TEMPORARY CLOSURE CROSS DETAIL

NOT TO SCALE

LEGEND

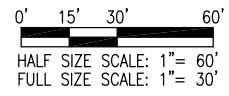
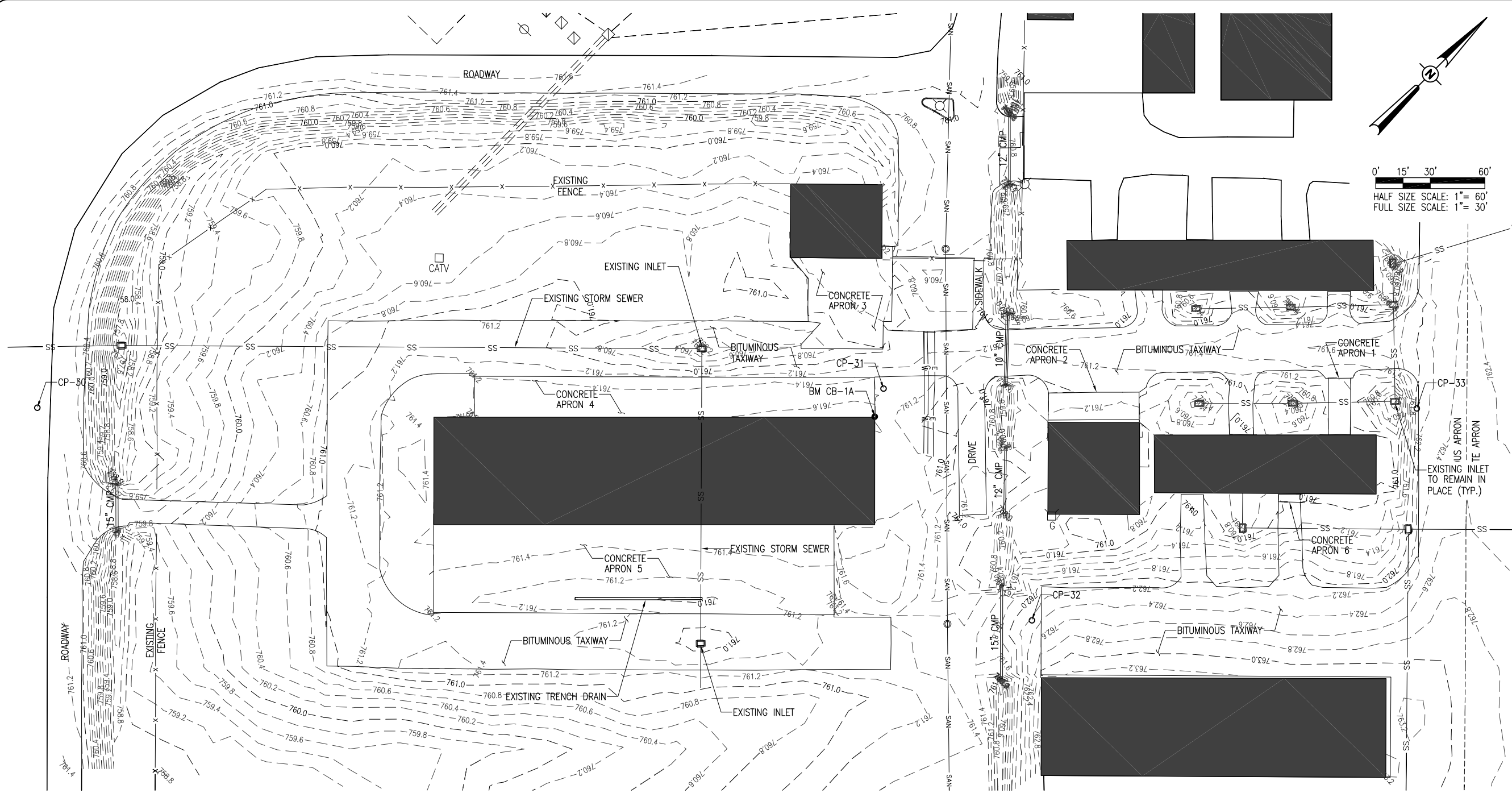
- EXISTING PAVEMENTS
- EXISTING BUILDINGS
- PROPOSED WORK AREA
- PROPOSED MATERIAL STORAGE AND EQUIPMENT PARKING AREA
- PROPOSED BARRICADES



Q1060

REVISION		QUINCY REGIONAL AIRPORT BALDWIN FIELD QUINCY, ADAMS COUNTY, ILLINOIS
DATE		
Hanson Project No. 11A0172	G-003-SFY.dwg	
Filename	Scale 1"=500'	
Date 04/20/2012		
LAYOUT	DAW	02/27/12
DRAWN	ESC	02/27/12
REVIEWED	JDW	03/22/12
© Copyright Hanson Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 South Main Street Springfield, Illinois 62703-2886		
PROPOSED SAFETY PLAN		
RECONSTRUCT T-HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS IDA NO. UIN-4165 AIP NO. 3-17-0085-B3		
3		
3 of 22 sheets		

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THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

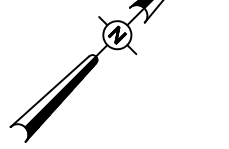
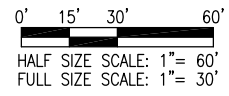
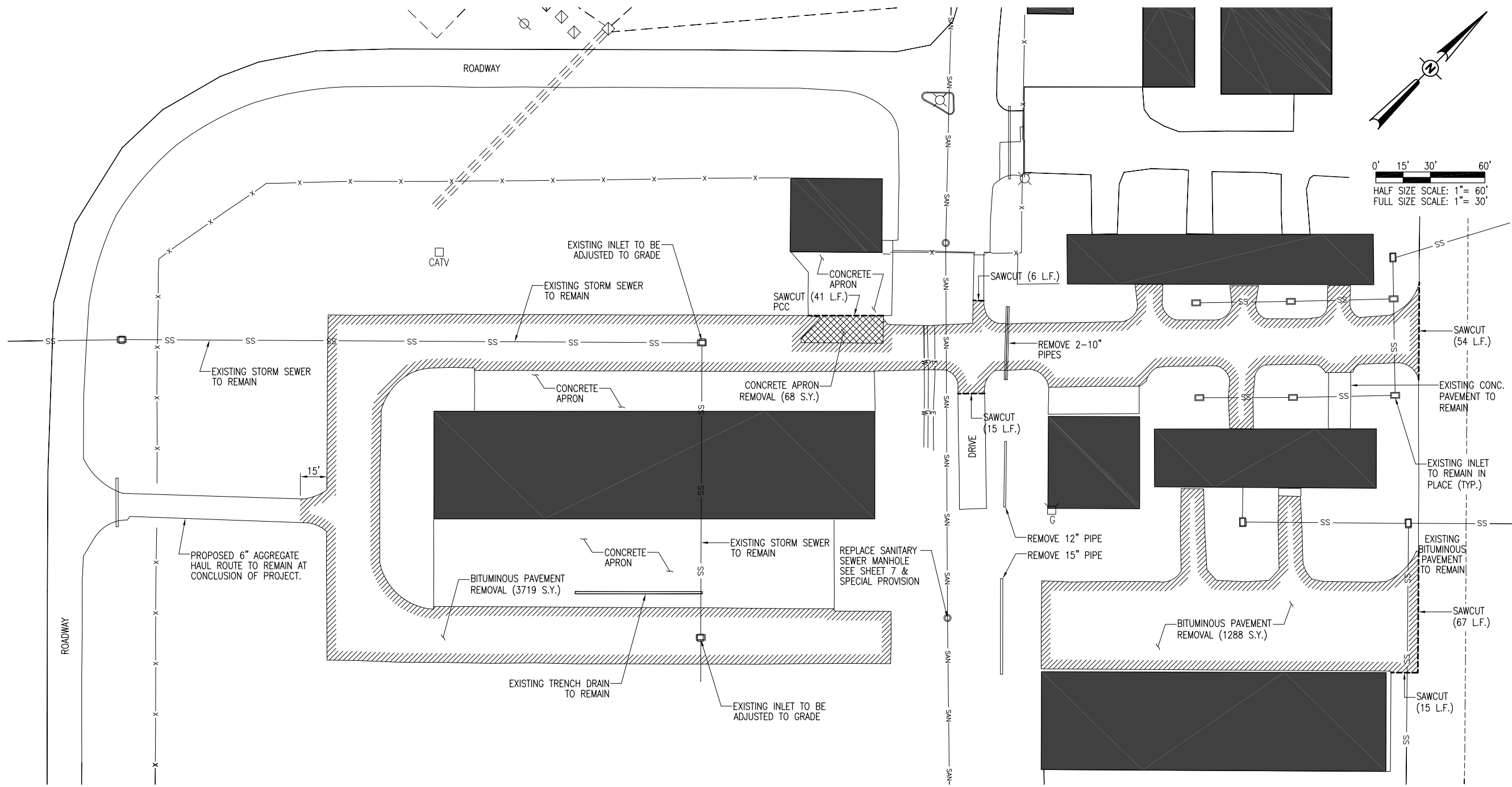
ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.

HORIZONTAL AND VERTICAL CONTROL DATA				
NUMBER	DESCRIPTION	NORTHING	EASTING	ELEVATION
CP-29	5/8" IRON PIN	1192037.584	2008564.979	759.68
CP-30	5/8" IRON PIN	1191657.750	2008528.460	760.44
CP-31	5/8" IRON PIN	1191990.078	2008854.390	761.55
CP-32	5/8" IRON PIN	1191955.816	2009001.753	762.12
CP-33	5/8" IRON PIN	1192186.961	2009072.020	762.12
BM CB-9	CHISELED SQUARE, SOUTH SIDE OF CONC. BASE OF BEACON, SOUTH CORNER TERMINAL PARKING LOT	1191952.990	2008492.581	760.11
BM CB-1A	CHISELED SQUARE, NORTHEAST CORNER OF CONC. PAD NEXT TO HANGAR	1191975.647	2008861.681	761.69

- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDINGS
 - EXISTING PIPE CULVERT
 - EXISTING STORM SEWER
 - EXISTING SANITARY SEWER
 - EXISTING ELECTRIC CABLES
 - EXISTING GAS
 - EXISTING WATER
 - EXISTING STORM SEWER INLET
 - EXISTING SANITARY MANHOLE

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REVISION	
DATE	
<p>QUINCY REGIONAL AIRPORT BALDWIN FIELD QUINCY, ADAMS COUNTY, ILLINOIS</p>	
Hanson Project No. 11A0172 Filename C-101-SIT.dwg Scale 1" = 30' Date 04/20/2012	LAYOUT DWG 02/27/12 DRAWN ESC 02/28/12 REVIEWED JDW 03/22/12
<p>HANSON Professional Services Inc. 2012 1525 South Main Street Springfield, Illinois 62703-2886</p>	
EXISTING SITE PLAN	RECONSTRUCT HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS IDA NO. UIN-4165 AIP NO. 3-17-0085-B3
4	
4 of 22 sheets	



REMOVE HMA PAVEMENT (AR401900)
 THE CONTRACTOR WILL REMOVE THE EXISTING PAVEMENT (FULL DEPTH) TO A SUITABLE SUBGRADE. ALL REMOVED MATERIAL WILL BE DISPOSED OFF THE AIRPORT SITE. IT IS ESTIMATED THAT THE EXISTING PAVEMENT STRUCTURE IS SIMILAR TO THE PROPOSED SECTION.

WHERE THE PROPOSED REMOVAL AREA ABUTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWED AS SHOWN ON THIS SHEET. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY ADJACENT PAVEMENT DAMAGED BY THE PAVEMENT REMOVAL OPERATIONS WILL BE REPAIRED, TO THE SATISFACTION OF THE RESIDENT ENGINEER, AT THE CONTRACTOR'S OWN EXPENSE.

THIS ITEM OF WORK SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD SPECIFICATION AR401900 AND SHALL BE PAID FOR UNDER ITEM AR401900 REMOVE HMA PAVEMENT, PER SQUARE YARD.

REMOVE PCC PAVEMENT (AR501900)
 THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE APPROACH APRON IDENTIFIED ON THIS SHEET. ALL WORK NECESSARY TO COMPLETE THE REMOVAL, INCLUDING SAWCUTTING AND DISPOSAL OF THE CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE OF THE ITEM. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM AR501900 REMOVE PCC PAVEMENT, PER SQUARE YARD.

REMOVE PIPE (AR701900)
 THE PIPE DESIGNATED FOR REMOVAL IS SHOWN ON SHEET NO. 5 OF THE CONSTRUCTION PLANS.

THE REMOVED PIPE WILL BE DISPOSED OF OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

ALL EXISTING AGGREGATE PIPE BACKFILL WILL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

THE PROPOSED PIPE REMOVAL WILL BE PAID FOR UNDER:
 ITEM AR701900 REMOVE PIPE - - - PER LIN. FT.

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ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. **CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123.** CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.

LEGEND


	EXISTING PAVEMENT		EXISTING ELECTRIC CABLES
	EXISTING BUILDINGS		EXISTING GAS
	EXISTING PIPE CULVERT		EXISTING WATER
	EXISTING STORM SEWER		EXISTING STORM SEWER INLET
	EXISTING SANITARY SEWER		EXISTING SANITARY MANHOLE
	EXISTING FENCE		EXISTING BITUMINOUS PAVEMENT REMOVAL
			EXISTING CONCRETE PAVEMENT REMOVAL

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REVISION		QUINCY REGIONAL AIRPORT BALDWIN FIELD QUINCY, ADAMS COUNTY, ILLINOIS
DATE		
Hanson Project No. 11A0172	Filename C-111-PRP.dwg	 © Copyright Hanson Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 South Main Street Springfield, Illinois 62703-2886
Scale 1"=30'	Date 04/20/2012	
LAYOUT	DAW	02/27/12
DRAWN	ESC	02/29/12
REVIEWED	JDW	03/22/12
PROPOSED PAVEMENT PREPARATION AND SITE DEMOLITION PLAN	RECONSTRUCT THANGAR TALKWAYS AND DRAINAGE IMPROVEMENTS IDA NO. UIN-4165	
5		5 of 22 sheets

REVISION	DATE

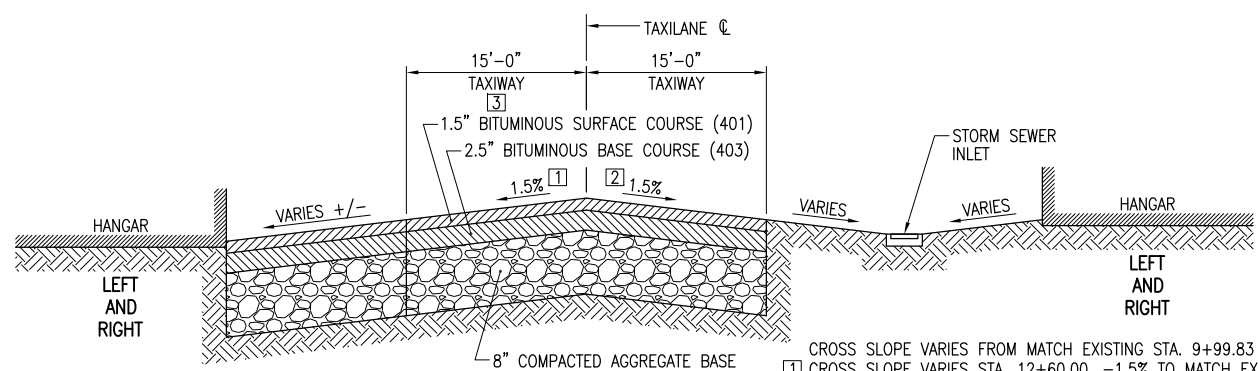
QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS



