

ITEM 9A

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF AERONAUTICS
 CONSTRUCTION PLANS

FOR

QUAD-CITY
 INTERNATIONAL
 AIRPORT

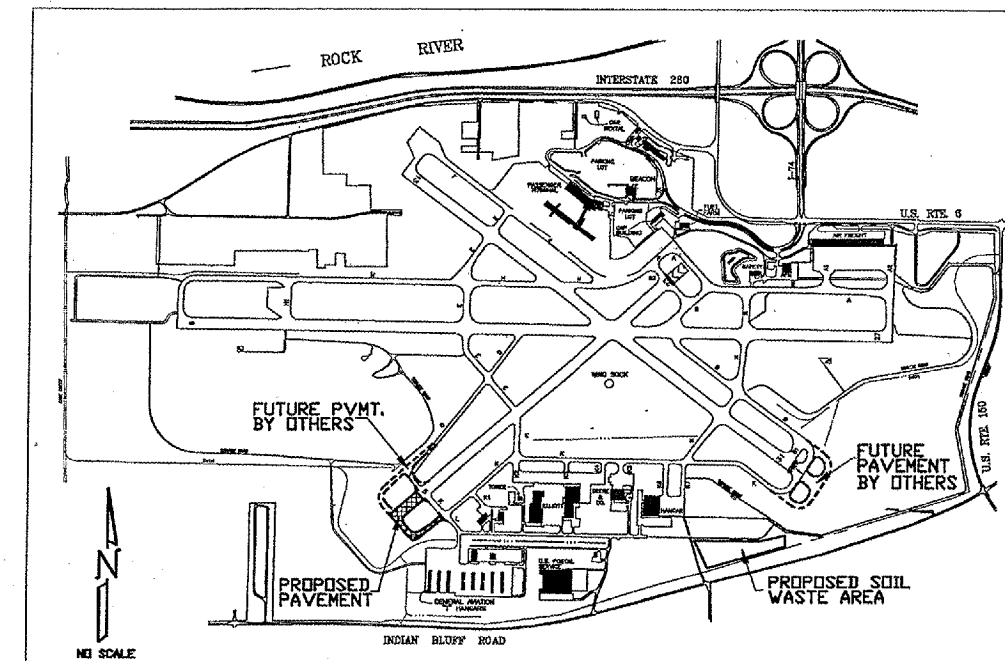
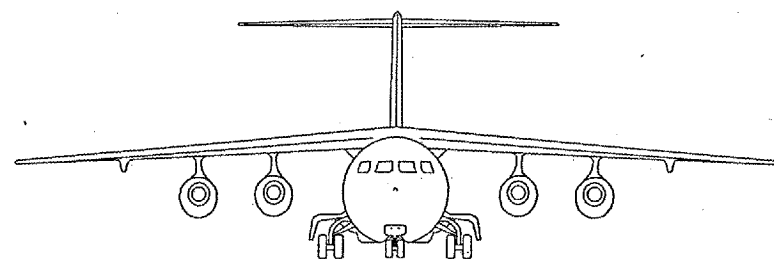
ROCK ISLAND COUNTY, ILLINOIS

RUNWAY 5 EXTENSION - PAVING

RUNWAY 5 (500' X 150') AND TAXIWAY K (805' X 50')
 PAVEMENT, LIGHTING, UNDERDRAIN, AND MARKING EXTENSIONS
 ALONG WITH ASSOCIATED RUNWAY GROOVING, FINISH
 EARTHWORK, UTILITY ADJUSTMENTS AND TURFING.

ILLINOIS PROJECT MLI-3623
 A.I.P. PROJECT NO. 3-17-0068-XX
 AIRPORT CLASSIFICATION - AIR CARRIER

AIRCRAFT APPROACH CATEGORY - B
 AIRPLANE DESIGN GROUP - III
 LATITUDE 41°26'52.4", LONGITUDE 90°30'33.9", ELEVATION 589'M.S.L.



PROJECT LOCATION MAP

WARNING



CALL BEFORE
 YOU DIG

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CONSULTING ENGINEERS MISSMAN, STANLEY & ASSOC. ENGINEER'S SIGNATURE <i>Dennis P. Martini</i> SEALED & SIGNED <i>5/16/07</i> DATE OF LICENSE EXPIRATION <i>11/30/07</i> 	METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY, ILLINOIS <i>Bruce Carter</i> <i>5-16-07</i> DATE APPROVED
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MAY 10, 2007 OFFICIAL DATE OF PLANS	PREPARED BY MISSMAN, STANLEY & ASSOCIATES Consulting Civil Engineers ROCK ISLAND, ILLINOIS
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SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	4,780	
AR108258	2/C #8 5 KV UG CABLE IN UD	L.F.	315	
AR108825	25 PAIR CONTROL CABLE	L.F.	7,600	
AR110216	5" STEEL DUCT, DIRECT BURY	L.F.	115	
AR110501	1-WAY CONC. ENCASED DUCT	L.F.	30	
AR110502	2-WAY CONCRETE ENCASED DUCT	L.F.	145	
AR110503	3-WAY CONCRETE ENCASED DUCT	L.F.	95	
AR125415	MITL-BASE MOUNTED	EACH	25	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	5	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	1	
AR125510	MIRL, BASE MOUNTED	EACH	6	
AR125565	SPLICE CAN	EACH	1	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	1	
AR125924	REPLACE TAXI GUIDANCE SIGN	EACH	4	
AR125931	REPLACE LIGHT LENSE	EACH	12	
AR125962	RELOCATE BASE MOUNTED LIGHT	EACH	26	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	5,115	
AR152440	BORROW EXCAVATION	C.Y.	43,640	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	7,920	
AR209511	CRUSHED AGGREGATE BASE, (CA-1)	TON	100	
AR209600	GEOTEXTILE FABRIC	S.Y.	16,500	
AR401610	BITUMINOUS SURFACE COURSE	TON	140	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	23	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	22	
AR501509	9" PCC PAVEMENT	S.Y.	15,450	
AR501530	PCC TEST BATCH	EACH	1	
AR501540	PCC PAVEMENT GROOVING	S.Y.	7,300	
AR501900	REMOVE PCC PAVEMENT	S.Y.	275	
AR602510	BITUMINOUS PRIME COAT	GAL	260	
AR603510	BITUMINOUS TACK COAT	GAL	4	
AR620510	PAVEMENT MARKING	S.F.	18,020	
AR620595	TEMPORARY MARKING & REMOVAL	S.F.	300	
AR620900	PAVEMENT MARKING REMOVAL	S.F.	4,425	
AR701512	12" RCP, CLASS IV	L.F.	400	
AR701518	18" RCP, CLASS IV	L.F.	23	
AR701731	RCEP SPAN 68 RISE 43	L.F.	36	
AR701734	RCEP SPAN 76 RISE 48	L.F.	15	
AR705506	6" PERFORATED UNDERDRAIN	L.F.	2,940	
AR705508	8" PERFORATED UNDERDRAIN	L.F.	640	
AR751415	INLET-SPECIAL	EACH	3	
AR751550	MANHOLE 5'	EACH	2	
AR751568	MANHOLE 8'	EACH	1	
AR751570	MANHOLE - SPECIAL	EACH	9	
AR751904	REMOVE MANHOLE	EACH	5	
AR751944	ADJUST MANHOLE - PAVEMENT	EACH	1	
AR752760	P R CONC. FES EQ. ROUND SIZE 60"	EACH	1	
AR752900	REMOVE END SECTION	EACH	2	
AR801605	REPLACE TAXI GUIDANCE SIGN PANEL	EACH	22	
AR801614	SUPPLY TAXI GUIDANCE SIGN PANEL	EACH	20	
AR801622	REPLACE VASI WITH PAPI	L.S.	1	
AR801623	LOW PROFILE BARRICADE	EACH	40	
AR801625	ANALYZE SCAN SYSTEM	L.S.	1	
AR901510	SEEDING	ACRE	25	
AR908513	MULCHING - METHOD 3	ACRE	25	
AR908520	EXCELSIOR BLANKET	S.Y.	1,565	

GENERAL NOTES:

