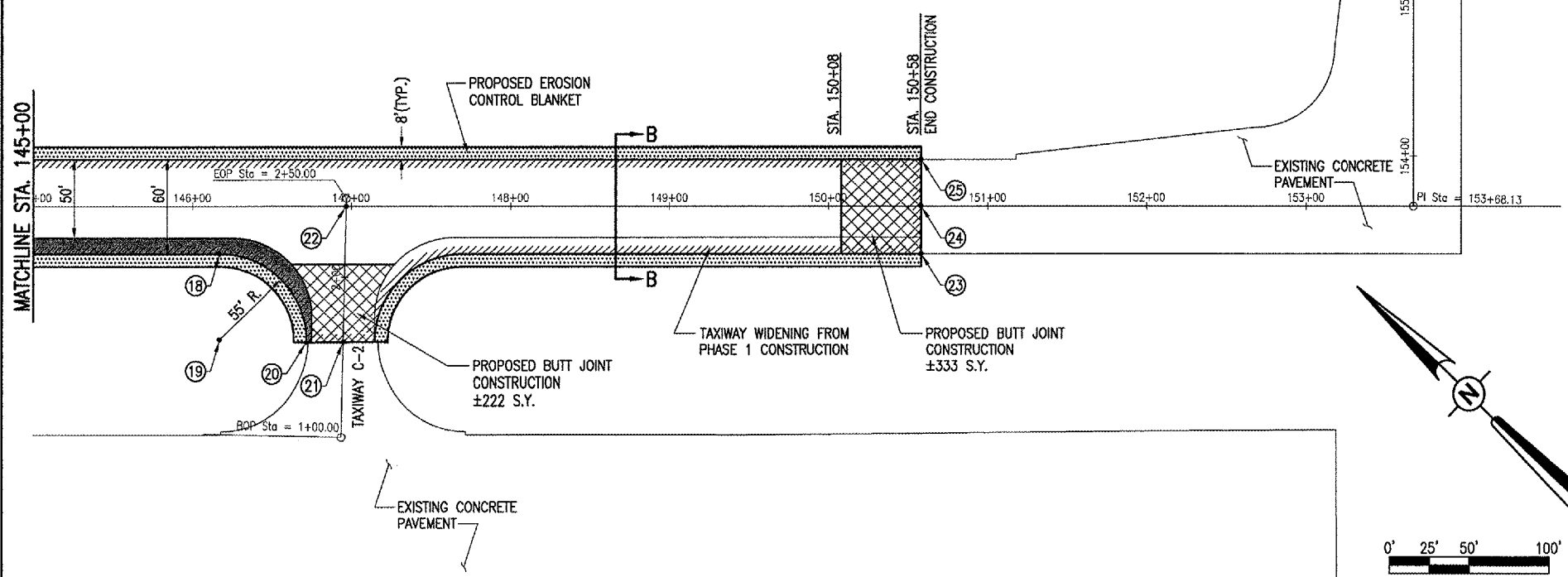


POINT DATA TABLE					
NO.	DESCRIPTION	STATION	OFFSET	NORTHING	EASTING
18	RADIUS RETURN	146+16.89	30' RT.	1,192,108.4348	2,009,524.6884
19	CENTER OF RADIUS	146+16.89	85' RT.	1,192,070.2453	2,009,485.0960
20	RADIUS RETURN	146+71.88	86.77' RT.	1,192,029.4708	2,009,522.0401
21	PAVEMENT EDGE	146+94.89	86.55' RT.	1,192,013.0705	2,009,538.1852
22	CENTERLINE OF TAXIWAY "C"	146+96.74	0'	1,192,071.8767	2,009,601.7190
23	PAVEMENT EDGE	150+58.00	30' RT.	1,191,791.2169	2,009,831.1438
24	CENTERLINE OF TAXIWAY "C"	150+58.00	0'	1,191,812.0609	2,009,852.7199
25	PAVEMENT EDGE	150+58.00	30' LT.	1,191,832.9049	2,009,874.2960

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

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



SOIL PROCESSING AND COMPACTION NOTES:

THE SUBGRADE COMPACTION REQUIREMENT FOR PROPOSED TAXIWAY "C" WIDENING WILL ADHERE TO ITEM AR152 FOR AIRCRAFT GREATER THAN 60,000 LBS.