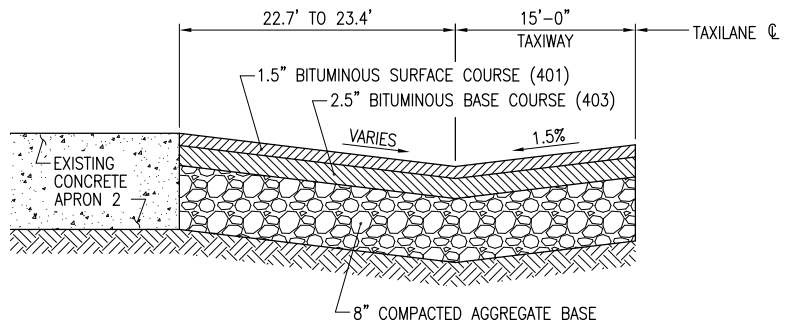
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Scale NOT TO SCALE	Date 04/20/2012	DRAWN	ESC	02/29/12
		REVIEWED	JDW	03/22/12

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1525 North Main Street
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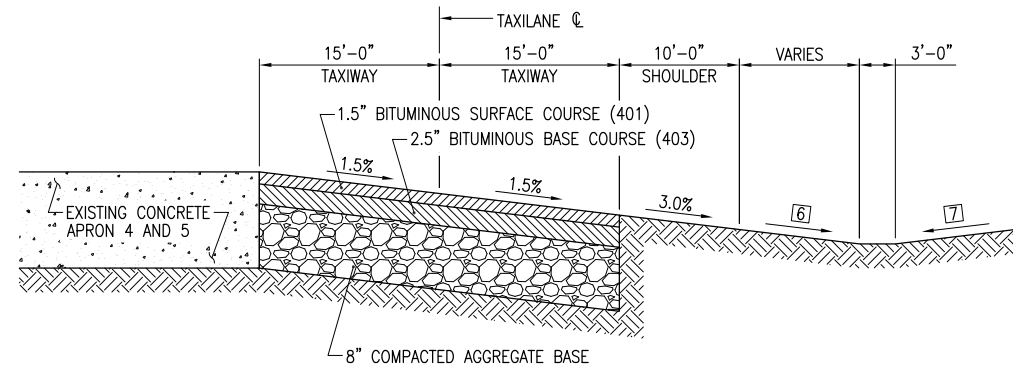
PROPOSED TYPICAL SECTIONS
RECONSTRUCT HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS
IDA NO. UIN-4165 AIP NO. 3-17-0085-B3
6
6 of 22 sheets



PROPOSED TYPICAL SECTION
STA. 9+99.83 TO STA. 13+35.66

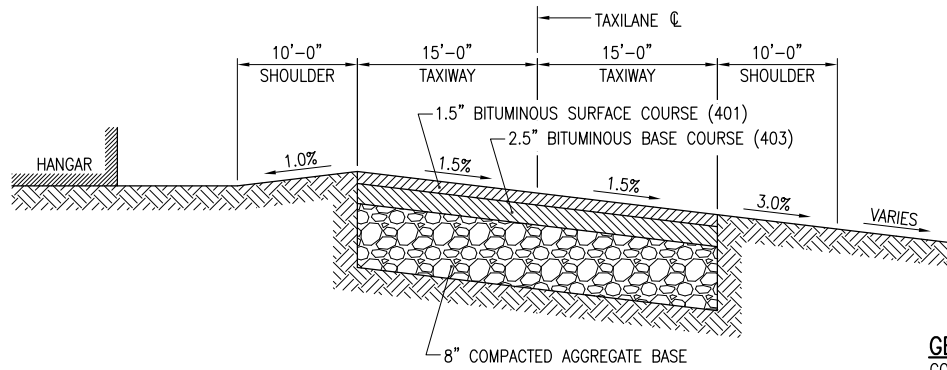


PROPOSED TYPICAL SECTION
STA. 11+53.59 TO STA. 12+03.29

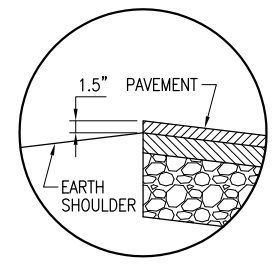


PROPOSED TYPICAL SECTION
STA. 13+35.66 TO STA. 15+19.11
STA. 17+51.54 TO STA. 19+71.93

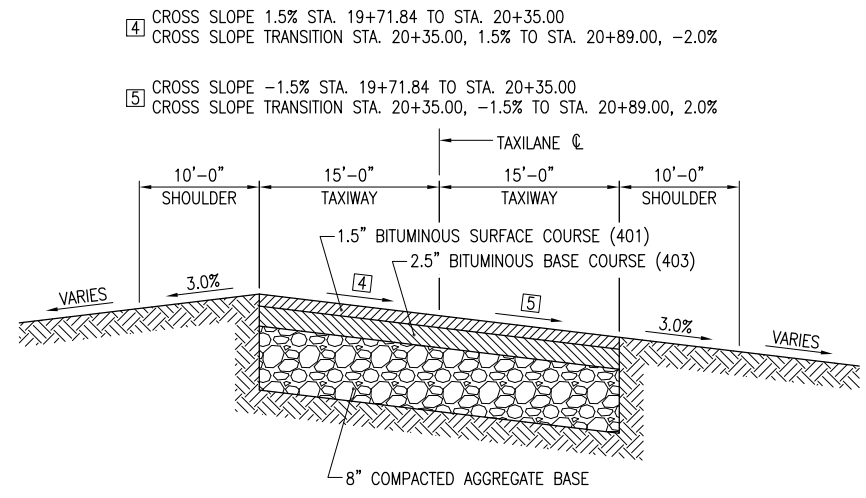
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6:1
VARIES
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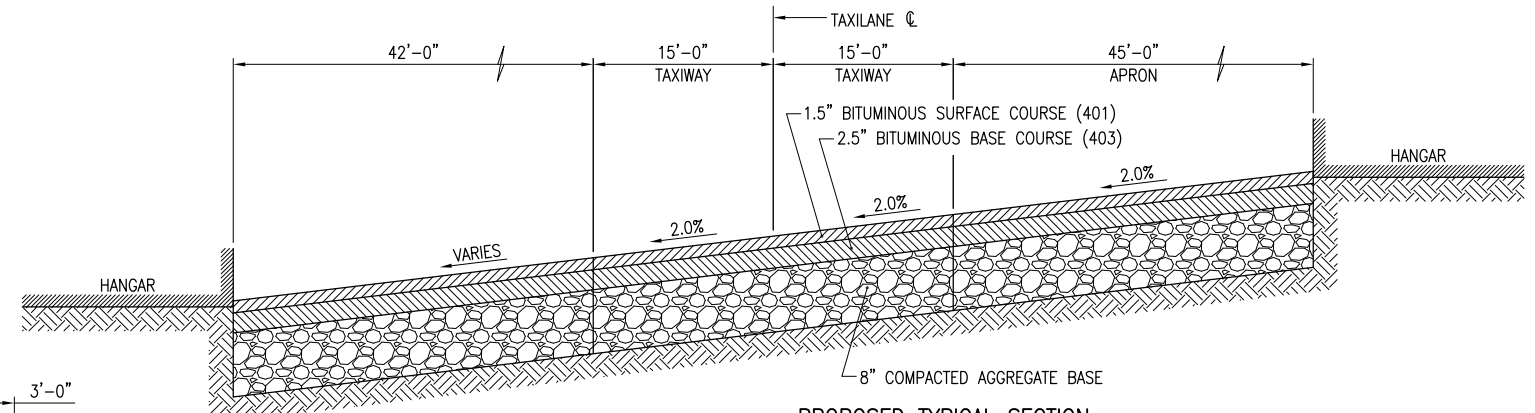
PROPOSED TYPICAL SECTION
STA. 15+19.11 TO STA. 17+51.54



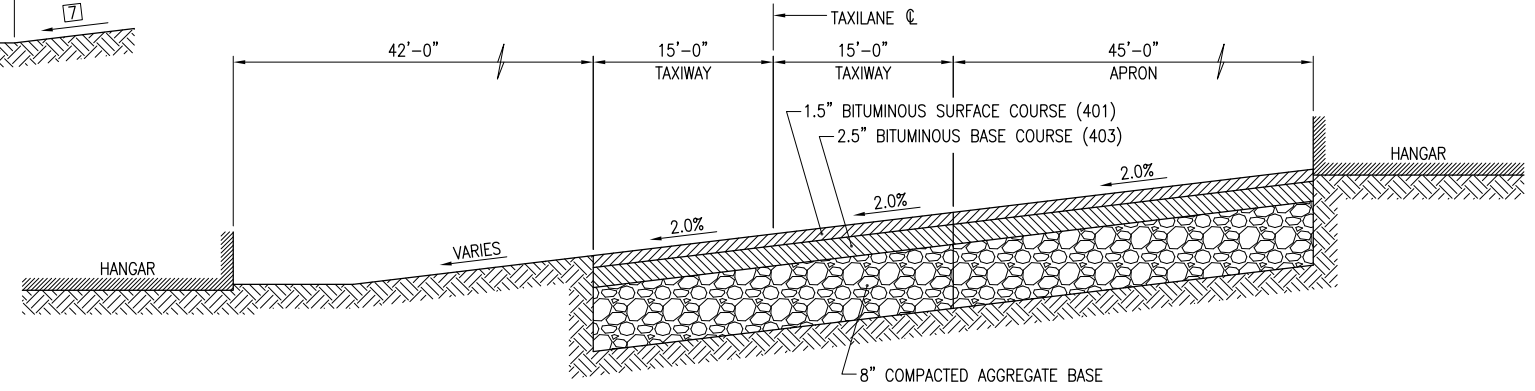
PAVEMENT EDGE DETAIL
TYPICAL AT ALL PAVEMENT TO TURF TRANSITIONS



PROPOSED TYPICAL SECTION
STA. 19+71.84 TO STA. 20+89.00



PROPOSED TYPICAL SECTION
STA. 21+65.23 TO STA. 21+77.83
STA. 22+19.30 TO STA. 22+31.50



PROPOSED TYPICAL SECTION
STA. 20+89.00 TO STA. 21+65.23
STA. 21+77.83 TO STA. 22+19.30
STA. 22+31.50 TO STA. 22+96.31

- CROSS SLOPE VARIES FROM MATCH EXISTING STA. 9+99.83 TO STA. 10+19.95, -1.5%
- 1 CROSS SLOPE VARIES STA. 12+60.00, -1.5% TO MATCH EXISTING EDGE CONCRETE APRON 4 STA. 12+99.30 PAVEMENT TRANSITION BETWEEN EXISTING CONCRETE APRON 3 AND CONCRETE APRON 4 TO STA. 13+35.66
- CROSS SLOPE VARIES FROM MATCH EXISTING STA. 9+99.83 TO STA. 10+19.70, -1.5%
- 2 CROSS SLOPE VARIES STA. 12+60.00, -1.5% TO MATCH EXISTING EDGE CONCRETE APRON 3 STA. 12+89.75 PAVEMENT TRANSITION BETWEEN EXISTING CONCRETE APRON 3 AND CONCRETE APRON 4 TO STA. 13+35.66
- 3 MATCH EXISTING END CONCRETE APRON 1 STA. 10+37.31 TO STA. 10+49.41
MATCH EXISTING END CONCRETE APRON 2 STA. 11+53.59 TO STA. 12+03.29

- 4 CROSS SLOPE 1.5% STA. 19+71.84 TO STA. 20+35.00
CROSS SLOPE TRANSITION STA. 20+35.00, 1.5% TO STA. 20+89.00, -2.0%
- 5 CROSS SLOPE -1.5% STA. 19+71.84 TO STA. 20+35.00
CROSS SLOPE TRANSITION STA. 20+35.00, -1.5% TO STA. 20+89.00, 2.0%

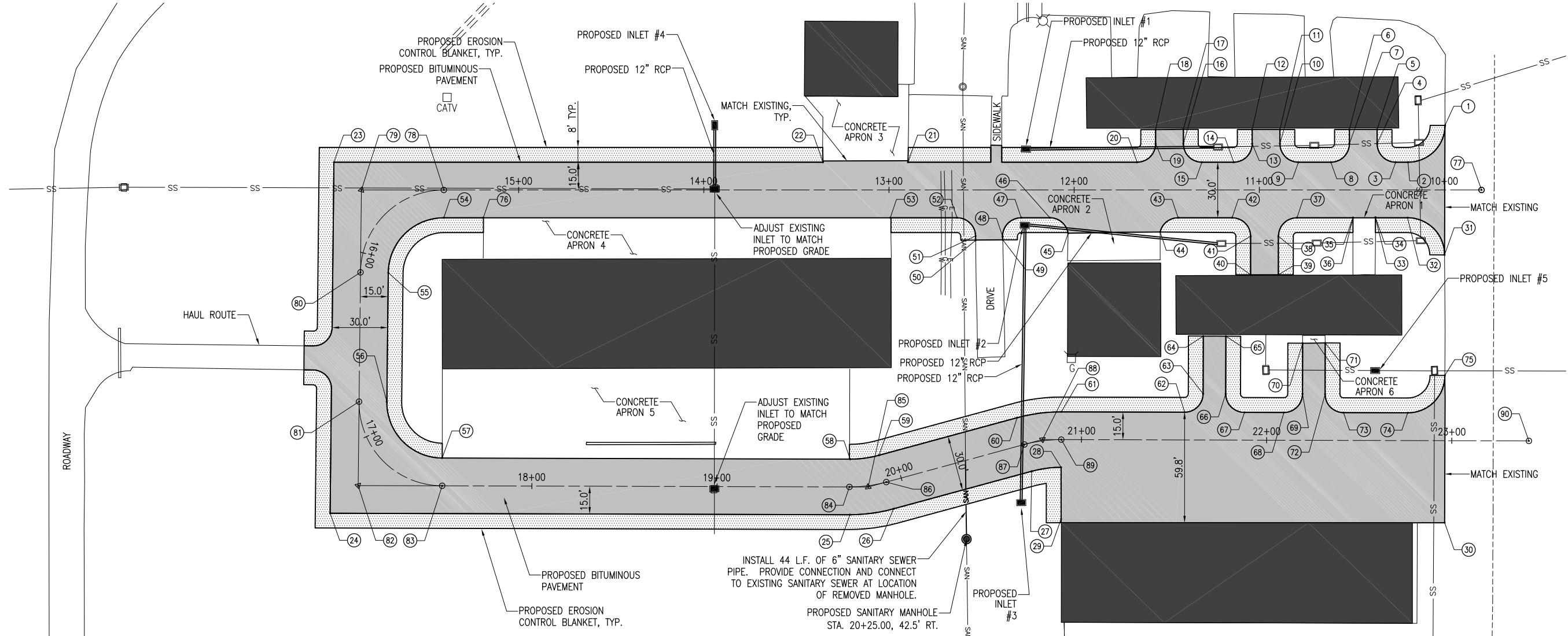
GENERAL NOTE
CONTRACTOR WILL BE REQUIRED TO EXCAVATE, REWORK, AND RECOMPACT EARTH SUBGRADE A MINIMUM DEPTH OF 6 INCHES FOLLOWING THE BITUMINOUS PAVEMENT REMOVAL. EXCAVATION, REWORK, AND RECOMPACTION SHALL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BITUMINOUS PRIME COAT
PRIOR TO THE PLACEMENT OF THE PROPOSED BITUMINOUS BASE COURSE, THE BITUMINOUS PRIME COAT SHALL BE PLACED ON THE PROPOSED AGGREGATE BASE COURSE. AN APPLICATION RATE OF 0.5 GALLONS PER SQUARE YARD WAS USED FOR CALCULATING THE QUANTITY OF PRIME COAT FOR THIS APPLICATION. THE EXACT AMOUNT OF BITUMINOUS PRIME COAT TO BE USED SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM AR602510 BITUMINOUS PRIME COAT, PER GALLON.