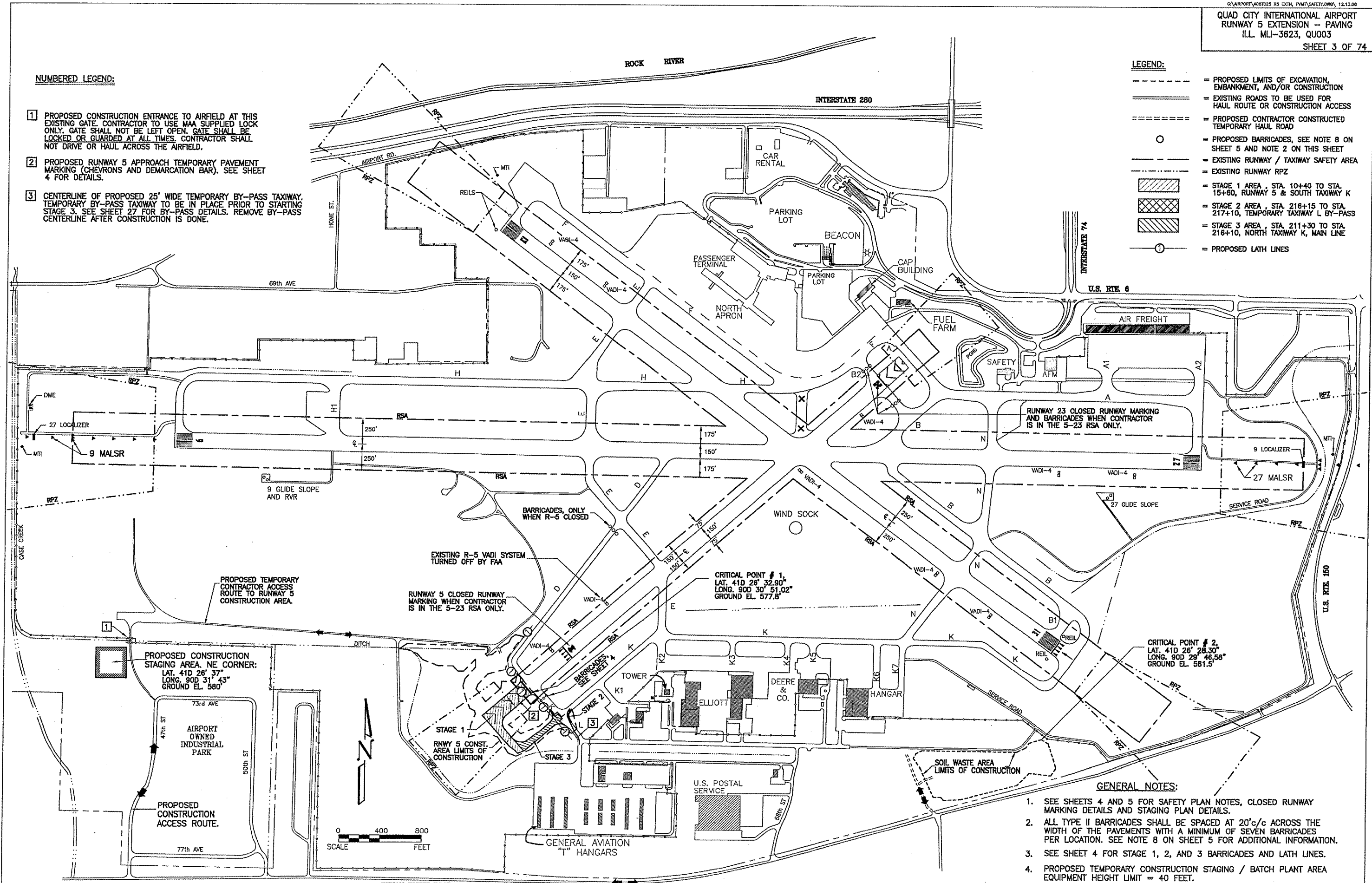
1. MAXIMUM PAY WIDTH FOR AR209510 CRUSHED AGGREGATE BASE CRSE. SHALL BE 12 INCHES BEYOND THE EDGE OF PAVEMENT. IF THE CONTRACTOR REQUIRES ADDITIONAL WIDTH FOR PAVEMENT INSTALLATION, THE ADDITIONAL MATERIALS SHALL MEET THE SAME SPECIFICATIONS, BUT WILL BE CONSIDERED INCIDENTAL.
2. THE CONTRACTOR SHALL SALVAGE EXISTING AIRFIELD LIGHTING EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS PRIOR TO THE START OF EARTHWORK AND/OR PAVING ACTIVITIES. SALVAGED EQUIPMENT SHALL BE CLEANED AND REUSED OR DELIVERED TO THE METROPOLITAN AIRPORT AUTHORITY.
3. CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS APPROVED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
4. THE CONTRACTOR SHALL EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALES, AS REQUIRED BY THE RESIDENT ENGINEER, TO CONTROL STORM WATER RUN-OFF.
5. THE CONTRACT AR152410 / AR152440 - UNCLASSIFIED / BORROW EXCAVATION ITEMS SHALL INCLUDE ALL COSTS ASSOCIATED WITH EXCAVATION OF SOILS, HAULING OF SOILS, STOCKPILING SOILS, INSTALLATION OF SOILS, COMPACTING OF SOILS, GRADING OF SOILS, INSTALLATION AND REMOVAL OF HAUL ROADS OR ROUTES, RESTORATION OF HAUL ROADS OR ROUTES, DISPOSAL OF WASTE SOILS, CLEANING OF PAVEMENTS, AND ALL OTHER ITEMS THAT ARE REQUIRED TO COMPLETE THE EARTHWORK. THESE ITEMS SHALL BE PAID FOR BASED UPON THE CUBIC YARDS OF MATERIALS REMOVED AS ACCEPTED BY THE RESIDENT ENGINEER. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
6. AFTER CONSTRUCTION HAS BEEN COMPLETED, THE CONTRACTOR SHALL SEED AND HYDRAULIC MULCH ALL DISTURBED AREAS PER SPECIAL PROVISIONS 901 AND 908. ONLY SEED AND MULCHING AREAS WITHIN THE LIMITS OF CONSTRUCTION/SEEDING WILL BE ELIGIBLE FOR PAYMENT UNDER THESE CONTRACT PAY ITEMS. AREAS OUTSIDE OF THE LIMITS OF CONSTRUCTION/SEEDING SHALL BE SEED AND MULCHED BY THE CONTRACTOR PER SPECIAL PROVISION 901/908, BUT SHALL NOT BE MEASURED FOR PAYMENT.
7. ITEM AR908513 MULCHING - METHOD 3 SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE IDOT-DOA SUPPLEMENTAL SPECIFICATIONS FOR HYDRAULIC MULCHING AND IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, METHOD 3 (HYDRAULIC MULCH).
8. ITEM AR908520 EXCELSIOR BLANKET SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, EROSION CONTROL BLANKET (EXCELSIOR BLANKET). THE LOCATION OF THE PROPOSED EXCELSIOR BLANKET SHALL BE DETERMINED BY THE RESIDENT ENGINEER, IN THE FIELD, AT THE TIME OF CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

NUMBERED LEGEND:

- 1 PROPOSED CONSTRUCTION ENTRANCE TO AIRFIELD AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES. CONTRACTOR SHALL NOT DRIVE OR HAUL ACROSS THE AIRFIELD.
- 2 PROPOSED RUNWAY 5 APPROACH TEMPORARY PAVEMENT MARKING (CHEVRONS AND DEMARCATION BAR). SEE SHEET 4 FOR DETAILS.
- 3 CENTERLINE OF PROPOSED 25' WIDE TEMPORARY BY-PASS TAXIWAY. TEMPORARY BY-PASS TAXIWAY TO BE IN PLACE PRIOR TO STARTING STAGE 3. SEE SHEET 27 FOR BY-PASS DETAILS. REMOVE BY-PASS CENTERLINE AFTER CONSTRUCTION IS DONE.

LEGEND:

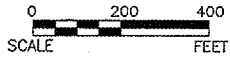
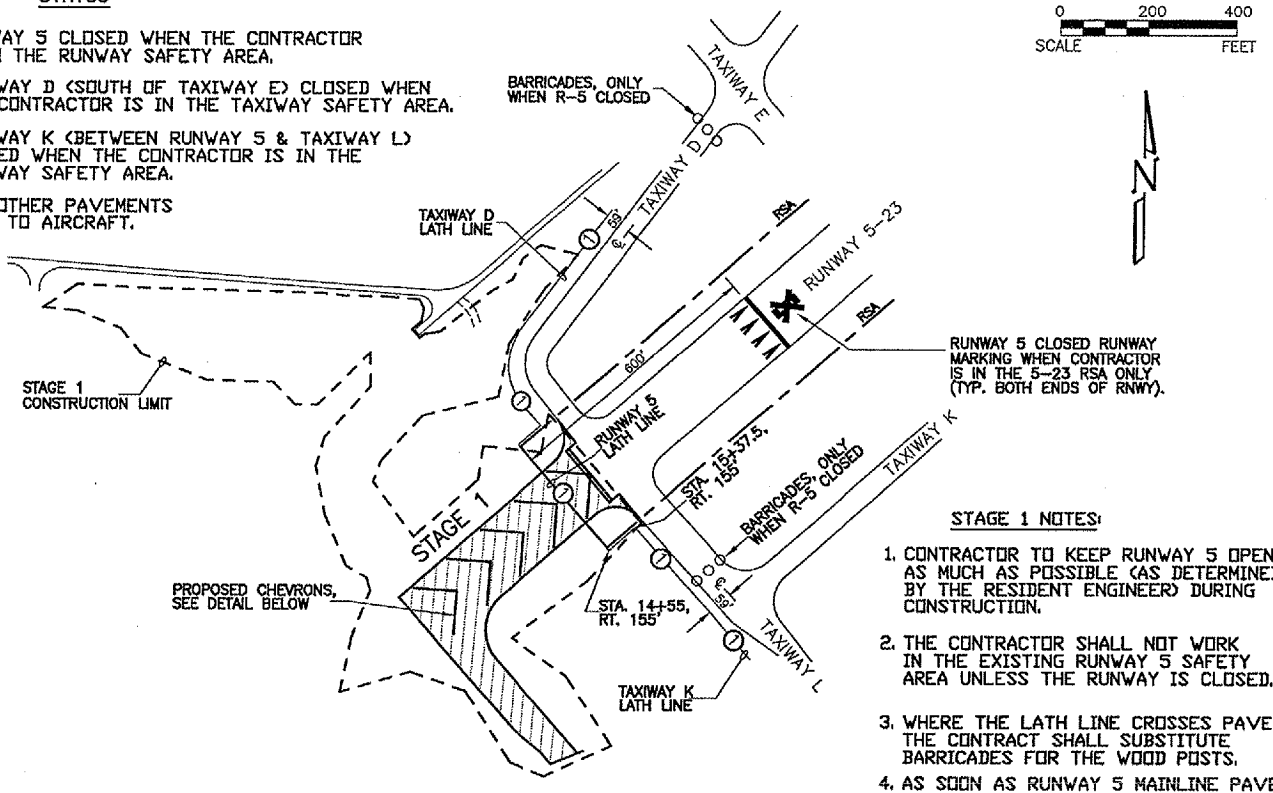
- - - - - = PROPOSED LIMITS OF EXCAVATION, EMBANKMENT, AND/OR CONSTRUCTION
- =====
=====
===== = EXISTING ROADS TO BE USED FOR HAUL ROUTE OR CONSTRUCTION ACCESS
- ===== = PROPOSED CONTRACTOR CONSTRUCTED TEMPORARY HAUL ROAD
- = PROPOSED BARRICADES, SEE NOTE 8 ON SHEET 5 AND NOTE 2 ON THIS SHEET
- - - - - = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- - - - - = EXISTING RUNWAY RPZ
- [Hatched Box] = STAGE 1 AREA, STA. 10+40 TO STA. 15+80, RUNWAY 5 & SOUTH TAXIWAY K
- [Cross-hatched Box] = STAGE 2 AREA, STA. 218+15 TO STA. 217+10, TEMPORARY TAXIWAY L BY-PASS
- [Diagonal-hatched Box] = STAGE 3 AREA, STA. 211+30 TO STA. 218+10, NORTH TAXIWAY K, MAIN LINE
- (with line) = PROPOSED LATH LINES