LIME MODIFIED SOIL PROCESSING SHALL CONSIST OF CONSTRUCTING A 16 INCH COURSE OF A MIXTURE OF SOIL, LIME, AND WATER IN ACCORDANCE WITH THE RATES AND METHODS PROVIDED.

THE BY-PRODUCT LIME QUANTITY WAS CALCULATED AT 6% OF THE DRY SOIL WEIGHT (120 LBS/CF) MAXIMUM DENSITY. THE ACTUAL AMOUNT SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO CONSTRUCTION.

THE SUBGRADE SHALL BE CUT AND WITHIN GRADE TOLERANCE PRIOR TO LIME MODIFICATION. THE CONTRACTOR SHALL PROCESS THE SOIL TO 1.5' OUTSIDE THE PROPOSED PAVEMENT SURFACE ON ALL SIDES.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ACCOUNT FOR ANY "FLUFF" OR "SWELL" IN THE MODIFIED SUBGRADE.

ANY SWELL SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF SWELL.

THE ENTIRE THICKNESS OF THE TREATED SUBGRADE SHALL BE COMPACTED TO A DENSITY OF NOT LESS THAN 95% OF THE MAXIMUM DRY DENSITY. THE MAXIMUM DRY DENSITY OF THE LIME-MODIFIED SOIL SHALL BE DETERMINED BY ASTM D1557 FOR AIRCRAFT 60,000 LBS OR MORE. DETERMINATION OF OPTIMUM MOISTURE CONTENT AND MAXIMUM DRY DENSITY OF LIME MODIFIED SOIL IS THE CONTRACTOR'S RESPONSIBILITY.

ONCE THE SPECIFIED DENSITY OF THE LIME-SOIL MIXTURE IS ACHIEVED, THE CONTRACTOR MAY START FINAL TRIMMING OPERATIONS AND PLACEMENT OF THE OVERLYING COURSE IF THE COMPACTED LIME MODIFIED LAYER IS NOT RUTTED OR DISTORTED BY THE EQUIPMENT.

THE CONTRACTOR SHALL KEEP THE LIME-SOIL MIXTURE MOIST CURED FOR A MINIMUM OF SEVEN (7) DAYS BY WATERING OR BY PLACEMENT OF THE OVERLYING COURSE.

AR209-CRUSHED AGGREGATE BASE COURSE NOTES

THE CRUSHED AGGREGATE BASE COURSE (209) SHALL BE PLACED IN ACCORDANCE WITH ITEM 209 CRUSHED AGGREGATE BASE COURSE OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE CRUSHED AGGREGATE BASE COURSE MATERIAL (CA-6) WILL BE USED TO CONSTRUCT A BASE COURSE FOR THE PROPOSED PAVEMENTS. THE CRUSHED AGGREGATE BASE COURSE MATERIAL WILL BE CONSTRUCTED TO THE DEPTHS SHOWN IN THE TYPICAL SECTIONS AND COMPACTED TO NOT LESS THAN 95 PERCENT MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557 (MODIFIED PROCTOR).

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

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 MOISTURE AND MAXIMUM DRY DENSITY FOR THE SUPPLIED BASE COURSE MATERIAL AS DETERMINED BY ASTM D1557 (MODIFIED PROCTOR).

THE COMPACTION CONTROL TEST TO BE USED SHALL BE FOR AIRCRAFT GREATER THAN 60,000 LBS.

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.

DATE	REVISION	BY

QUINCY REGIONAL AIRPORT
BALDWIN FIELD
ADAMS COUNTY, ILLINOIS

IL PROJ.: UIN-3690
A.I.P. PROJ.: 3-17-00B5-B1

I/EI Project No. 82407TXID_0100 Filename R-121.CON.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 62705-2886
Chicago Nationwide

REALIGN, WIDEN AND REHABILITATE TAXIWAY "C" - PHASE 2
PROPOSED CONSTRUCTION PLAN
STA. 145+00 TO STA. 153+68.13

MAY 09, 2007 1:59 PM MLH
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