BITUMINOUS TACK COAT
THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED BETWEEN LIFTS OF PROPOSED BITUMINOUS BASE AND SURFACE COURSES AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS. AN APPLICATION RATE OF 0.15 GALLONS PER SQUARE YARD WAS USED FOR CALCULATING THE QUANTITY OF TACK COAT FOR THIS APPLICATION. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM AR603510 BITUMINOUS TACK COAT, PER GALLON.



EARTHWORK

FOLLOWING REMOVAL OF THE EXISTING PAVEMENT, THE CONTRACTOR SHALL THEN BE REQUIRED TO EXCAVATE, REWORK AND COMPACT THE SUBGRADE PRIOR TO FILL PLACEMENT OR AGGREGATE BASE PLACEMENT IN ACCORDANCE WITH ITEM 152 OF THE SPECIFICATIONS AND TO THE SATISFACTION OF THE RESIDENT ENGINEER. EXCAVATION, REWORK, AND COMPACTION OF THE EXISTING EARTH SUBGRADE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION ALLOWED.

AREAS FOUND TO BE SOFT OR OTHERWISE UNSUITABLE FOR PLACEMENT OF SPECIFIED MATERIALS AND UNABLE TO REACH COMPACTION REQUIREMENTS SHALL BE UNDERCUT AND BACKFILLED WITH APPROVED MATERIAL TO THE SATISFACTION OF THE RESIDENT ENGINEER.

ONCE THE SUBGRADE IS ACCEPTED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL PLACE SOIL STABILIZATION FABRIC AND CONSTRUCT THE PAVEMENT SECTION IN ACCORDANCE WITH THESE CONSTRUCTION PLANS, THE SPECIFICATIONS, AND THE SPECIAL PROVISIONS.

ALL EARTHWORK WILL BE PAID FOR UNDER ITEM AR152410 UNCLASSIFIED EXCAVATION, PER CUBIC YARD.

ALL DISTURBED AREAS OUTSIDE OF PAVEMENT AND EROSION CONTROL BLANKET WILL BE SEEDED AND MULCHED.

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.

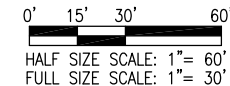
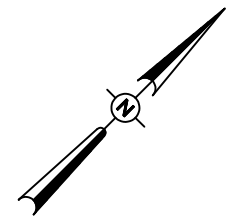
THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM AR156531 EROSION CONTROL BLANKET, PER SQUARE YARD.

GENERAL NOTES:

1. SEE PROPOSED GRADING AND DRAINAGE PLAN FOR CONSTRUCTION ITEMS RELATING TO DRAINAGE.
2. SEE PROPOSED COORDINATE TABLES (SHEET 8) FOR COORDINATE LOCATIONS.

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.



LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- PROPOSED EROSION CONTROL BLANKET

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REVISION	DATE

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS

Hanson Project No. 11A0172	File Name C-121-CON.dwg	LAYOUT	DAW	03/16/12
Scale 1"=30'	Date 04/20/2012	DRAWN	ESC	03/16/12
		REVIEWED	JDW	03/22/12

HANSON
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1525 South Main Street
Springfield, Illinois 62703-2886

PROPOSED
CONSTRUCTION PLAN

RECONSTRUCT T-HANGAR TAXWAYS
AND DRAINAGE IMPROVEMENTS
IDA NO. UIN-4165
AIP NO. 3-17-0085-B3

AR209-CRUSHED AGGREGATE BASE COURSE NOTES

THE CRUSHED AGGREGATE BASE COURSE (209) SHALL BE PLACED IN ACCORDANCE WITH ITEM 209 "CRUSHED AGGREGATE BASE COURSE" AS STATED ON PAGE 93 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THE CRUSHED AGGREGATE BASE COURSE MATERIAL (CA-6) WILL BE USED TO CONSTRUCT A BASE COURSE FOR THE PROPOSED BITUMINOUS BASE COURSE (403). THE CRUSHED AGGREGATE BASE COURSE MATERIAL WILL BE 8" IN DEPTH AND COMPACTED TO NOT LESS THAN 95 PERCENT DENSITY.

THE PROPOSED AGGREGATE FOR THE BASE COURSE MATERIAL SHALL MEET THE REQUIREMENTS OF GRADATION "B" IN TABLE 1 OF THE SUPPLEMENTAL SPECIFICATIONS.

209-3.2 EQUIPMENT. ADD THE FOLLOWING PARAGRAPHS TO THIS SECTION:

"PROVISIONS SHALL BE MADE BY THE CONTRACTOR FOR FURNISHING WATER AT THE PLANT AND AT THE SITE OF THE WORK BY EQUIPMENT OF AMPLE CAPACITY AND OF SUCH DESIGN AS TO ASSURE UNIFORM MIXING AND APPLICATION."

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER A PROCTOR CURVE SHOWING OPTIMUM DENSITY AND MOISTURE FOR THE SUPPLIED BASE COURSE MATERIAL.

THE COMPACTION CONTROL TEST TO BE USED SHALL BE FAA COMPACTION CONTROL TEST T-611 FOR AIRCRAFT WEIGHING LESS THAN 60,000 LBS.

209-4.1. DELETE THE FIFTH SENTENCE AND REPLACE IT WITH THE FOLLOWING:

"IF AT THE TIME THE AGGREGATES ARE WEIGHED THEY CONTAIN MORE THAN SIX (6) PERCENT OF ABSORBED AND FREE MOISTURE BY WEIGHT, A DEDUCTION FOR THE MOISTURE IN EXCESS OF THIS AMOUNT SHALL BE MADE IN DETERMINING THE PAY QUANTITY."

209-5.1 ADD THE FOLLOWING TO THIS SECTION
AR209510 CRUSHED AGGREGATE BASE COURSE____PER TON

AR403-BITUMINOUS BASE COURSE-METHOD 1, SUPERPAVE NOTES

THE BITUMINOUS BASE COURSE (403) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR403613 "BITUMINOUS BASE COURSE-METHOD 1, SUPERPAVE" AS STATED ON PAGE 188 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 1 LIFT OF BITUMINOUS BASE COURSE 2-1/2 INCH DEPTH ON THE PROPOSED CRUSHED AGGREGATE BASE COURSE.

THE PROPOSED BITUMINOUS BASE COURSE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF LESS THAN 60,000 POUNDS FOR RUNWAY/TAXIWAY PAVEMENTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS BASE COURSE METHOD 1, SUPERPAVE.

403-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

403-4.11 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

403-6.1 ADD THE FOLLOWING TO THIS SECTION
AR403613 BIT. BASE CSE.-METHOD 1, SUPERPAVE____PER TON

AR401611 BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401613 "BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE" AS STATED ON PAGE 129 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 1 LIFT OF BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE 1-1/2 INCH DEPTH ON THE BITUMINOUS BASE COURSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE.

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE 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 METHOD 1, SUPERPAVE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF LESS THAN 60,000 POUNDS.

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.



401-6.1 ADD THE FOLLOWING TO THIS SECTION
AR401613 BIT. SURF. CSE.-METHOD 1, SUPERPAVE____PER TON

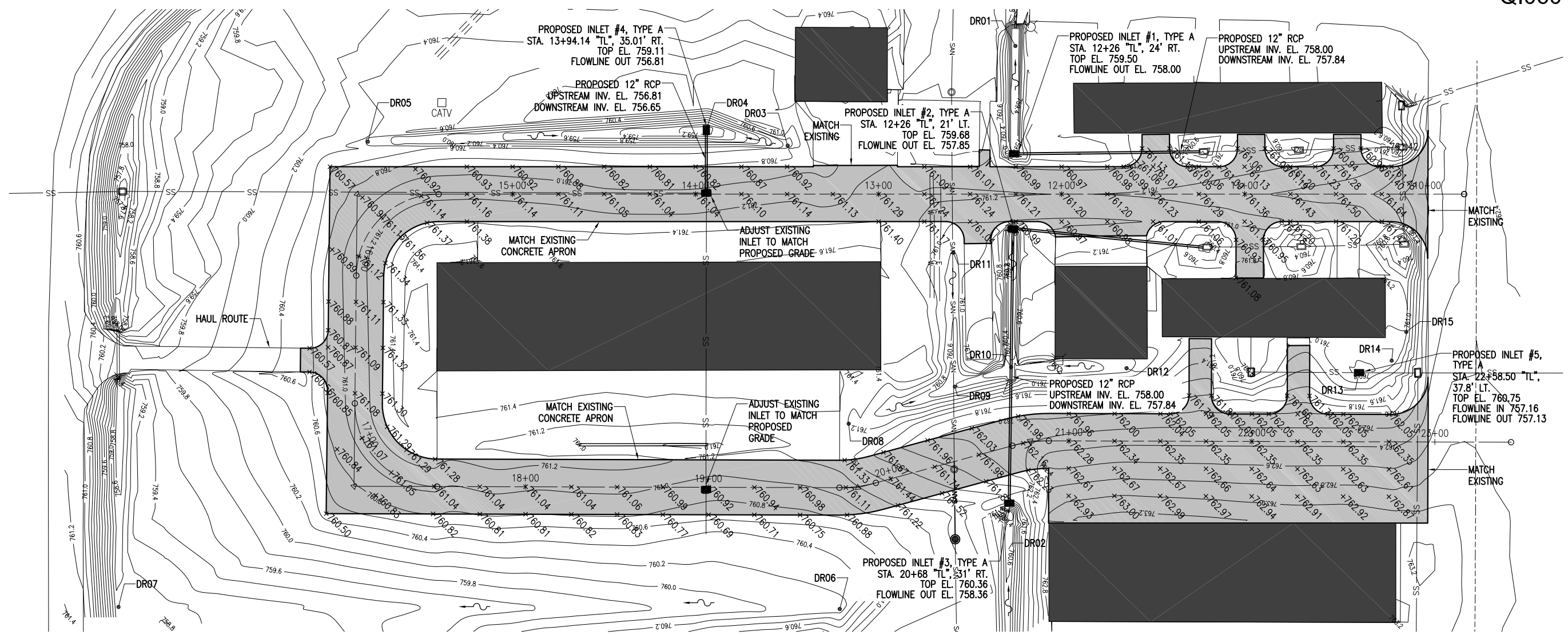
COORDINATE DATA TABLE					
NO.	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	9+99.70	34.93' RT.	1192235.29	2009026.74	BEGIN 20' RADIUS EDGE OF PAVEMENT
2	10+19.70	15.00' RT.	1192207.06	2009026.25	END 20' RADIUS EDGE OF PAVEMENT
3	10+26.38	15.00' RT.	1192202.41	2009021.45	BEGIN 10' RADIUS EDGE OF PAVEMENT
4	10+36.38	25.00' RT.	1192202.63	2009007.31	END 10' RADIUS EDGE OF PAVEMENT
5	10+36.38	32.67' RT.	1192208.13	2009001.97	EDGE OF PAVEMENT
6	10+51.38	32.67' RT.	1192197.69	2008991.20	EDGE OF PAVEMENT
7	10+51.38	25.00' RT.	1192192.18	2008996.54	BEGIN 10' RADIUS EDGE OF PAVEMENT
8	10+61.38	15.00' RT.	1192178.04	2008996.33	END 10' RADIUS EDGE OF PAVEMENT
9	10+78.87	15.00' RT.	1192165.87	2008983.77	BEGIN 10' RADIUS EDGE OF PAVEMENT
10	10+88.87	25.00' RT.	1192166.09	2008969.63	END 10' RADIUS EDGE OF PAVEMENT
11	10+88.87	32.67' RT.	1192171.59	2008964.29	EDGE OF PAVEMENT
12	11+03.87	32.67' RT.	1192161.15	2008953.52	EDGE OF PAVEMENT
13	11+03.87	25.00' RT.	1192155.65	2008958.86	BEGIN 10' RADIUS EDGE OF PAVEMENT
14	11+13.87	15.00' RT.	1192141.50	2008958.64	END 10' RADIUS EDGE OF PAVEMENT
15	11+31.03	15.00' RT.	1192129.56	2008946.32	BEGIN 10' RADIUS EDGE OF PAVEMENT
16	11+41.03	25.00' RT.	1192129.78	2008932.18	END 10' RADIUS EDGE OF PAVEMENT
17	11+41.03	32.75' RT.	1192135.34	2008926.79	EDGE OF PAVEMENT
18	11+56.03	32.61' RT.	1192124.80	2008916.12	EDGE OF PAVEMENT
19	11+56.03	25.00' RT.	1192119.34	2008921.41	BEGIN 10' RADIUS EDGE OF PAVEMENT
20	11+66.03	15.00' RT.	1192105.20	2008921.20	END 10' RADIUS EDGE OF PAVEMENT
21	12+89.75	15.00' RT.	1192019.07	2008832.37	EDGE OF PAVEMENT
22	13+35.66	15.00' RT.	1191987.12	2008799.42	EDGE OF PAVEMENT
23	15+75.53	39.39' RT.	1191803.25	2008609.80	EDGE OF PAVEMENT
24	17+16.02	40.20' RT.	1191665.62	2008740.34	EDGE OF PAVEMENT
25	19+71.77	15.00' RT.	1191860.52	2008942.47	BEGIN 90' RADIUS EDGE OF PAVEMENT
26	19+91.62	15.00' RT.	1191879.17	2008957.17	END 90' RADIUS EDGE OF PAVEMENT
27	20+68.94	15.00' RT.	1191945.69	2008996.59	EDGE OF PAVEMENT
28	20+88.99	15.00' RT.	1191958.24	2009006.51	EDGE OF PAVEMENT
29	20+89.10	42.95' RT.	1191938.18	2009025.97	EDGE OF PAVEMENT
30	22+96.25	44.28' RT.	1192081.00	2009176.02	EDGE OF PAVEMENT
31	9+99.95	35.07' LT.	1192184.86	2009075.29	BEGIN 20' RADIUS EDGE OF PAVEMENT
32	10+19.95	15.00' LT.	1192185.35	2009046.95	END 20' RADIUS EDGE OF PAVEMENT
33	10+37.31	15.00' LT.	1192173.26	2009034.49	EDGE OF PAVEMENT
34	10+37.31	14.77' LT.	1192173.43	2009034.33	EDGE OF PAVEMENT
35	10+49.41	14.96' LT.	1192164.87	2009025.77	EDGE OF PAVEMENT
36	10+49.41	15.00' LT.	1192164.84	2009025.80	EDGE OF PAVEMENT
37	10+79.69	15.00' LT.	1192143.76	2009004.06	BEGIN 10' RADIUS EDGE OF PAVEMENT
38	10+89.69	25.00' LT.	1192129.62	2009003.85	END 10' RADIUS EDGE OF PAVEMENT
39	10+89.69	45.82' LT.	1192114.67	2009018.34	EDGE OF PAVEMENT
40	11+04.69	45.82' LT.	1192104.23	2009007.57	EDGE OF PAVEMENT
41	11+04.69	25.00' LT.	1192119.18	2008993.08	BEGIN 10' RADIUS EDGE OF PAVEMENT
42	11+14.69	15.00' LT.	1192119.40	2008978.94	END 10' RADIUS EDGE OF PAVEMENT
43	11+43.85	15.00' LT.	1192099.10	2008958.00	BEGIN 10' RADIUS EDGE OF PAVEMENT
44	11+53.59	22.72' LT.	1192086.78	2008956.39	END 10' RADIUS EDGE OF PAVEMENT
45	12+03.26	23.38' LT.	1192051.73	2008921.18	BEGIN 10' RADIUS EDGE OF PAVEMENT