- GENERAL NOTES:**
- SEE SHEETS 4 AND 5 FOR SAFETY PLAN NOTES, CLOSED RUNWAY MARKING DETAILS AND STAGING PLAN DETAILS.
 - ALL TYPE II BARRICADES SHALL BE SPACED AT 20'c/c ACROSS THE WIDTH OF THE PAVEMENTS WITH A MINIMUM OF SEVEN BARRICADES PER LOCATION. SEE NOTE 8 ON SHEET 5 FOR ADDITIONAL INFORMATION.
 - SEE SHEET 4 FOR STAGE 1, 2, AND 3 BARRICADES AND LATH LINES.
 - PROPOSED TEMPORARY CONSTRUCTION STAGING / BATCH PLANT AREA EQUIPMENT HEIGHT LIMIT = 40 FEET.
 - THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

STAGE 1 AIRFIELD STATUS

1. RUNWAY 5 CLOSED WHEN THE CONTRACTOR IS IN THE RUNWAY SAFETY AREA.
2. TAXIWAY D (SOUTH OF TAXIWAY E) CLOSED WHEN THE CONTRACTOR IS IN THE TAXIWAY SAFETY AREA.
3. TAXIWAY K (BETWEEN RUNWAY 5 & TAXIWAY L) CLOSED WHEN THE CONTRACTOR IS IN THE TAXIWAY SAFETY AREA.
4. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.



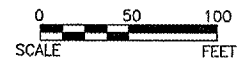
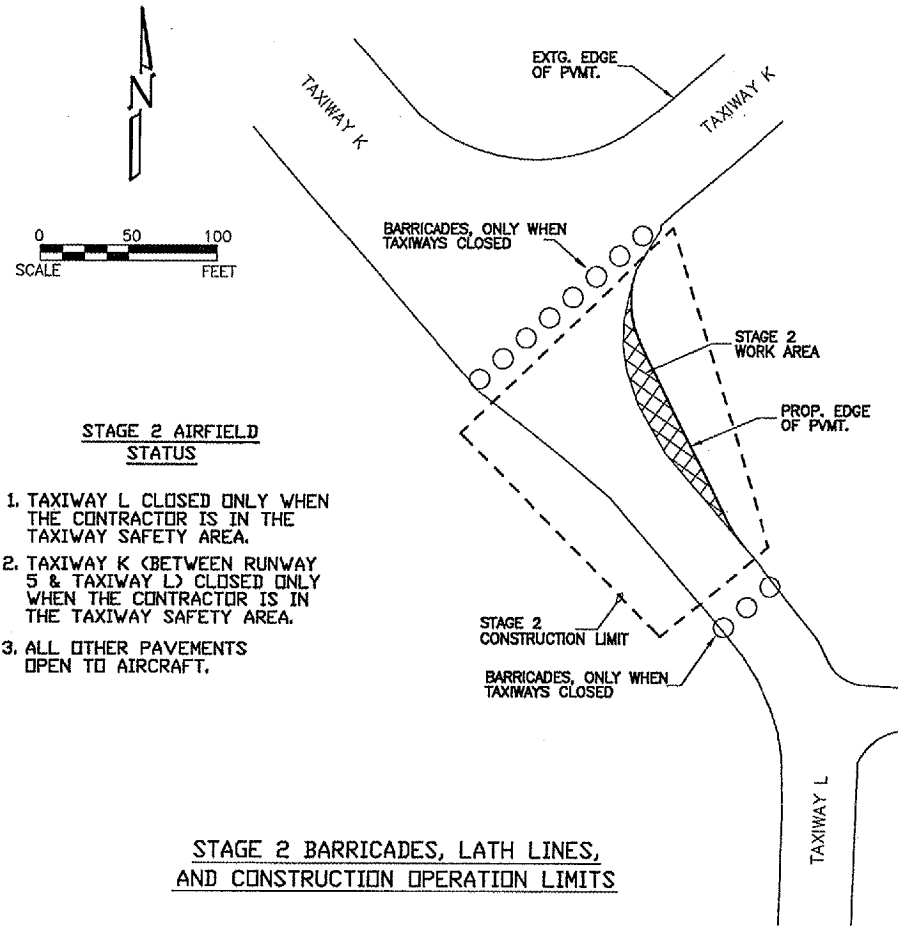
STAGE 1 NOTES:

1. CONTRACTOR TO KEEP RUNWAY 5 OPEN AS MUCH AS POSSIBLE (AS DETERMINED BY THE RESIDENT ENGINEER) DURING CONSTRUCTION.
2. THE CONTRACTOR SHALL NOT WORK IN THE EXISTING RUNWAY 5 SAFETY AREA UNLESS THE RUNWAY IS CLOSED.
3. WHERE THE LATH LINE CROSSES PAVEMENTS, THE CONTRACTOR SHALL SUBSTITUTE BARRICADES FOR THE WOOD POSTS.
4. AS SOON AS RUNWAY 5 MAINLINE PAVEMENT AND TAXIWAY D / K FILLETS INSTALLED, COMPLETE SHOULDER GRADING IN THE SAFETY AREAS AND REOPEN PAVEMENTS TO AIRCRAFT TRAFFIC.

STAGE 1 BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS

STAGE 2 AIRFIELD STATUS

1. TAXIWAY L CLOSED ONLY WHEN THE CONTRACTOR IS IN THE TAXIWAY SAFETY AREA.
2. TAXIWAY K (BETWEEN RUNWAY 5 & TAXIWAY L) CLOSED ONLY WHEN THE CONTRACTOR IS IN THE TAXIWAY SAFETY AREA.
3. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.



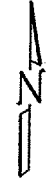
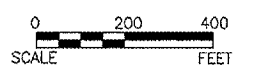
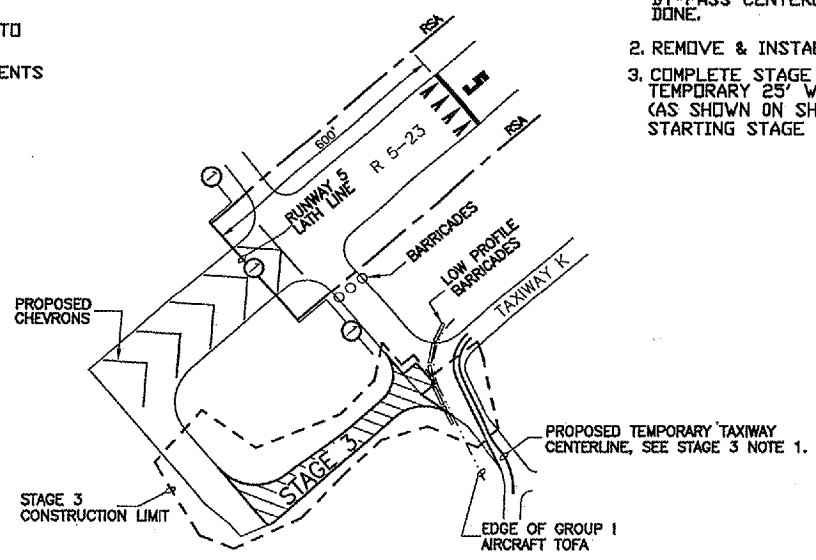
STAGE 2 BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS

STAGE 2 NOTES:

1. THE MAA WILL CLOSE THE TAXIWAYS FOR THE DURATION OF THE DAILY CONTINUOUS WORK PERIODS ONLY. PRIOR TO THE END OF EACH WORK PERIOD, THE CONTRACTOR SHALL REGRADE THE SAFETY AREAS, CLEAN THE PAVEMENT SURFACES TO THE SATISFACTION OF THE RESIDENT ENGINEER AND REOPEN THE TAXIWAYS TO AIRCRAFT TRAFFIC.
2. EARTHWORK, BASE ROCK INSTALLATION, AND BITUMINOUS SURFACE COURSE INSTALLATION SHALL BE ACCOMPLISHED IN ONE SINGLE CONTINUOUS WORK PERIOD. THE CONTRACTOR SHALL MAINTAIN AIRCRAFT ACCESS TO THE GENERAL AVIATION "T" HANGARS AT ALL TIMES WITH THE EXCEPTION OF THE PERIOD OF TIME WHEN BASE ROCK AND BITUMINOUS SURFACE COURSE MATERIALS ARE BEING INSTALLED.
3. PRIOR TO THE END OF EACH WORK PERIOD, THE CONTRACTOR SHALL BACKFILL ALL EXCAVATIONS IN THE TAXIWAY SAFETY AREAS.
4. PRIOR TO THE END OF EACH WORK PERIOD, THE CONTRACTOR SHALL INSTALL TEMPORARY TRANSITION RAMPS ON ALL ROCK BASE COURSE OR BITUMINOUS SURFACE COURSE MATERIALS INSTALLED DURING THE WORK PERIOD. MAXIMUM ALLOWABLE PAVEMENT EDGE DROP OFF IS 1 1/2".
5. INSTALL TEMPORARY ABOVE GROUND JUMPER CABLES TO PROVIDE CIRCUIT CONTINUITY IN THE EXISTING EDGE LIGHT SYSTEM AT ALL TIMES.
6. REMOVE & INSTALL BARRICADES AS REQUIRED.
7. COMPLETE STAGE 2 WORK AND OPEN THE TEMPORARY 25' WIDE BY-PASS TAXIWAY (AS SHOWN ON SHEET 27) PRIOR TO STARTING STAGE 3.

STAGE 3 AIRFIELD STATUS

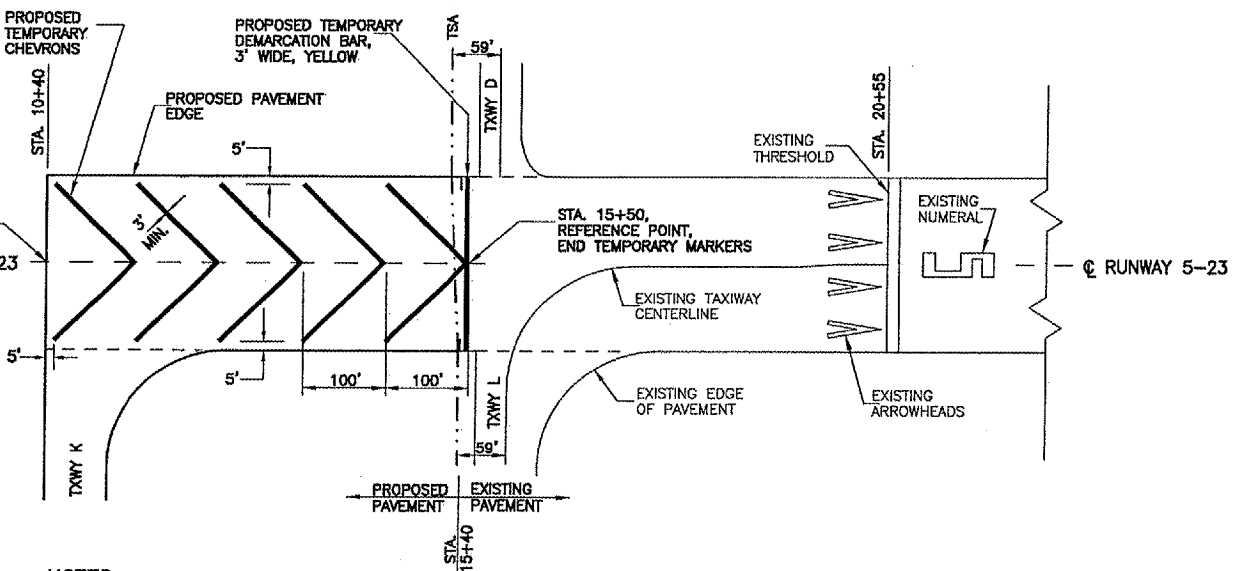
1. TAXIWAY K (BETWEEN RUNWAY 5 & TAXIWAY L) CLOSED.
2. RUNWAY 5 PAVEMENT EXTENSION NOT OPEN TO AIRCRAFT.
3. TAXIWAY L BY-PASS OPEN TO AIRCRAFT.
4. ALL OTHER AIRPORT PAVEMENTS OPEN TO AIRCRAFT.



STAGE 3 BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS

STAGE 3 NOTES:

1. CENTERLINE OF PROPOSED 25' WIDE TEMPORARY BY-PASS TAXIWAY. TEMPORARY BY-PASS TAXIWAY TO BE IN PLACE PRIOR TO STARTING STAGE 3. SEE SHEET 27 FOR BY-PASS DETAILS. REMOVE BY-PASS CENTERLINE AFTER CONSTRUCTION IS DONE.
2. REMOVE & INSTALL BARRICADES AS REQUIRED.
3. COMPLETE STAGE 2 WORK AND OPEN THE TEMPORARY 25' WIDE BY-PASS TAXIWAY (AS SHOWN ON SHEET 27) PRIOR TO STARTING STAGE 3.

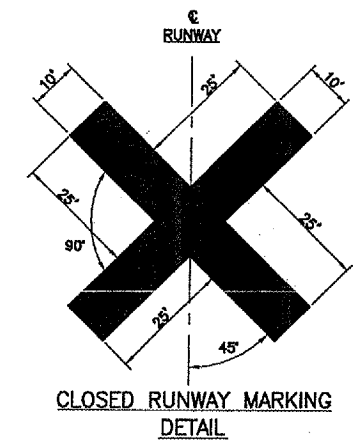


- NOTES:**
1. AS SOON AS THE BASE ROCK INSTALLATION IS STARTED, THE CONTRACTOR SHALL IMMEDIATELY INSTALL AND MAINTAIN CHEVRONS AND DEMARCATION BAR ON THE PROPOSED ROCK / PAVEMENT SURFACE AS INDICATED ABOVE. THESE MARKINGS SHALL BE REMOVED AND REINSTALLED AS REQUIRED TO COMPLETE THE PROPOSED WORK AS DIRECTED BY THE RESIDENT ENGINEER. THESE MARKINGS SHALL BE IN PLACE DURING ALL NON-WORKING HOURS, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THESE MARKINGS SHALL REMAIN IN PLACE UNTIL THE RUNWAY EXTENSION IS OPENED TO AIRCRAFT TRAFFIC.
 2. COLOR OF CHEVRONS SHALL BE AVIATION YELLOW AND INSTALLED AT AN ANGLE OF 45 DEGREES TO THE RUNWAY CENTERLINE. THE CHEVRONS AND DEMARCATION BAR SHALL BE CONSTRUCTED OF ANY SUITABLE, LOCALLY AVAILABLE MATERIALS SUCH AS SNOW FENCE, PLYWOOD, OR OTHER SIMILAR MATERIAL. THEY SHALL BE HELD IN PLACE IN A MANNER LOCALLY DETERMINED TO BE SUITABLE. COSTS FOR SUPPLYING, INSTALLING, AND MAINTAINING THESE MARKINGS SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

TEMPORARY PAVEMENT MARKING PLAN

SAFETY PLAN NOTES:

1. THE METROPOLITAN AIRPORT AUTHORITY (MAA) SHALL DETERMINE WHEN AND WHERE THE CONTRACTOR WILL BE ALLOWED TO WORK. THE CONTRACTOR SHALL BE PREPARED TO EXIT THE RESTRICTED AREAS, SAFETY AREAS AND/OR AIR FIELD AT ALL TIMES WHEN DIRECTED TO DO SO BY THE MAA. ALL PAVEMENTS SHALL BE OPEN TO AIRCRAFT TRAFFIC UNLESS "NOTAMED" OTHERWISE DURING THE CONSTRUCTION OF THIS PROJECT. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON WORKING RESTRICTIONS AND CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ALL BARRICADES AND LATH LINES AS SHOWN, PRIOR TO ANY EQUIPMENT ENTERING THE AIRFIELD OUTSIDE OF THE CONSTRUCTION STAGING AREA.
2. SOLID CLOSED RUNWAY MARKING CROSSES ARE REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES. SEE SPECIAL PROVISIONS FOR DETAILS OF CROSSES.
3. THE CONTRACTOR SHALL NOT TRAVEL IN OR THROUGH THE RESTRICTED AREAS AND/OR SAFETY AREAS UNLESS PERMISSION IS RECEIVED AND CONTACT HAS BEEN MADE WITH THE FAA CONTROL TOWER.
4. THE CONTRACTOR'S EMPLOYEES SHALL PARK IN THE PROPOSED CONSTRUCTION STAGING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY CONTRACTOR'S MARKED VEHICLES AND EQUIPMENT SHALL BE ALLOWED ON THE AIRFIELD. ALL CONSTRUCTION VEHICLES AND EQUIPMENT, EXCEPT THE PAVING TRAIN, SHALL BE PARKED IN THE CONSTRUCTION STAGING AREA DURING ALL NON-WORKING HOUR. THE PAVING TRAIN MAY BE PARKED ON THE AIRFIELD OUTSIDE ALL RESTRICTED AREAS IN A LOCATION AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL LOCATE HIS TRAILER, THE ENGINEERS FIELD OFFICE, AND ALL OTHER NECESSARY FACILITIES AND MATERIALS IN THE PROPOSED CONSTRUCTION STAGING AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT WHATEVER ACCESS ROAD HE DEEMS NECESSARY BETWEEN THE EXISTING ROADS AND THE CONSTRUCTION AREAS. OVERNIGHT PARKING OF EMPLOYEE VEHICLES IN THE CONSTRUCTION STAGING AREA WILL NOT BE ALLOWED UNLESS AUTHORIZED BY THE MAA.
5. THE CONTRACTOR SHALL PROCURE ENOUGH QUAD CITY AIRPORT SECURITY/IDENTIFICATION BADGES FOR HIS EMPLOYEES AND SUBCONTRACTOR EMPLOYEES FROM THE AIRPORT AUTHORITY TO GUARANTEE AT LEAST ONE MEMBER OF EACH CONSTRUCTION CREW WILL HAVE A BADGE. ANY CONSTRUCTION CREW WITHOUT A BADGED MEMBER SHALL NOT BE ALLOWED ON THE AIRFIELD SITE. ALL INDIVIDUALS WHO ARE ISSUED SECURITY BADGES MUST CORRECTLY WEAR THEIR OWN BADGE WHILE ON THE AIRFIELD. BADGES MAY BE OBTAINED, AFTER MEETING SECURITY REQUIREMENTS, FROM THE SECURITY OFFICE AT THE QCI AIRPORT. A FIFTY DOLLAR (\$50.00) REFUNDABLE DEPOSIT IS REQUIRED FOR EACH BADGE.
6. THE CONTRACTOR SHALL USE THE DESIGNATED HAUL ROUTES, CONSTRUCTION STAGING AREA, AND ENTRANCE TO THE AIRFIELD AS SHOWN ON THE SAFETY PLAN SHEET. NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE AIRFIELD OUTSIDE THE HAUL ROUTES AND WORK AREAS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL SUPPLY AND INSTALL TEMPORARY LOCKS ON EXISTING GATES AT THE PROPOSED CONSTRUCTION ENTRANCE. THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP THE CONSTRUCTION ENTRANCE GATE CLOSED AT ALL TIMES. VIOLATIONS ARE SUBJECT TO FINES/PENALTIES AND THE CONTRACTOR SHALL PAY ANY FINES INCURRED, INCLUDING FINES INCURRED BY THE RESIDENT ENGINEER AND/OR MAA DUE TO THE CONTRACTOR'S NEGLIGENCE. ALL VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM. ALL VEHICLES ON THE APRONS, RAMPS, TAXIWAYS, OR RUNWAYS REQUIRE THE APPROVAL OF THE RESIDENT ENGINEER / MAA.
7. THE CONTRACTOR AND EACH SUBCONTRACTOR SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WORK OR EQUIPMENT. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL TYPE II BARRICADES EQUIPPED WITH FLASHING RED LIGHTS AND 20" X 20" ORANGE FLAGS AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE SUFFICIENTLY WEIGHTED WITH SANDBAGS OR OTHER APPROPRIATE METHOD TO WITHSTAND HIGH WINDS AND/OR JET BLAST WITHOUT DISLOCATION. BARRICADES SHALL BE CHECKED DAILY BY THE CONTRACTOR FOR PROPER PLACEMENT, ADEQUATE BALLAST, PROPER LIGHTING, PROPER FLAGGING AND WORKING BATTERIES. ALL DISCREPANCIES SHALL BE CORRECTED IMMEDIATELY. BARRICADES SHALL BE RELOCATED UPON THE COMPLETION OF EACH STAGE OF CONSTRUCTION. COST TO BE INCLUDED IN MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
9. WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRFIELD, THEY SHALL BE PROPERLY MARKED. THE MARKING SHALL CONSIST OF A THREE FOOT (3') SQUARE FLAG WITH A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT (1') ON EACH SIDE, DISPLAYED IN FULL VIEW ABOVE THE VEHICLE OR EQUIPMENT. EACH VEHICLE SHALL HAVE A FLASHING YELLOW LIGHT MOUNTED ON TOP OF THE ROOF.
10. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE THE CONSTRUCTION STAGING AREA, SERVICE ROADS, ACCESS ROADS, AND HAUL ROADS TO THEIR ORIGINAL CONDITIONS FOLLOWING COMPLETION OF CONSTRUCTION. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REGRADING, FERTILIZING, SEEDING AND MULCHING OF EARTH SURFACES AND/OR REGRADING, GRAVELING & SEAL COATING OF TREATED SURFACES, AS REQUIRED, TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL GROUND SURFACES, GRAVEL ROADS, PAVEMENTS, AND OTHER FACILITIES DAMAGED BY THE CONTRACTOR WHILE COMPLETING THE PROPOSED WORK SHALL BE REPAIRED OR RETURNED TO ITS ORIGINAL STATE. COST TO BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
11. THE CONTRACTOR SHALL IMMEDIATELY SWEEP OR PICK UP ANY SOIL, DEBRIS, AGGREGATE CHIPS OR ROCK, OR LOOSE MATERIALS WHICH HAS BEEN DROPPED ONTO AIRPORT ROADS, RUNWAYS, TAXIWAYS, OR SODDED AREAS.
12. THE DISPOSAL OF ALL MATERIALS NOT TO BE INCORPORATED IN EMBANKMENTS ON THE PROJECT SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT A LOCATION OFF AIRPORT PROPERTY.
13. THE SEQUENCE OF CONSTRUCTION OPERATIONS AND DESCRIPTION OF CONDITIONS ARE OUTLINED IN THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL GIVE THE MAA A 96 HOUR NOTICE PRIOR TO THE START OF ANY WORK REQUIRING THE CLOSING OF ANY PAVEMENTS TO AIRCRAFT TRAFFIC SO THAT A NOTAM CAN BE ISSUED.
14. WORKING HOURS OF THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL CONFORM TO ALL APPLICABLE LOCAL LAWS, INCLUDING ANY NOISE CONTROL.
15. NO MOUNDS OF DIRT OR IRREGULARITIES GREATER THAN 3" WHICH, IN THE OPINION OF THE RESIDENT ENGINEER, COULD INTERFERE WITH ANY AIRFIELD OPERATIONS WILL BE PERMITTED ON THE AIRFIELD. NO EXPOSED FACES IN EXCESS OF ONE AND ONE-HALF (1-1/2) INCHES IN HEIGHT AND 2:1 SLOPES ON ANY EXCAVATION WILL BE PERMITTED WITHIN THE RESTRICTED AREAS.
16. DUST ABATEMENT MEASURES WILL BE REQUIRED, WHEN IN THE OPINION OF THE ENGINEER, A HAZARD TO AIR TRAFFIC, LOCAL RESIDENCES, OR CONSTRUCTION PROJECT PERSONNEL EXISTS. PREVENTIVE MEASURES TO BE ACCOMPLISHED BY THE CONTRACTOR SHALL INCLUDE, BUT NOT BE LIMITED TO, WATERING AND TREATMENT WITH CALCIUM CHLORIDE.
17. BY THE END OF EACH WORK DAY AND PRIOR TO LEAVING THE AIRFIELD, THE CONTRACTOR SHALL HAVE THOROUGHLY SWEEPED THE AIR TRAFFIC CORRIDORS ADJACENT TO THE WORK AREAS TO REMOVE DUST AND DEBRIS. IN ADDITION, ALL AIR TRAFFIC AREAS USED BY CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE CONTINUOUSLY SWEEPED AND MAINTAINED FREE OF DEBRIS. SWEEPERS SHALL BE PROVIDED BY THE CONTRACTOR FOR THE ENTIRE LENGTH OF THE CONTRACT AND SHALL BE OF A TYPE CAPABLE OF REMOVING ALL DUST AND DEBRIS TO THE SATISFACTION OF THE MAA. SWEEPERS MUST BE COMMERCIAL QUALITY AND APPROVED BY THE RESIDENT ENGINEER AND MAA PRIOR TO THE START OF CONSTRUCTION.
18. THE CONTRACTOR SHALL INSTALL AND MAINTAIN LATH LINES DURING THE LENGTH OF THE PROJECT AS SHOWN OR DIRECTED BY THE RESIDENT ENGINEER. SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
19. NO CHANGES SHALL BE MADE IN ANY PROVISIONS OF THIS SAFETY PLAN UNLESS APPROVED IN WRITING BY THE METROPOLITAN AIRPORT AUTHORITY, THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS, AND THE FEDERAL AVIATION ADMINISTRATION. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

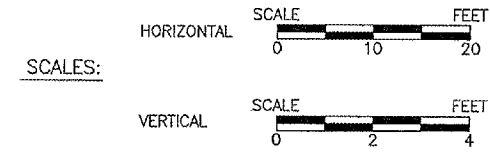


CLOSED RUNWAY MARKINGS NOTES:

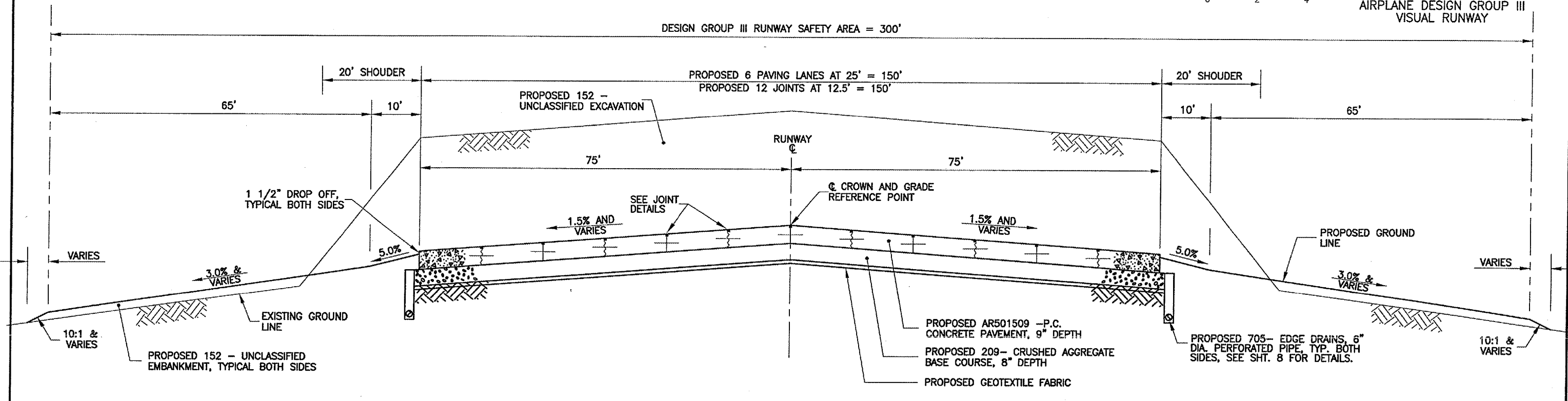
1. SOLID CROSS FOR CLOSED RUNWAY IS REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES AND SHALL BE PLACED DIRECTLY OVER THE RUNWAY IDENTIFICATION NUMERALS.
2. THE CONTRACTOR SHALL INSTALL, REMOVE AND REINSTALL THE CROSSES AS REQUIRED BY WORKING CONDITIONS AND AS APPROVED BY THE RESIDENT ENGINEER.
3. COLOR OF ALL CROSSES SHALL BE AVIATION YELLOW.
4. SOLID CROSSES ARE TO BE CONSTRUCTED OF PLYWOOD, CANVAS, OR ANY OTHER APPROVED SOLID MATERIALS AND SHALL BE ADHERED TO THE RUNWAY IN A MANNER ACCEPTABLE TO THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE CROSSES IN EXCELLENT CONDITION.

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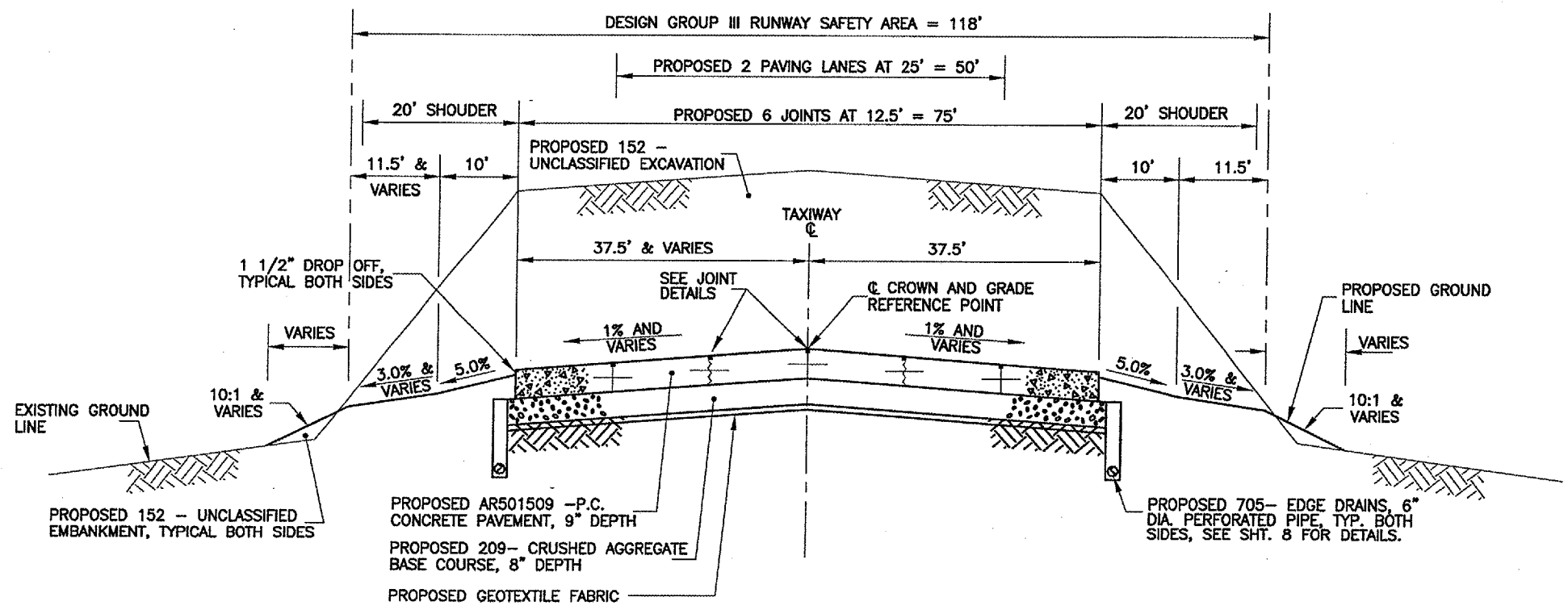
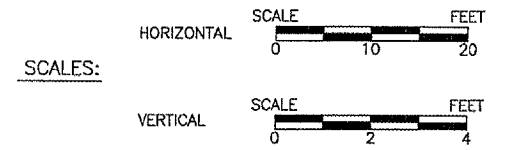
PROPOSED TYPICAL SECTION
 RUNWAY 5-23, STA. 10+40 TO STA. 15+40



AIRCRAFT APPROACH CATEGORY B
 AIRPLANE DESIGN GROUP III
 VISUAL RUNWAY



PROPOSED TYPICAL SECTION
 TAXIWAY K, STA. 207+91.88 TO STA. 211+00

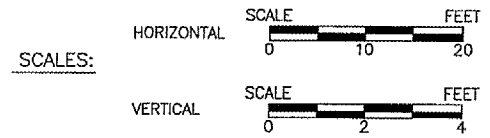
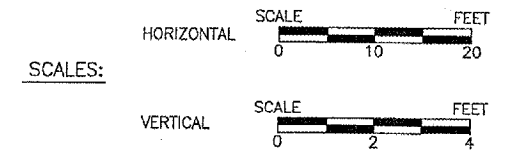
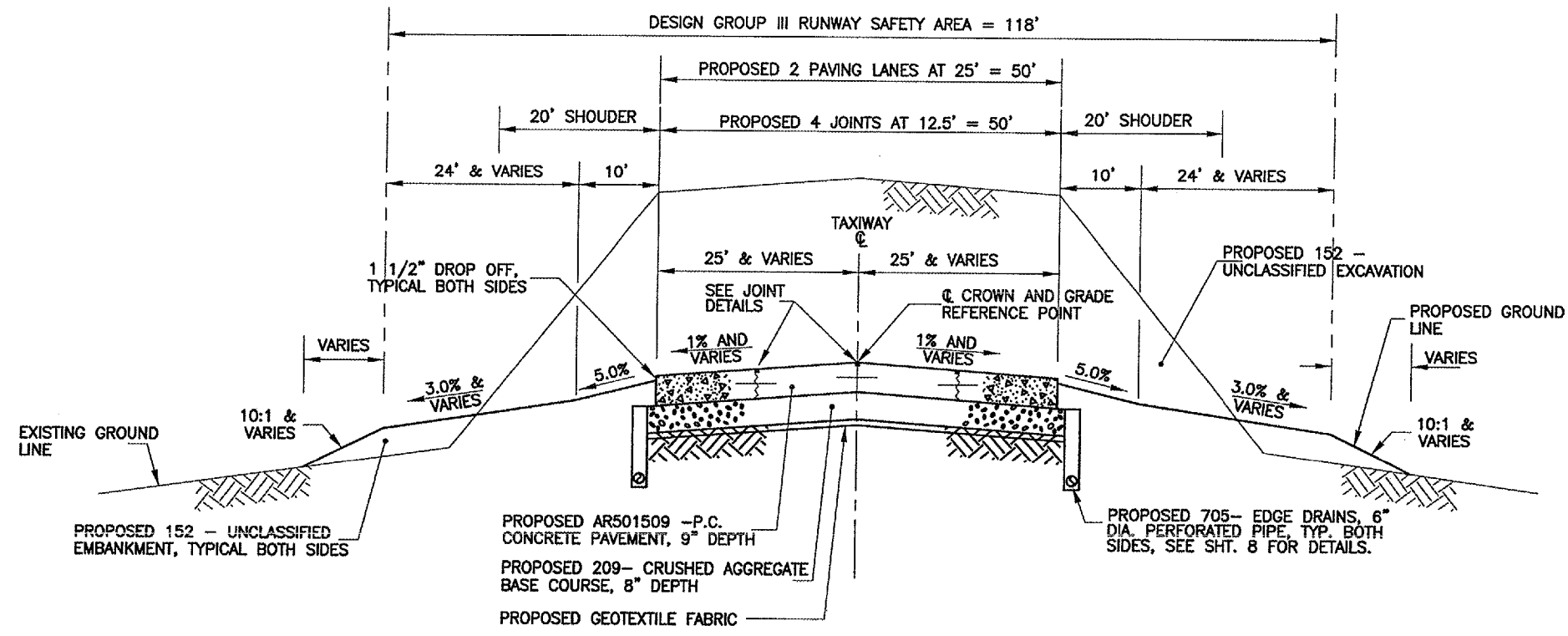