COORDINATE DATA TABLE					
NO.	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
46	12+13.13	15.00' LT.	1192050.87	2008908.27	END 10' RADIUS EDGE OF PAVEMENT
47	12+28.61	15.00' LT.	1192040.10	2008897.16	BEGIN 10' RADIUS EDGE OF PAVEMENT
48	12+38.60	25.23' LT.	1192025.80	2008897.10	END 10' RADIUS EDGE OF PAVEMENT
49	12+38.57	26.90' LT.	1192024.62	2008898.29	EDGE OF PAVEMENT
50	12+53.22	27.24' LT.	1192014.18	2008888.00	EDGE OF PAVEMENT
51	12+53.25	24.88' LT.	1192015.85	2008886.34	BEGIN 10' RADIUS EDGE OF PAVEMENT
52	12+63.25	15.00' LT.	1192015.98	2008872.28	END 10' RADIUS EDGE OF PAVEMENT
53	12+99.30	15.00' LT.	1191990.89	2008846.41	EDGE OF PAVEMENT
54	15+40.44	15.00' LT.	1191823.03	2008673.28	BEGIN 30' RADIUS EDGE OF PAVEMENT
55	16+10.63	15.00' LT.	1191780.84	2008672.40	END 30' RADIUS EDGE OF PAVEMENT
56	16+80.46	15.00' LT.	1191730.18	2008720.46	BEGIN 30' RADIUS EDGE OF PAVEMENT
57	17+51.54	15.03' LT.	1191729.23	2008763.04	END 30' RADIUS EDGE OF PAVEMENT
58	19+71.93	15.00' LT.	1191882.12	2008921.66	BEGIN 60' RADIUS EDGE OF PAVEMENT
59	19+91.62	15.00' LT.	1191894.47	2008931.36	END 60' RADIUS EDGE OF PAVEMENT
60	20+68.94	15.00' LT.	1191960.98	2008970.78	BEGIN 90' RADIUS EDGE OF PAVEMENT
61	20+89.09	15.00' LT.	1191979.89	2008985.74	END 90' RADIUS EDGE OF PAVEMENT
62	21+55.63	15.00' LT.	1192026.07	2009033.64	BEGIN 10' RADIUS EDGE OF PAVEMENT
63	21+65.63	25.00' LT.	1192040.21	2009033.90	END 10' RADIUS EDGE OF PAVEMENT
64	21+65.63	56.15' LT.	1192062.64	2009012.27	EDGE OF PAVEMENT
65	21+77.83	56.11' LT.	1192071.08	2009021.09	EDGE OF PAVEMENT
66	21+77.83	25.00' LT.	1192048.68	2009042.68	BEGIN 10' RADIUS EDGE OF PAVEMENT
67	21+88.01	15.00' LT.	1192048.55	2009056.95	END 10' RADIUS EDGE OF PAVEMENT
68	22+09.30	15.00' LT.	1192063.32	2009072.27	BEGIN 10' RADIUS EDGE OF PAVEMENT
69	22+19.30	25.00' LT.	1192077.46	2009072.53	END 10' RADIUS EDGE OF PAVEMENT
70	22+19.30	52.46' LT.	1192097.23	2009053.47	EDGE OF PAVEMENT
71	22+31.50	52.61' LT.	1192105.80	2009062.15	EDGE OF PAVEMENT
72	22+31.50	25.00' LT.	1192085.93	2009081.31	BEGIN 10' RADIUS EDGE OF PAVEMENT
73	22+41.50	15.00' LT.	1192085.67	2009095.45	END 10' RADIUS EDGE OF PAVEMENT
74	22+76.16	15.00' LT.	1192109.73	2009120.40	BEGIN 20' RADIUS EDGE OF PAVEMENT
75	22+96.16	35.29' LT.	1192138.22	2009120.72	END 20' RADIUS EDGE OF PAVEMENT
76	15+19.11	15.00' LT.	1191837.87	2008688.60	EDGE OF PAVEMENT
77	9+80.00	0.00'	1192223.93	2009065.20	BEGIN TAXILANE ALIGNMENT
78	15+40.44	0.00'	1191833.80	2008662.84	P.C. TAXILANE ALIGNMENT
79	15+75.53	18.29' RT.	1191802.81	2008630.89	P.I. TAXILANE ALIGNMENT
80	16+10.63	0.00'	1191770.52	2008661.52	P.T. TAXILANE ALIGNMENT
81	16+80.49	0.00'	1191719.84	2008709.60	P.C. TAXILANE ALIGNMENT
82	17+16.02	18.90' RT.	1191686.92	2008740.82	P.I. TAXILANE ALIGNMENT
83	17+51.54	0.00'	1191718.41	2008773.48	P.T. TAXILANE ALIGNMENT
84	19+71.48	0.00'	1191871.07	2008931.80	P.C. TAXILANE ALIGNMENT
85	19+81.55	0.68' RT.	1191878.10	2008939.10	P.I. TAXILANE ALIGNMENT
86	19+91.62	0.00'	1191886.82	2008944.27	P.T. TAXILANE ALIGNMENT
87	20+68.94	0.00'	1191953.34	2008983.69	P.C. TAXILANE ALIGNMENT
88	20+79.02	0.68' LT.	1191962.05	2008988.86	P.I. TAXILANE ALIGNMENT
89	20+89.09	0.00'	1191969.09	2008996.15	P.T. TAXILANE ALIGNMENT
90	23+41.65	0.00'	1192144.39	2009177.96	END TAXILANE ALIGNMENT

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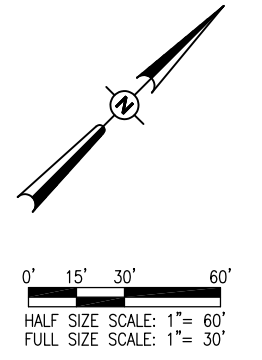
REVISION					
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 QUINCY REGIONAL AIRPORT BALDWIN FIELD QUINCY, ADAMS COUNTY, ILLINOIS					
Hanson Project No. 11A0172	Filename C-122-CON.dwg	NOT TO SCALE	Date 04/20/2012	LAYOUT	03/21/12
Scale	Date	DRAWN	ESC	REVIEWED	JDW
 HANSON <small>Copyright Hanson Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 So. Main Street Springfield, Illinois 62703-2886</small>					
PROPOSED CONSTRUCTION NOTES AND COORDINATE TABLES			RECONSTRUCT HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS <small>IDA NO. UIN-4165 AIP NO. 3-17-0085-B3</small>		
<div style="font-size: 2em; font-weight: bold; margin: 0;">8</div> <div style="font-size: 0.8em; margin: 0;">8 of 22 sheets</div>					



DRAINAGE POINT TABLE			
POINT	STATION	OFFSET	ELEVATION
DR01	12+25.29	81.02' RT.	759.23
DR02	20+52.16	53.91' RT.	760.47
DR03	13+49.72	26.55' RT.	760.51
DR04	13+94.14	35.01' RT.	759.11
DR05	15+62.20	38.21' RT.	760.31
DR06	19+71.67	66.33' RT.	760.13
DR07	17+06.49	161.45' RT.	758.88
DR08	19+80.70	34.68' LT.	761.21
DR09	20+47.11	39.39' LT.	760.42
DR10	20+75.74	42.14' LT.	760.02
DR11	12+59.17	32.02' LT.	760.80
DR12	21+31.43	39.85' LT.	760.50
DR13	22+58.50	37.79' LT.	760.75
DR14	22+76.32	44.40' LT.	760.87
DR15	22+84.22	60.14' LT.	760.99

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

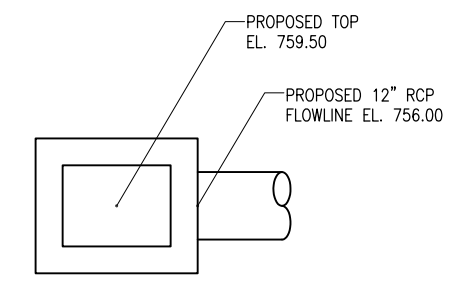
ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.



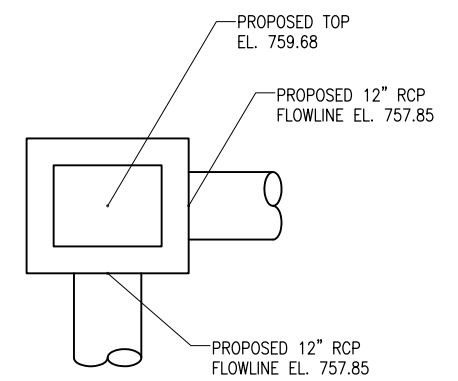
- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDINGS
 - PROPOSED PAVEMENT

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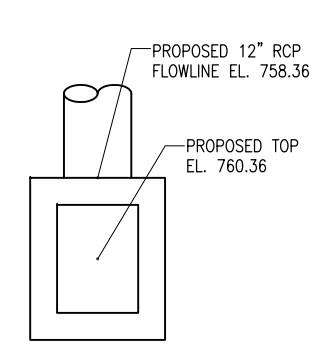
REVISION		QUINCY REGIONAL AIRPORT BALDWIN FIELD QUINCY, ADAMS COUNTY, ILLINOIS 			
DATE					
HANSON 					
Copyright Hanson Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 S. Main Street Springfield, Illinois 62703-2886					
Hanson Project No. 11A0172 Filename C-131-DRN.dwg Scale 1"=30' Date 04/20/2012		LAYOUT DRAWN REVIEWED	DWG ESC JDW	03/16/12 03/16/12 03/22/12	
PROPOSED GRADING AND DRAINAGE PLAN			RECONSTRUCT HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS IDA NO. UIN-4165 AIP NO. 3-17-0085-B3		
9					
9 of 22 sheets					



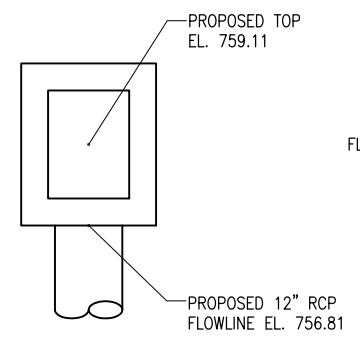
INLET 1 DETAIL
STA. 12+26 "TL", 24.0' RT.
NOT TO SCALE



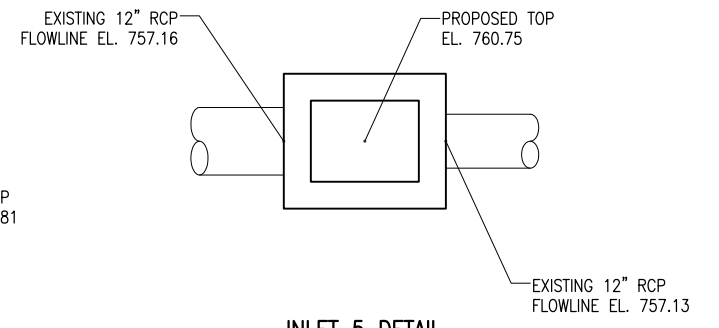
INLET 2 DETAIL
STA. 12+26 "TL", 21.0' LT.
NOT TO SCALE



INLET 3 DETAIL
STA. 20+68 "TL", 31.0' RT.
NOT TO SCALE

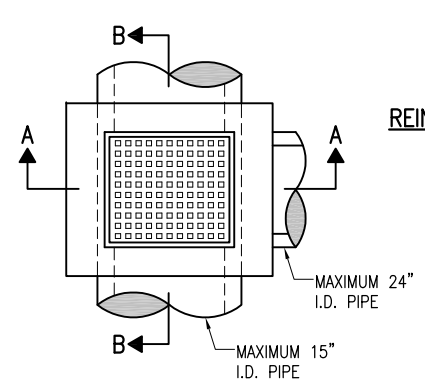


INLET 4 DETAIL
STA. 13+94.14 "TL", 35.0' RT.
NOT TO SCALE

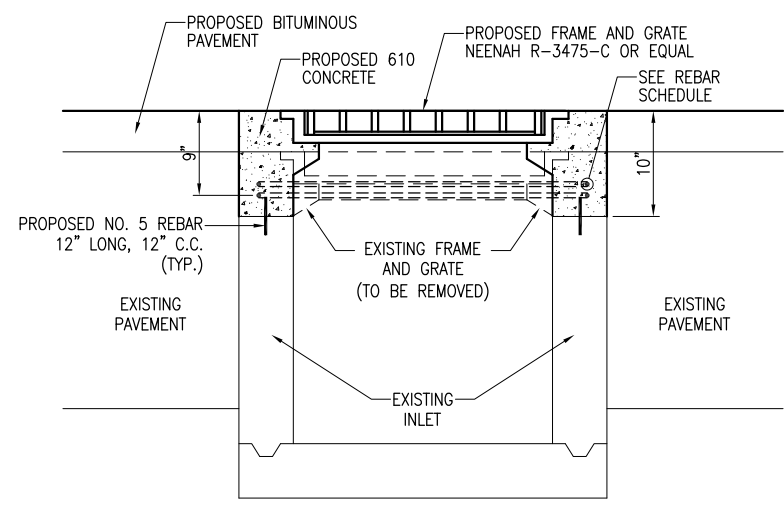


INLET 5 DETAIL
STA. 22+58.50 "TL", 37.8' LT.
NOT TO SCALE

REINFORCING BARS SCHEDULE					
TYPE	QUANTITY PER INLET	DIMENSIONS		SIZE	APPROX. WT. OF BARS IN INLET
		A	B		
A	2	3'-4"	2'-4"	#5	16.7



REINFORCING STEEL BAR TYPE



INLET ADJUSTMENT DETAIL
NOT TO SCALE

INLET ADJUSTMENT NOTES

THE EXISTING INLET WILL BE ADJUSTED AS SHOWN ON THE DETAIL ON THIS SHEET.

THE EXISTING FRAME SHALL BE JACKHAMMERED FROM THE EXISTING INLET AND A NEW FRAME RESET AS SHOWN IN THE DETAIL.

THE INLET ADJUSTMENT WILL BE PAID FOR UNDER THE FOLLOWING: AR751940 "ADJUST INLET" 751940, EACH.

CONTRACTOR TO MEASURE AND VERIFY SIZE OF EXISTING INLET.

INLET NOTES

ALL COSTS ASSOCIATED WITH INSTALLATION OF THE PROPOSED INLET SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM AR751411 INLET TYPE A, PER EACH. THIS COST SHALL INCLUDE BUT NOT BE LIMITED TO EXCAVATION, CUTTING EXISTING PIPES (WHERE APPLICABLE), SETTING THE PROPOSED INLET AND MAKING WATER TIGHT CONNECTIONS TO BOTH PROPOSED AND EXISTING PIPES, AND BACKFILL IN ACCORDANCE WITH THE SPECIFICATIONS.

THE CONTRACTOR SHALL VERIFY THAT THE PROPOSED INLET SIZE IS ADEQUATE PRIOR TO ORDERING.

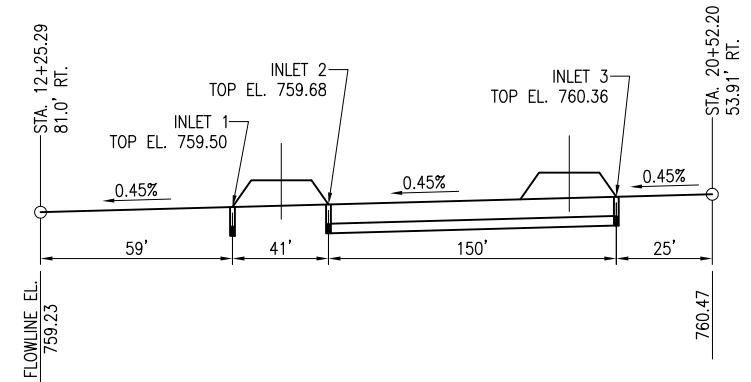
INLET TO BE CONSTRUCTED OF STRUCTURAL PC CONCRETE. THE CONTRACT UNIT PRICE PER INLET SHALL INCLUDE THE FRAME, GRATE, AND STEPS IN PLACE AND COMPLETE PER UNIT.

1/2" CHAMFER TO BE USED ON ALL EXPOSED CORNERS OF INLETS. BARS TO BE INSTALLED 2" FROM FACE OF WALLS.

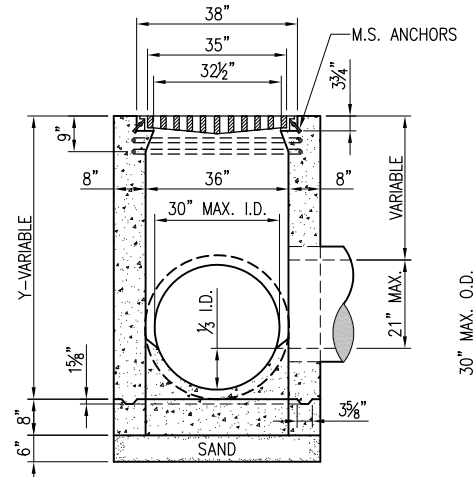
THE FRAME AND GRATE SHALL BE NEENAH R-4840-C OR APPROVED EQUAL WITH ANCHOR LUGS (GRATE TYPE C), OR DEETER 2425.

"H" SHALL BE EQUAL TO THE PROPOSED PAVEMENT THICKNESS AND NOT LESS THAN THE ATTACHED MINIMUMS.

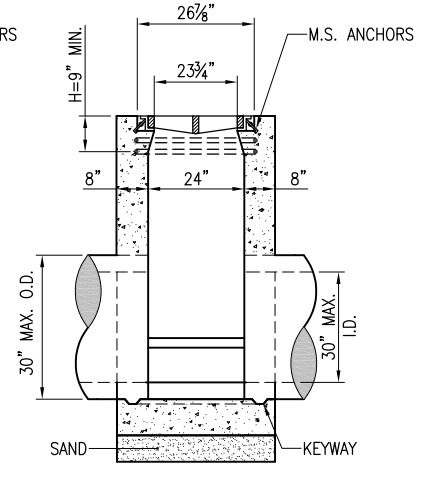
INLET STEPS SHALL BE NEENAH R-1980-1 OR APPROVED EQUAL. 12" TO 15" C.C. STEPS TO BE INSTALLED WHEN Y IS GREATER THAN 5'. THE COST OF THE STEPS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EACH INLET.



DRAINAGE DITCH ELEVATION
NOT TO SCALE



SECTION A-A



SECTION B-B

INLET DETAIL
NOT TO SCALE

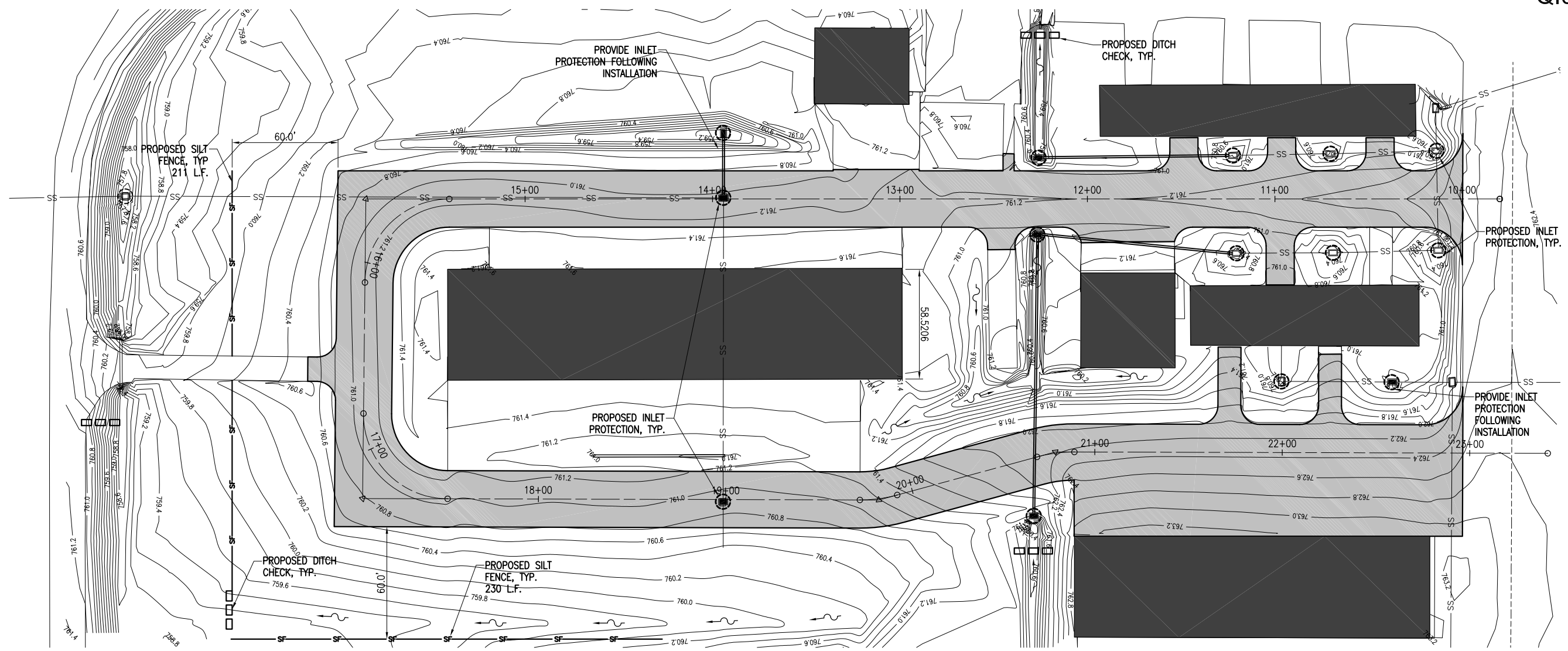
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Date 04/20/2012	DATE	REVISION
LAYOUT	DAW	03/21/12
DRAWN	ESC	03/21/12
REVIEWED	JDW	03/22/12

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PROPOSED DRAINAGE DETAILS
RECONSTRUCT HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS
IDA NO. UIN-4165 AIP NO. 3-17-0085-B3

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QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS



EROSION CONTROL NOTES

ALL EROSION CONTROL MEASURES WILL BE PLACED PRIOR TO ANY DISRUPTION OF THE EXISTING SOD AREAS OR THE PLACEMENT OF TOPSOIL FROM OFF SITE. THE CONTRACTOR WILL REMOVE THE INLET PROTECTION AND DITCH CHECKS ONCE A STAND OF GRASS IS ESTABLISHED AND ACCEPTED BY THE RESIDENT ENGINEER. REMOVAL OF THE EROSION CONTROL MEASURES WILL BE INCIDENTAL TO THEIR RESPECTIVE PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL PROPOSED EROSION CONTROL MEASURES SHALL BE COMPLETED AS DETAILED ON THIS EROSION CONTROL PLAN AND IN ACCORDANCE WITH THE SPECIFICATIONS.

EROSION CONTROL MEASURES ARE GOVERNED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S STANDARDS AND SPECIFICATIONS FOR SOIL EROSIONS AND SPECIFICATION FOR SOIL EROSIONS AND SEDIMENT CONTROL.

SILT FENCE WILL BE USED FOR INLET PROTECTION AS SHOWN ON THIS SHEET.

THE PROPOSED INLET PROTECTION WILL BE PLACED AT THE LOCATIONS SHOWN ON THIS SHEET.

INSPECTION OF THE INLET PROTECTION SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY, AS NEEDED. ANY REPAIR/REPLACEMENT MADE WILL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

INLET PROTECTION IS TO INCLUDE ALL INCIDENTALS NECESSARY TO CONSTRUCT THESE ITEMS AND WILL BE PAID FOR UNDER ITEM: AR156520 "INLET PROTECTION" - PER EACH

THE PROPOSED DITCH CHECKS WILL BE CONSTRUCTED AS SHOWN ON THIS SHEET AND SHALL CONSIST OF A MINIMUM OF 3 BALES PER LOCATION. INSPECTION OF THE DITCH CHECKS SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY, AS NEEDED. ANY REPAIR/REPLACEMENT MADE WILL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EROSION CONTROL NOTES (CONTINUED)

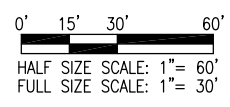
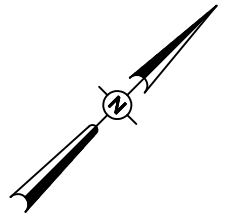
THE DITCH CHECKS WILL INCLUDE ALL INCIDENTALS NECESSARY TO COMPLETE THE ITEM AND WILL BE PAID FOR UNDER ITEM: AR156511 "DITCH CHECK" - PER EACH

EROSION CONTROL FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM WATER DRAINAGE.

COST OF REMOVAL AND REPLACEMENT SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM AR156510 SILT FENCE.

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.



LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING INLET
- PROPOSED INLET
- PROPOSED INLET PROTECTION
- PROPOSED SILT FENCE
- DITCH CHECK
- SWALE FLOWLINE

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REVISION	DATE

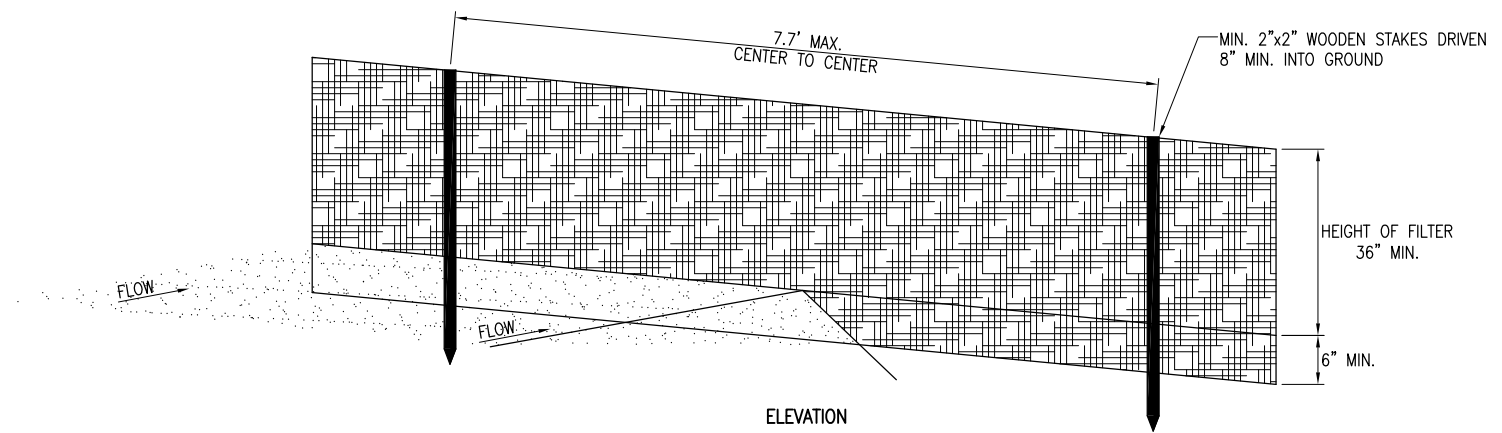
QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS

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		REVIEWED	JDW	03/22/12

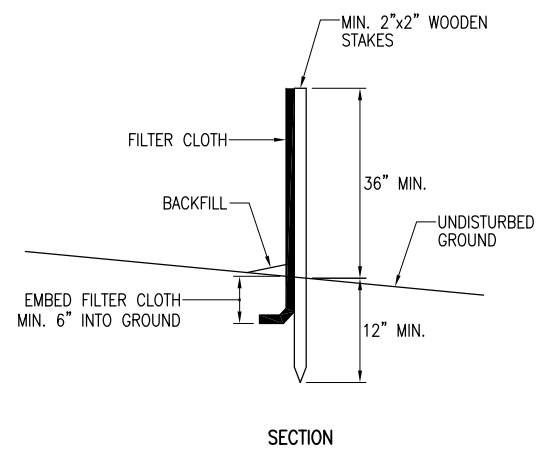
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Springfield, Illinois 62703-2886

PROPOSED STORM WATER POLLUTION PREVENTION PLAN

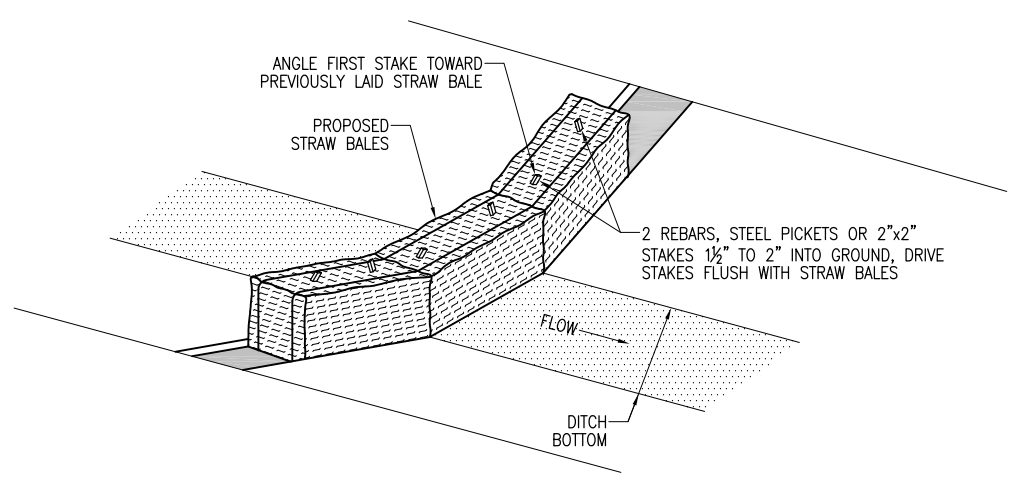
RECONSTRUCT T-HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS
IDA NO. UIN-4165 AIP NO. 3-17-0085-B3