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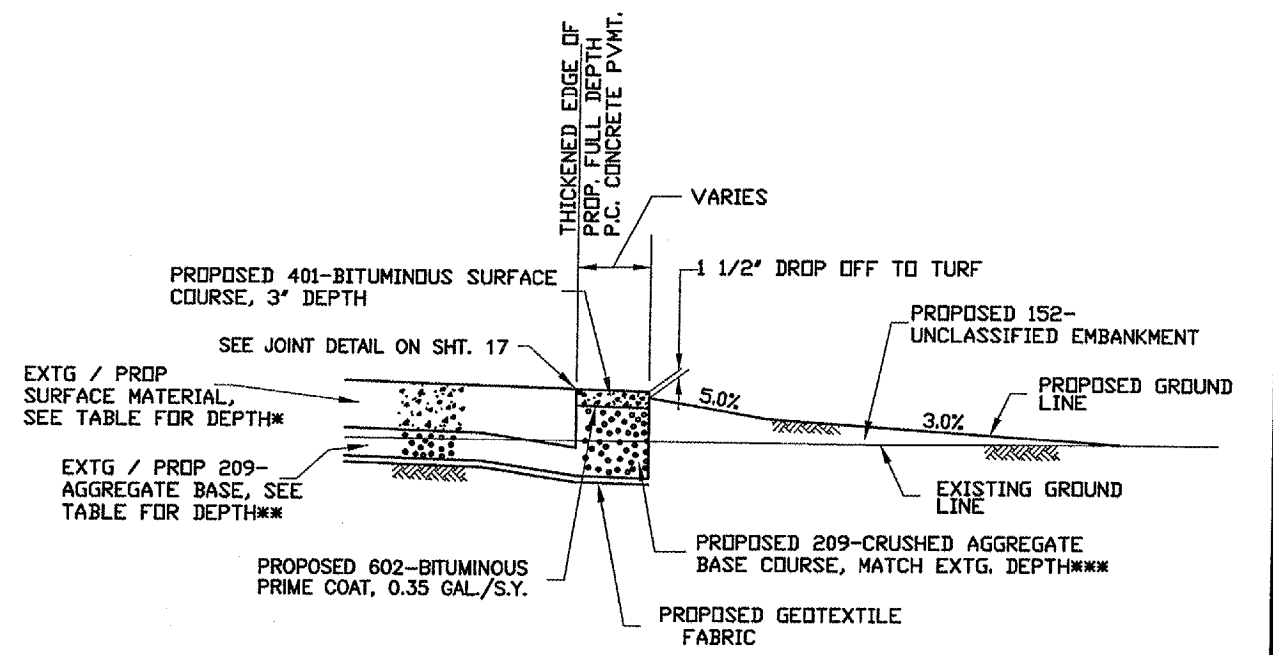
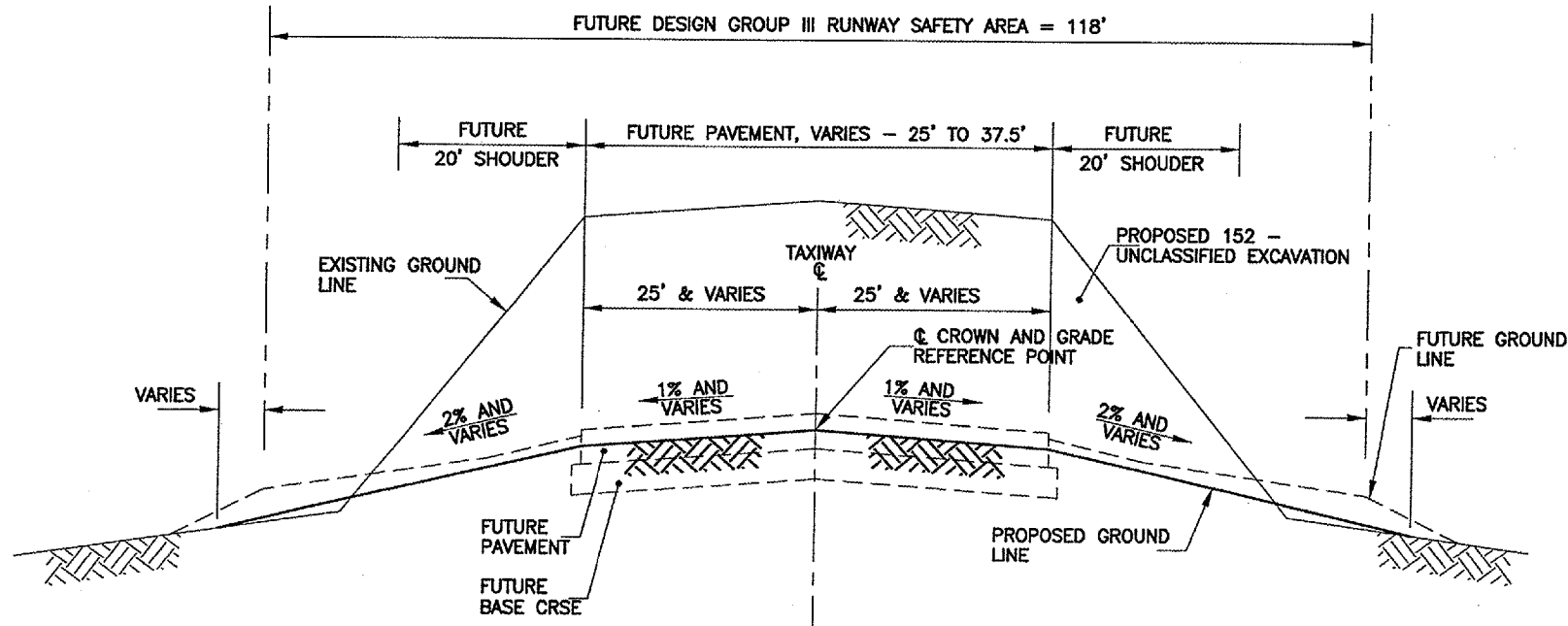
PROPOSED TYPICAL SECTION
TAXIWAY K, STA. 211+00 TO STA. 215+59.37