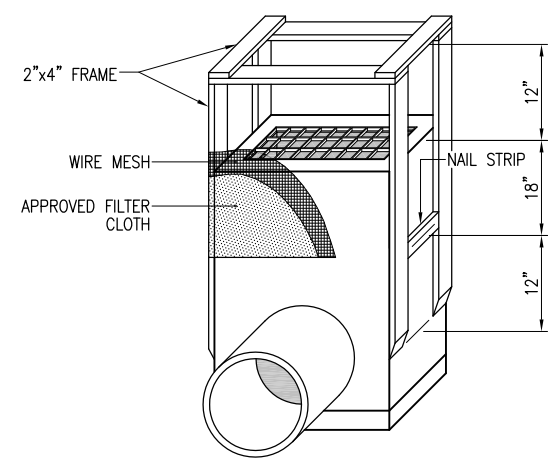
PERIMETER SILT FENCE DETAIL
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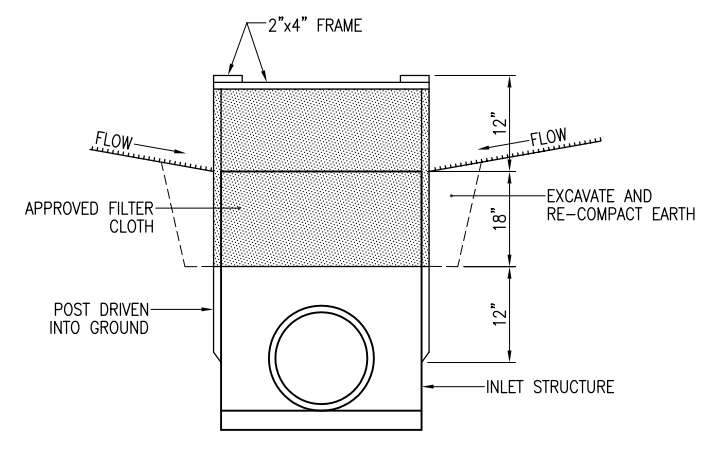
SECTION



DITCH CHECK DETAIL
NOT TO SCALE




INLET PROTECTION DETAIL
NOT TO SCALE



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REVISION	DATE

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS

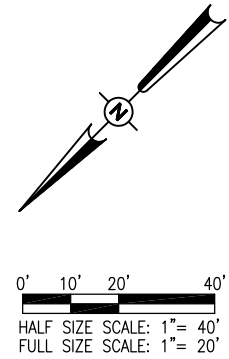
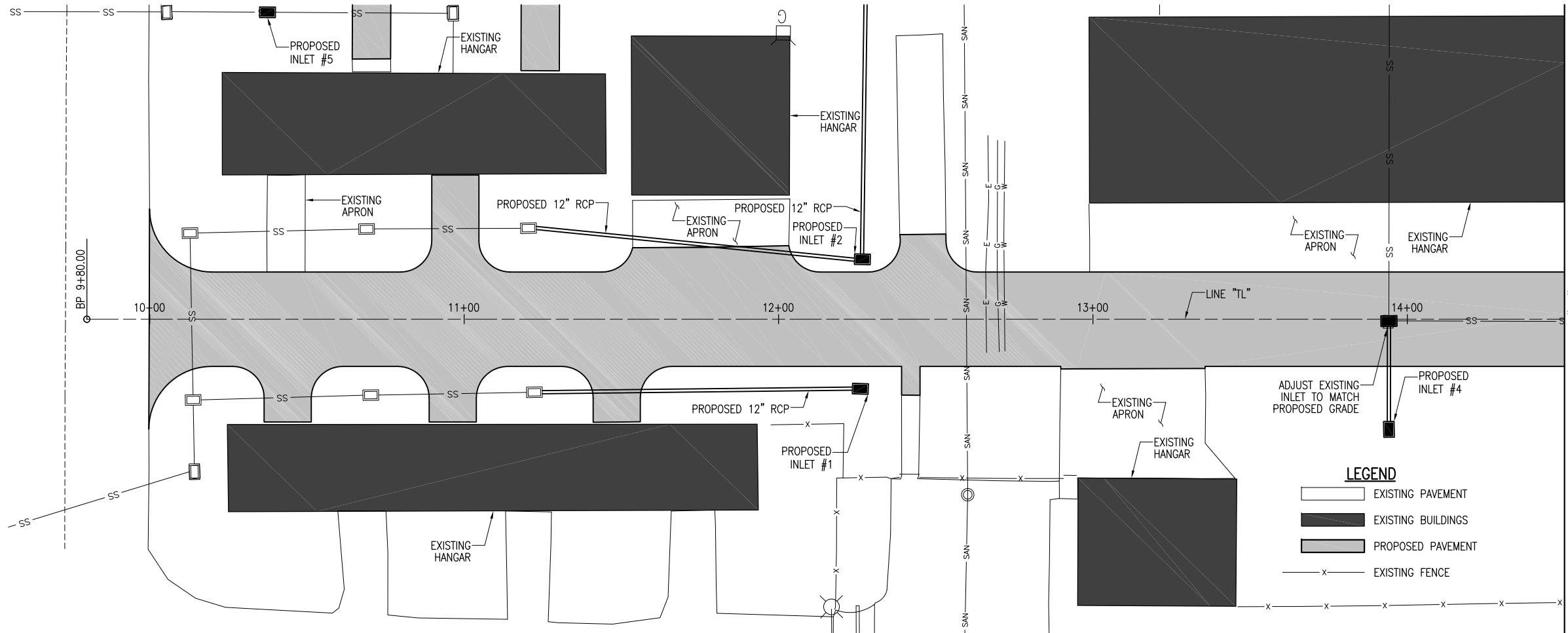


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LAYOUT	DAW 03/19/12
DRAWN	ESC 03/19/12
REVIEWED	JDW 03/22/12

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PROPOSED STORM WATER
POLLUTION PREVENTION
DETAILS

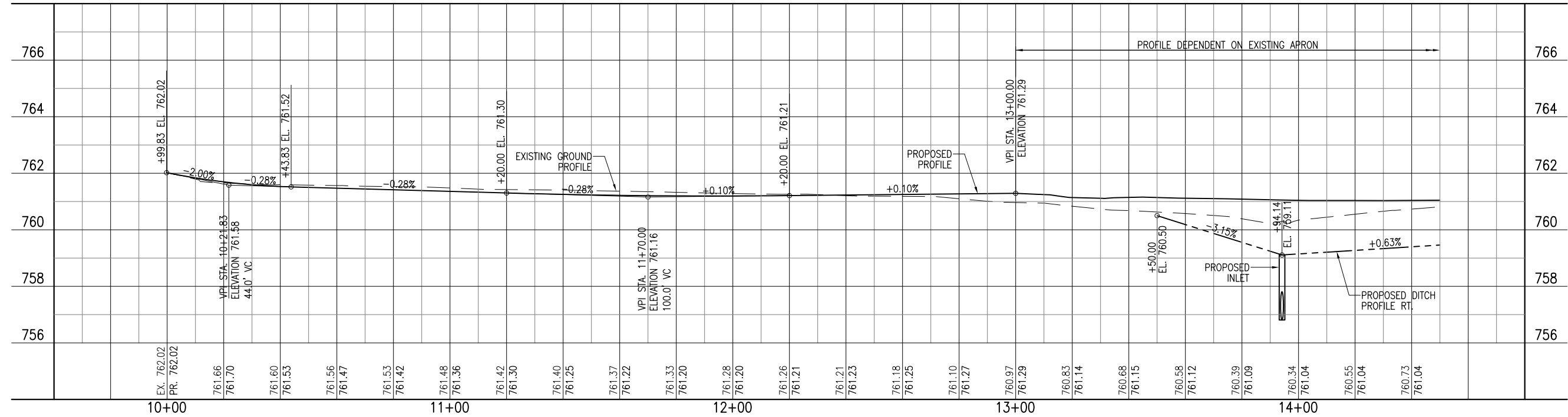
RECONSTRUCT THANGAR TAXIWAYS
AND DRAINAGE IMPROVEMENTS
IDA NO. UIN-4165 AIP NO. 3-17-0085-B3



- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDINGS
 - PROPOSED PAVEMENT
 - EXISTING FENCE

NOTE: SEE PROPOSED GRADING AND DRAINAGE PLAN FOR CONSTRUCTION ITEMS RELATING TO DRAINAGE.

MATCH LINE STA. 14+50 "TL" - SEE NEXT SHEET



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REVISION	DATE

QUINCY REGIONAL AIRPORT
 BALDWIN FIELD
 QUINCY, ADAMS COUNTY, ILLINOIS

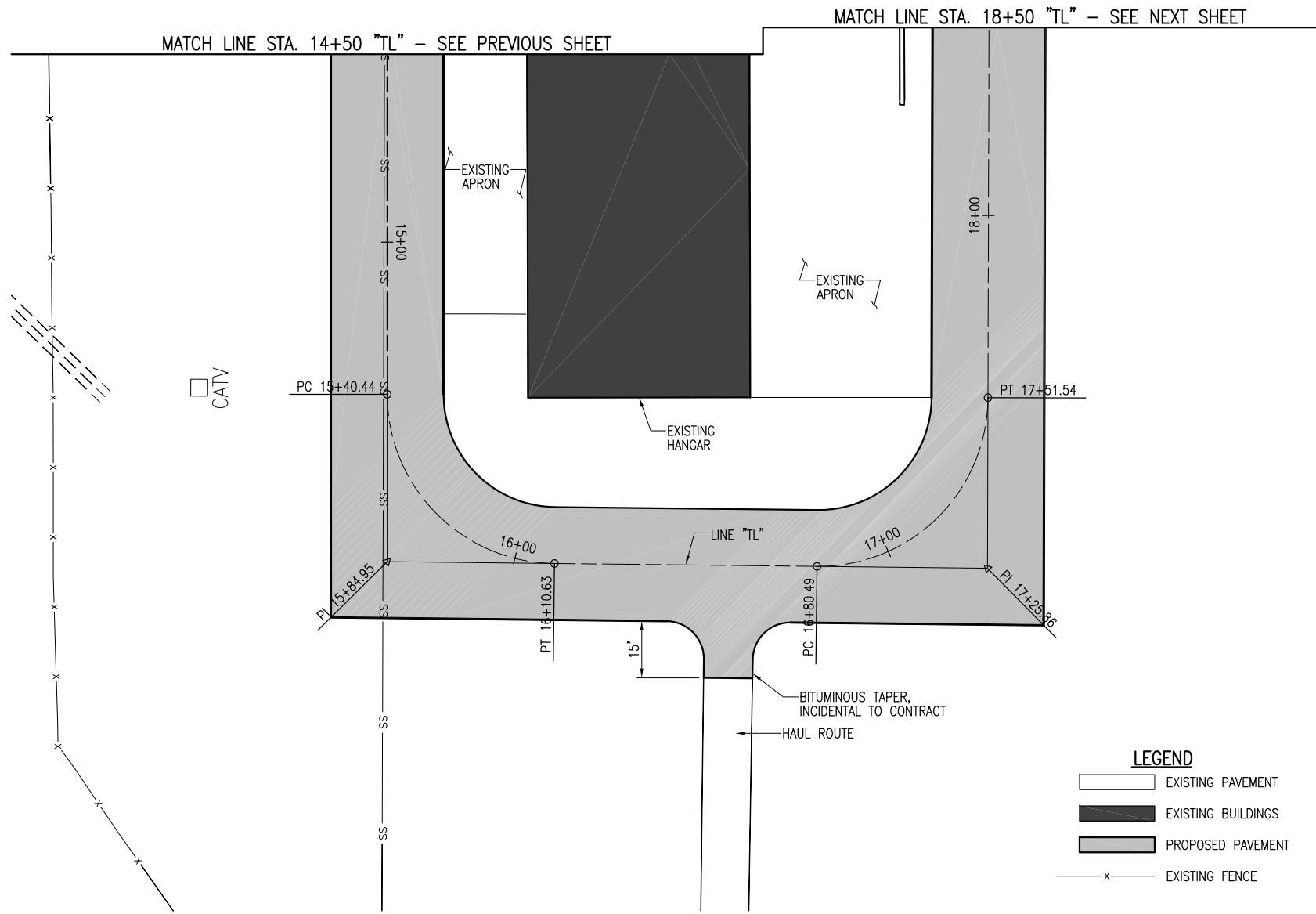


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Scale 1"=20'H, 1"=2'V	Date 04/20/2012	DRAWN	03/19/12
		ESC	03/19/12
		REVIEWED	03/22/12

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PLAN AND PROFILE STA.
 9+80 TO STA. 14+50

RECONSTRUCT T-HANGAR TAXIWAYS
 AND DRAINAGE IMPROVEMENTS
 IDA NO. UIN-4165 AIP NO. 3-17-0085-B3



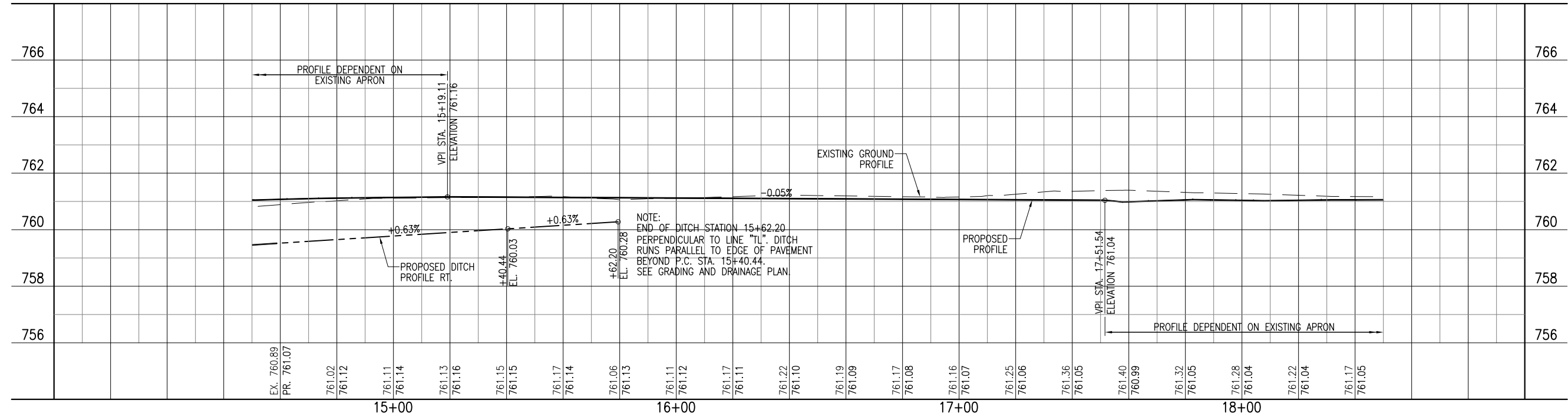
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- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING FENCE

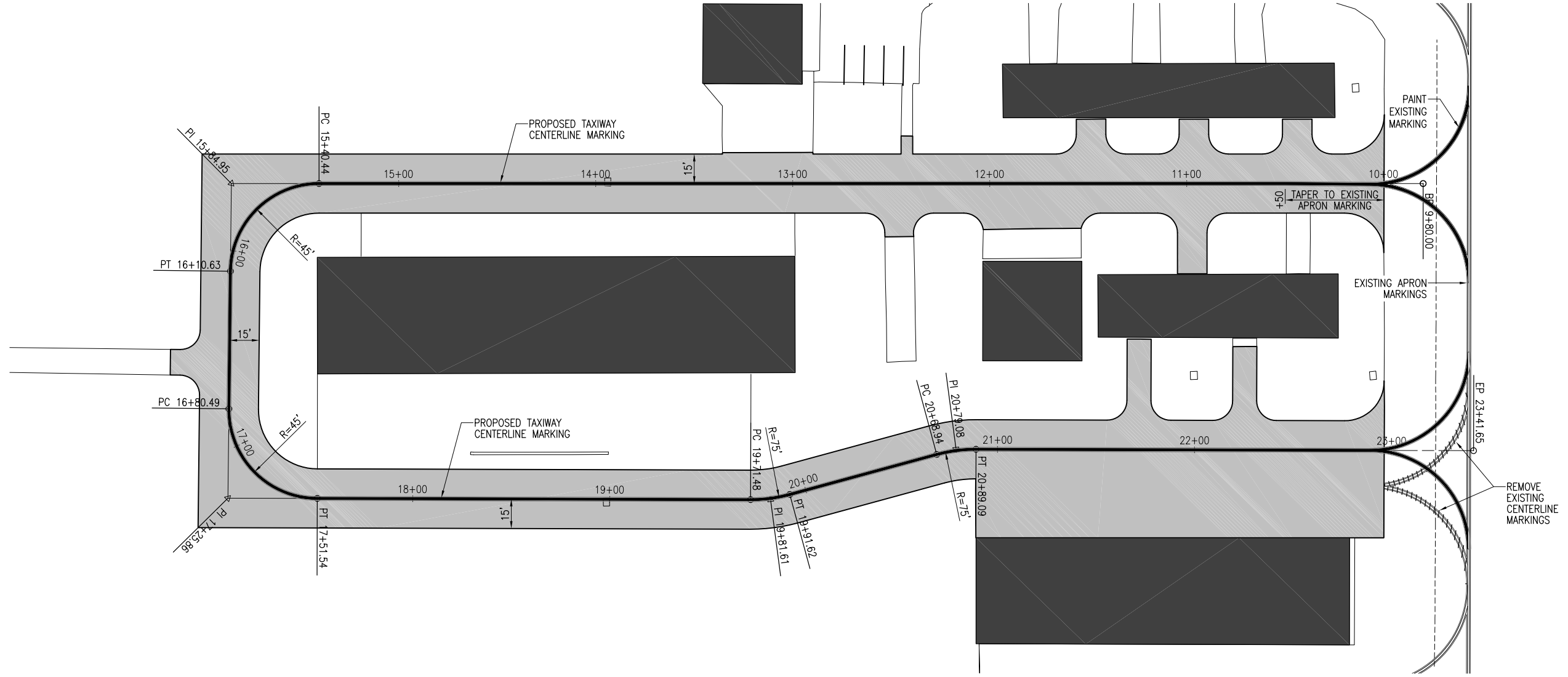
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HALF SIZE SCALE: 1" = 40'

FULL SIZE SCALE: 1" = 20'



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DATE		
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DRAWN	ESC	03/19/12
REVIEWED	JDW	03/22/12
<p>© Copyright Hanson Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 South Main Street Springfield, Illinois 62703-2886</p>		
<p>PLAN AND PROFILE STA. 14+50 TO STA. 18+50</p> <p>RECONSTRUCT T-HANGAR TAXIWAYS AND DRAINAGE IMPROVEMENTS IDA NO. UIN-4165 AIP NO. 3-17-0085-B3</p>		
<p style="font-size: 2em; font-weight: bold;">14</p> <p>14 of 22 sheets</p>		



MARKING REMOVAL NOTES

THE AREAS THAT ARE DESIGNATED EXISTING MARKING TO BE REMOVED WILL BE REMOVED BY SANDBLASTING, SHOT BLASTING, OR OTHER APPROVED METHOD.

ALL AREAS TO BE REMOVED ARE CALCULATED AREAS. ANY ADDITIONAL AREAS, DUE TO OVER SPRAY, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ANY DAMAGE TO THE EXISTING PAVEMENT SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

THE PROPOSED MARKING REMOVAL SHALL BE PAID FOR UNDER ITEM:
AR620900 "PAVEMENT MARKING REMOVAL" _____ PER S.F.

MARKING NOTES

ALL MARKING WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF FAA AC 150/5340-1, STANDARDS FOR AIRPORT MARKING.

TAXIWAY CENTERLINE MARKINGS WILL BE 12 INCHES IN WIDTH, SOLID, AND YELLOW IN COLOR. TAXIWAY CENTERLINE MARKINGS WILL BE OUTLINED IN BLACK.

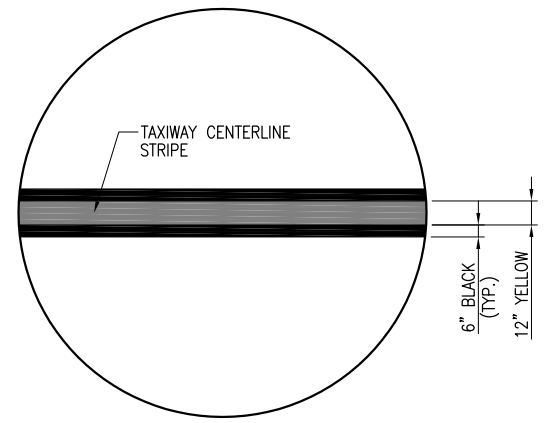
ALL PROPOSED MARKING WILL BE LOCATED AS SHOWN. MARKING LAYOUT WILL BE PERFORMED BY THE CONTRACTOR AND VERIFIED BY THE RESIDENT ENGINEER PRIOR TO MARKING.

ALL PROPOSED YELLOW MARKING WILL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS. BLACK MARKING WILL NOT REQUIRE REFLECTIVE MEDIA.

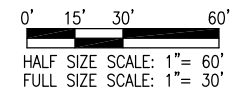
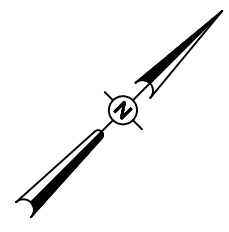
CUT-OFF SHEETS WILL BE REQUIRED TO ENSURE STRAIGHT EDGES.

ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS AT A RATE OF 115 S.F./GAL. MAXIMUM PER THE SPECIFICATIONS.

PROPOSED MARKING ITEMS WILL BE PAID FOR UNDER ITEMS:
AR620520 - PAVEMENT MARKING - WATERBORNE, PER SQUARE FOOT
AR620525 - PAVEMENT MARKING - BLACK BORDER, PER SQUARE FOOT



TAXIWAY CENTERLINE DETAIL
NOT TO SCALE



LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- PROPOSED PAVEMENT MARKING

REVISION	DATE

**QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS**

Hanson Project No. 11A0172	File Name C-151-MRK.dwg	LAYOUT	DAW	03/16/12
Scale 1"=30'	Date 04/20/2012	DRAWN	ESC	03/16/12
		REVIEWED	JDW	03/22/12

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PROPOSED MARKING PLAN

**RECONSTRUCT T-HANGAR TAXIWAYS
AND DRAINAGE IMPROVEMENTS**

IDA NO. UIN-4165 AIP NO. 3-17-0085-B3

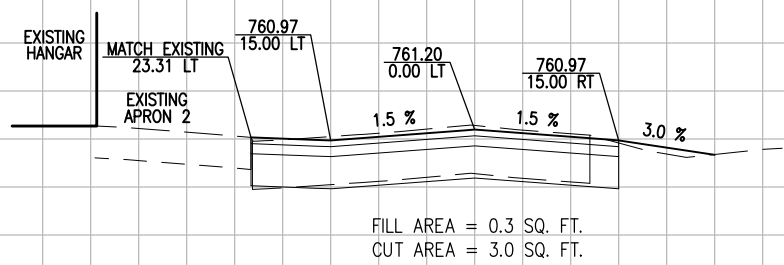
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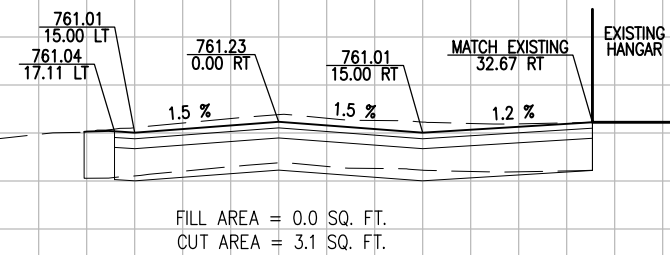
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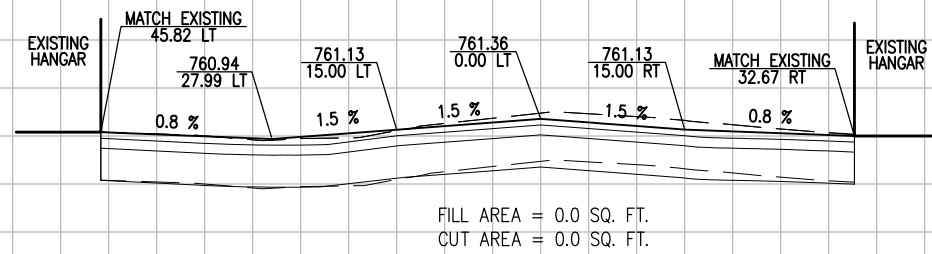
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11+50.00



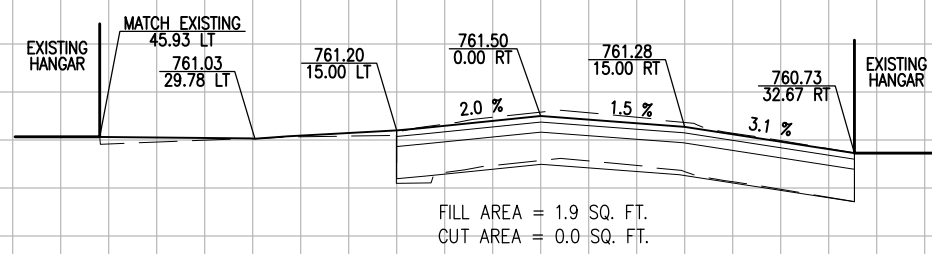
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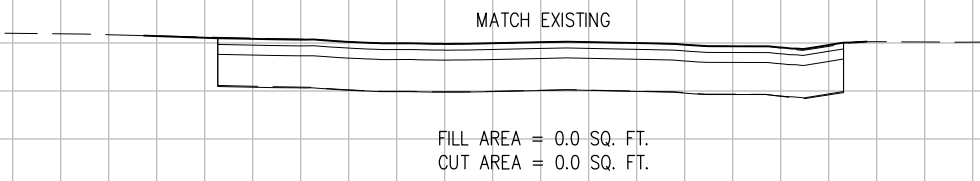
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9+99.83



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REVISION	DATE

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS

Hanson Project No. 11A0172	Filename C-301-XS.dwg	Scale 1"=10'H 1"=2'V	Date 04/20/2012
LAYOUT	DAW	03/21/12	
DRAWN	MLH	03/22/12	
REVIEWED	JDW	03/22/12	

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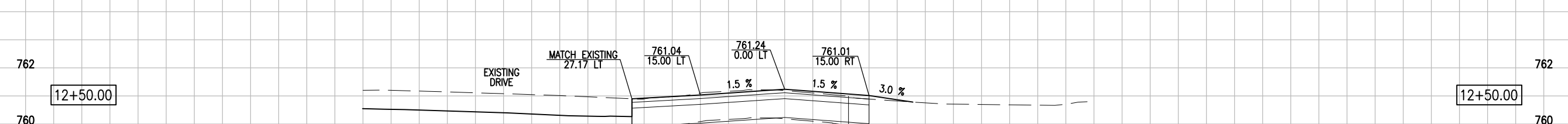
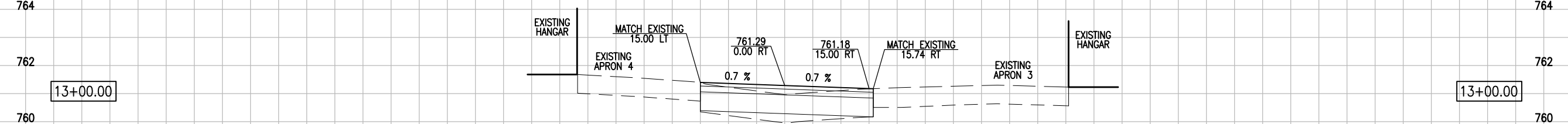
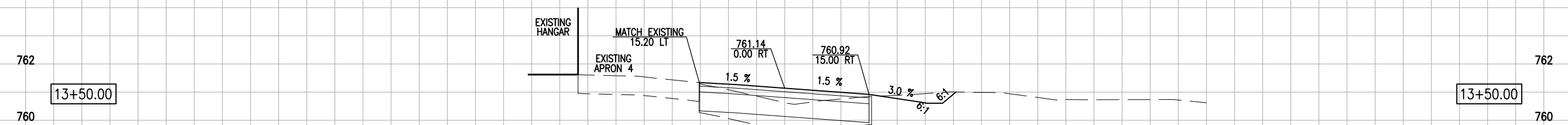
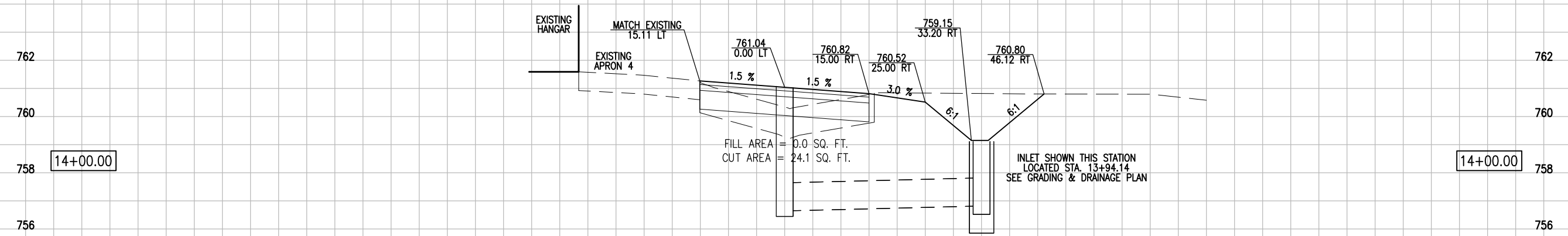
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RECONSTRUCT T-HANGAR TAXIWAYS
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IDA NO. UIN-4165 AIP NO. 3-17-0085-B3

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QI060



120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

REVISION	DATE

QUINCY REGIONAL AIRPORT
 BALDWIN FIELD
 QUINCY, ADAMS COUNTY, ILLINOIS

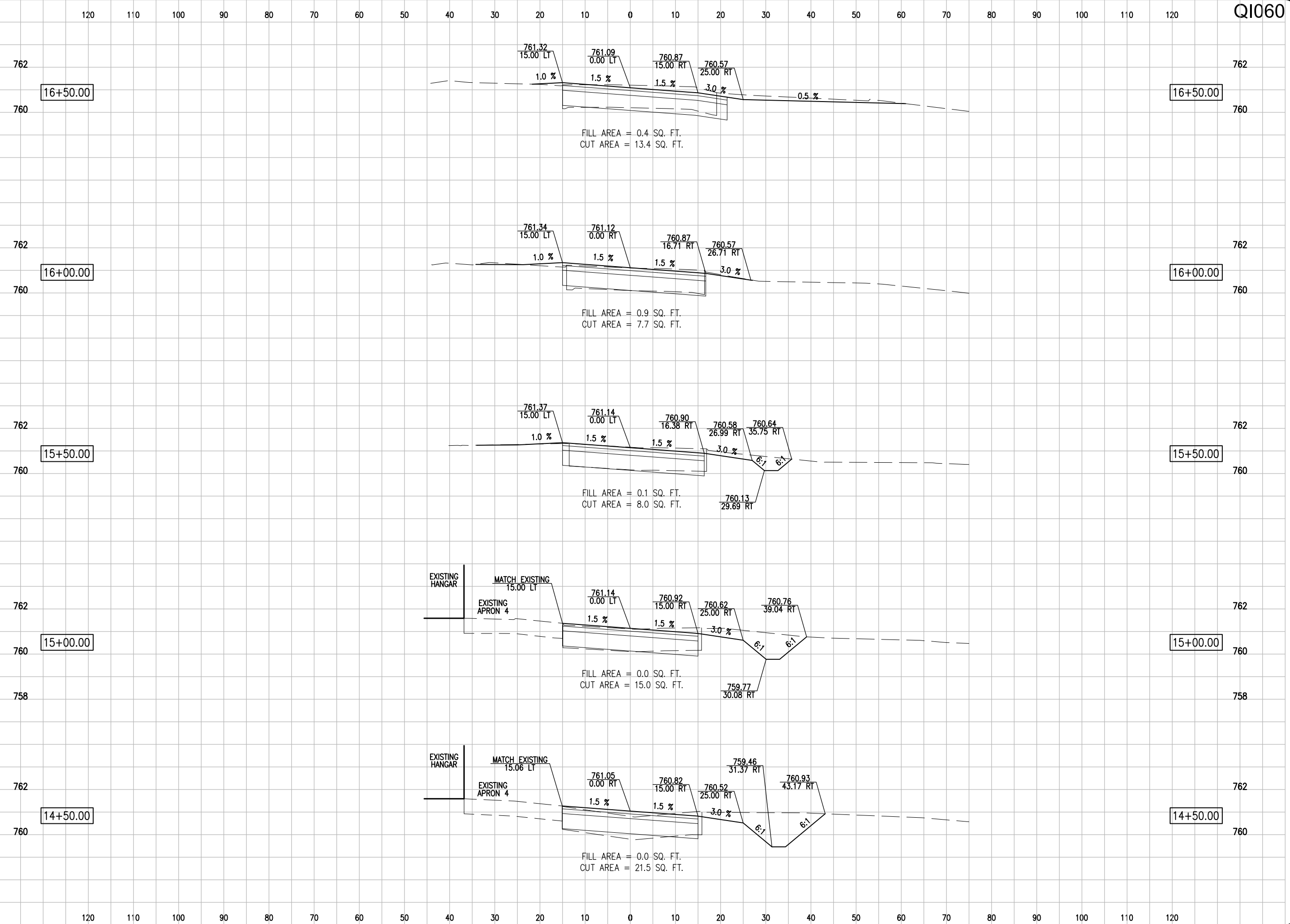


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REVIEWED	JDW	03/22/12	



CROSS SECTIONS STA.
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QUINCY REGIONAL AIRPORT
 BALDWIN FIELD
 QUINCY, ADAMS COUNTY, ILLINOIS

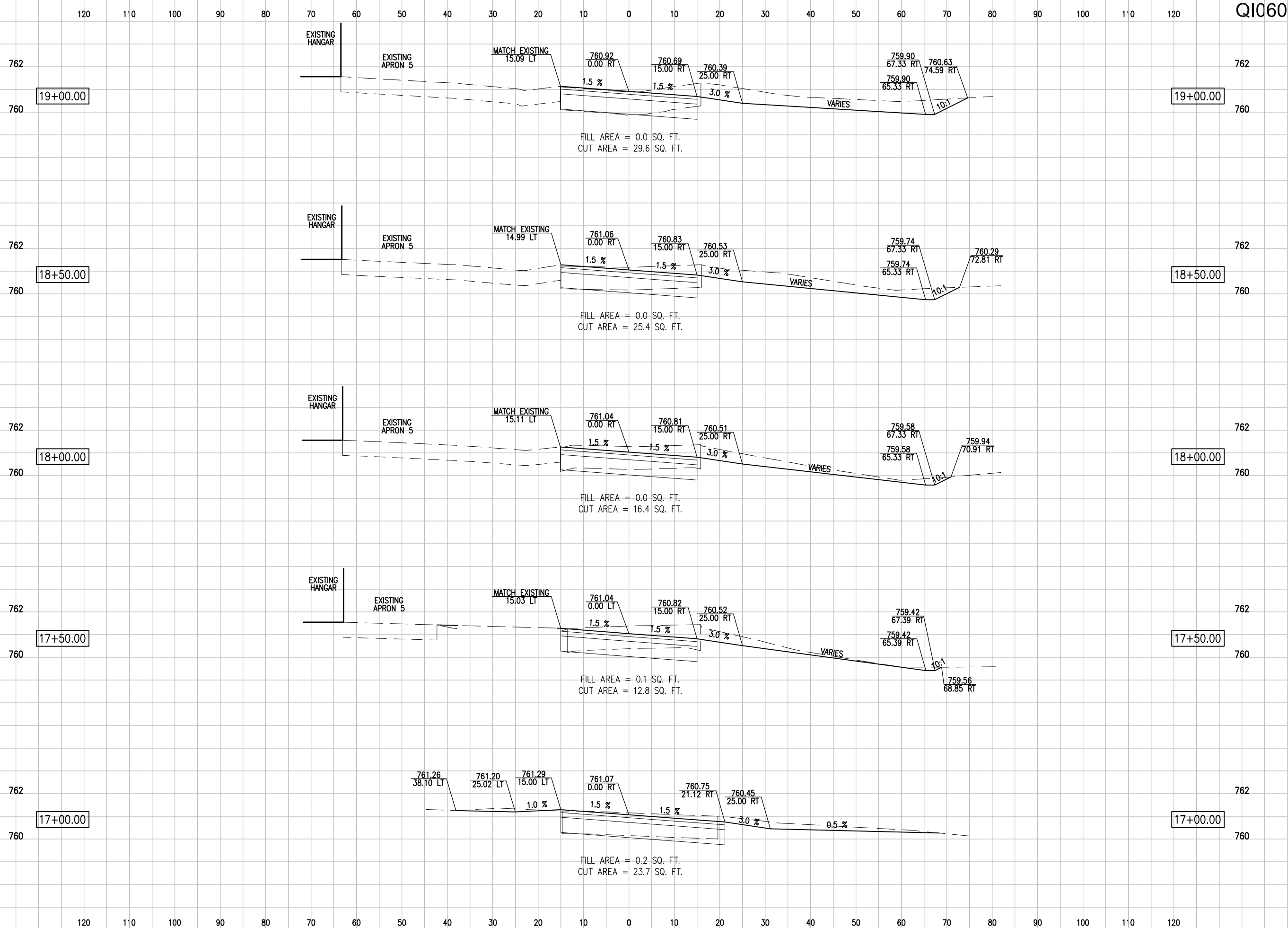


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Date 04/20/2012		

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REVISION	DATE

QUINCY REGIONAL AIRPORT
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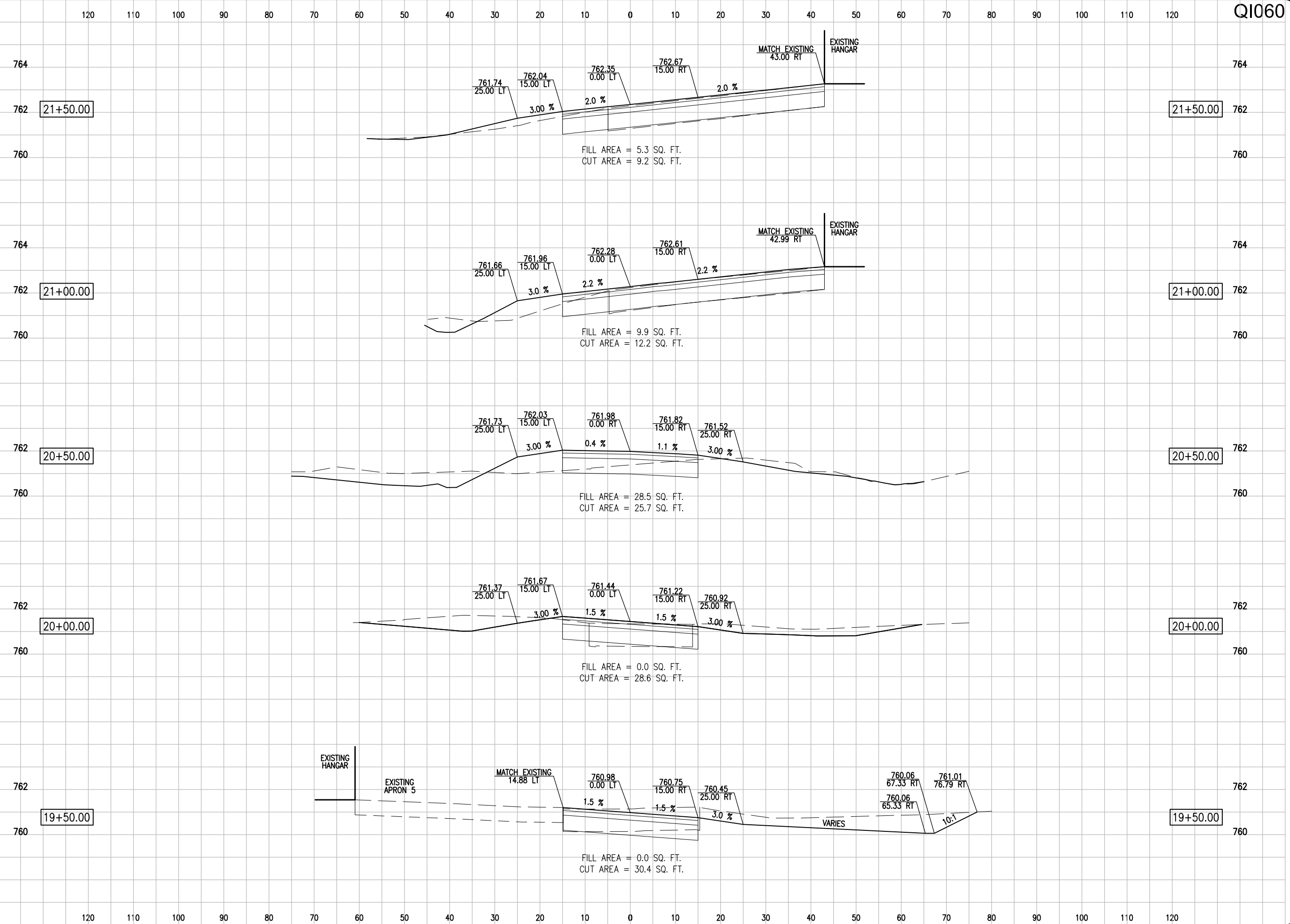


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Date 04/20/2012		



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 AND DRAINAGE IMPROVEMENTS
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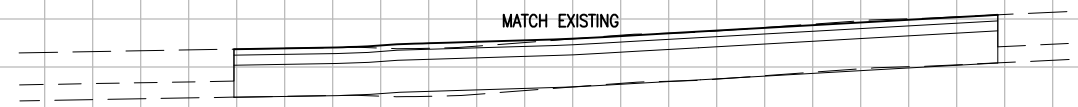
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Date 04/20/2012	
LAYOUT	DAW 03/21/12
DRAWN	MLH 03/22/12
REVIEWED	JDW 03/22/12
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<h1>21</h1>	
<small>21 of 22 sheets</small>	

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762 22+96.31

760



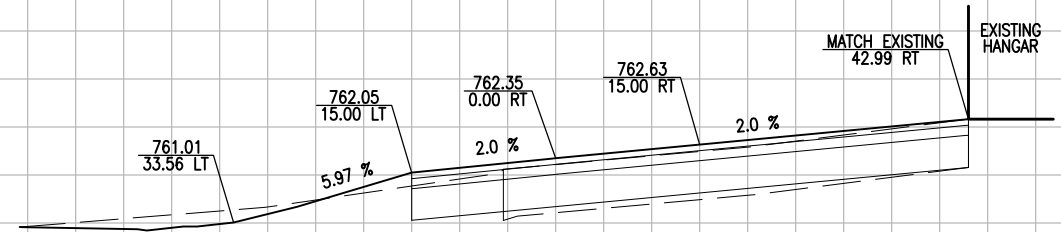
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CUT AREA = 0.0 SQ. FT.

22+96.31 762

764

762 22+50.00

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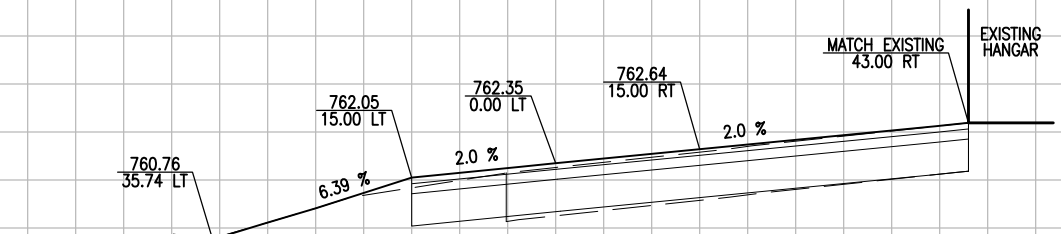
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CUT AREA = 12.7 SQ. FT.

22+50.00 762

764

762 22+00.00

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FILL AREA = 0.9 SQ. FT.
CUT AREA = 8.7 SQ. FT.

22+00.00 762

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REVISION	DATE

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
QUINCY, ADAMS COUNTY, ILLINOIS

Hanson Project No. 11A0172	DAW	03/21/12
Filename C-301-XS.dwg	DRAWN	MLH
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AND DRAINAGE IMPROVEMENTS
IDA NO. UIN-4165 AIP NO. 3-17-0085-B3

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