QUAD CITY INTERNATIONAL AIRPORT
RUNWAY 5 EXTENSION - PAVING
ILL. MLI-3623, QU003
SHEET 7 OF 74

AIRCRAFT APPROACH CATEGORY B
AIRPLANE DESIGN GROUP III
VISUAL RUNWAY



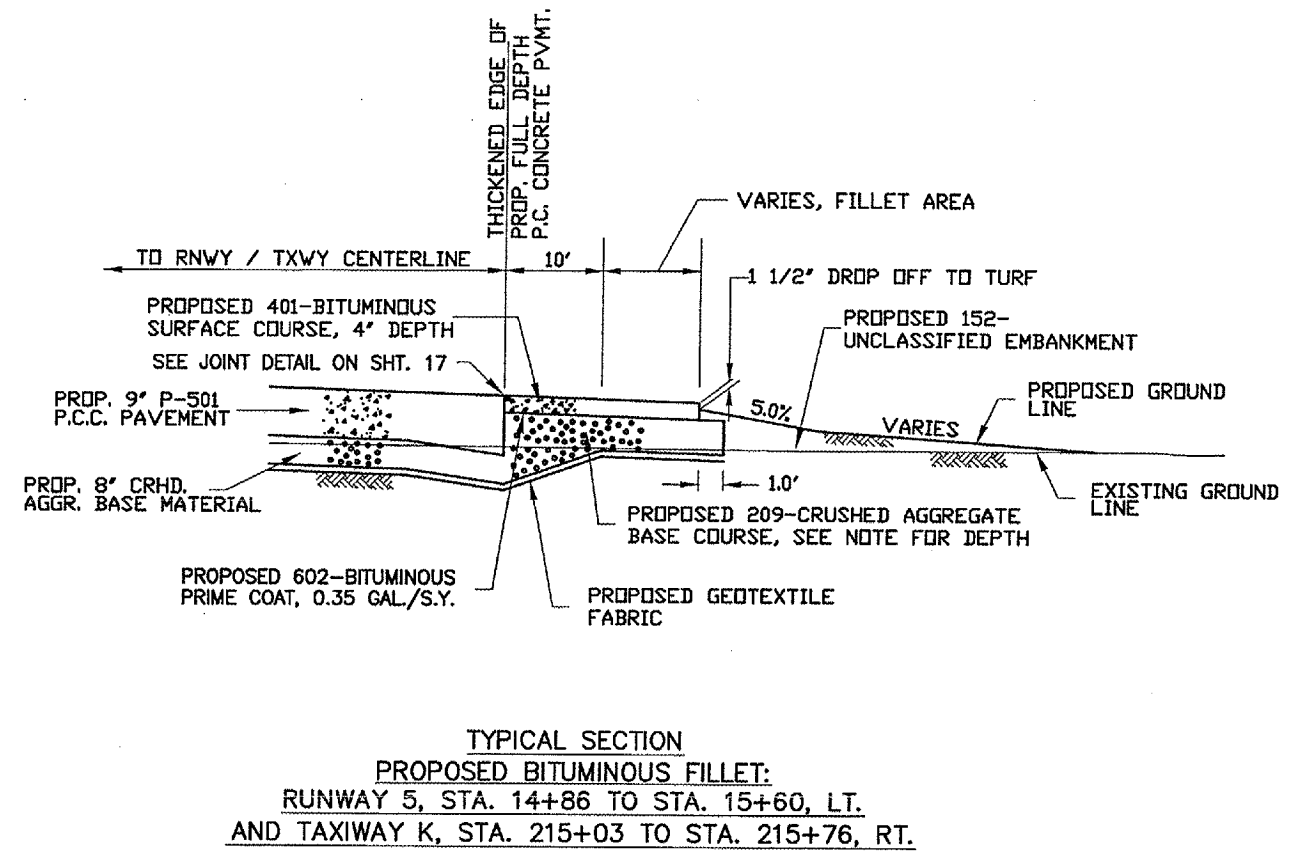
PROPOSED TYPICAL SECTION
TAXIWAY D, STA. 109+00 TO STA. 118+50



TYPICAL SECTION
TEMPORARY BITUMINOUS PAVEMENT:
TAXIWAY K, STA. 210+98 TO STA. 211+51, RT.
AND STA. 216+16 TO STA. 216+53, RT. (T-L BY-PASS)

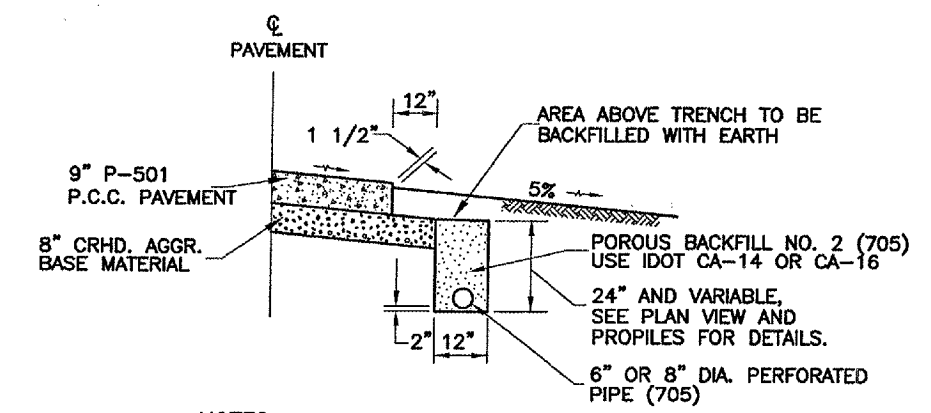
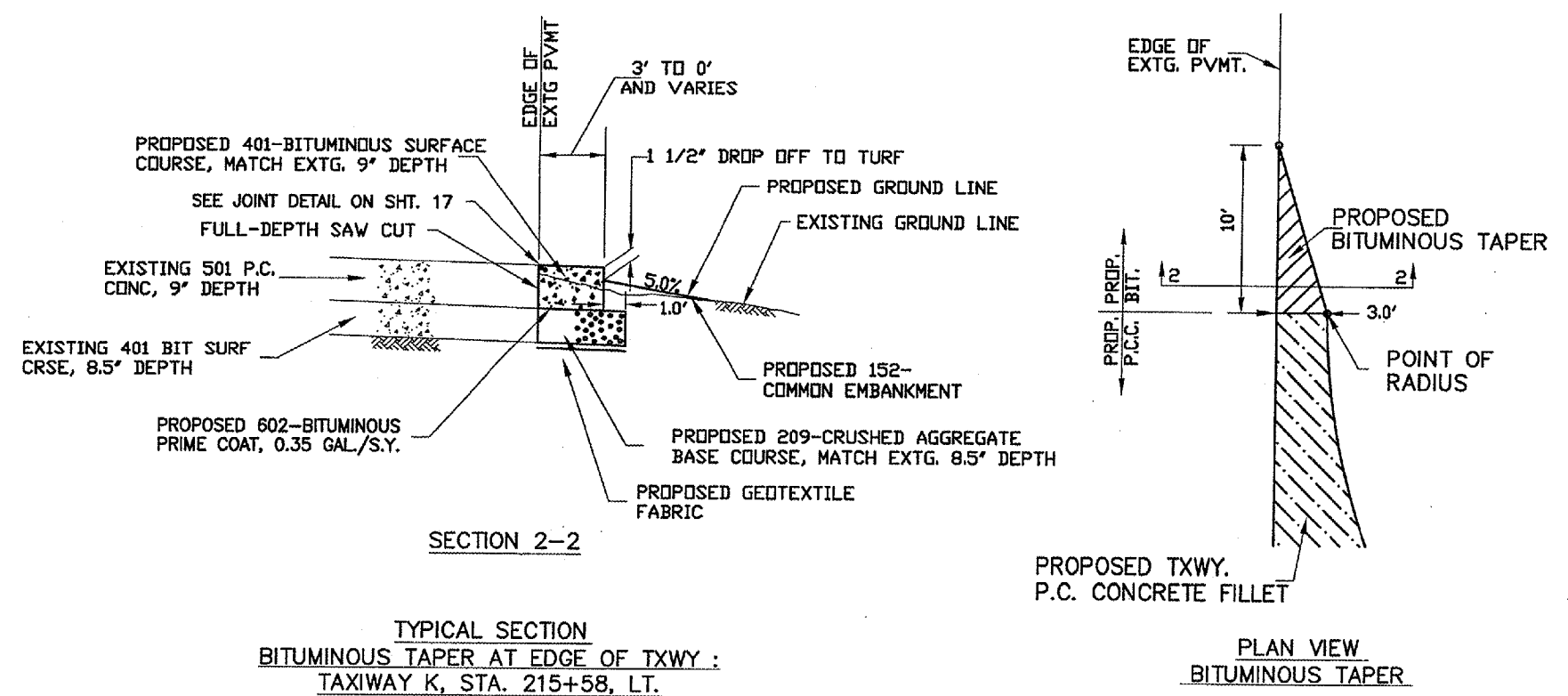
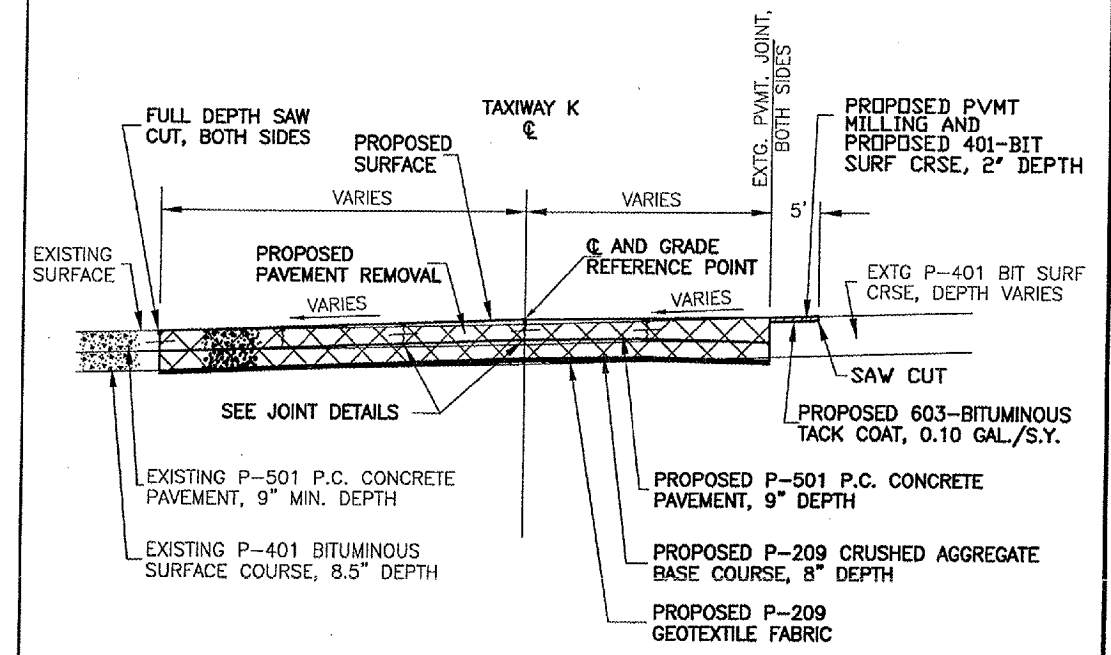
LOCATION (TXWY K STATIONS)	PROPOSED / EXISTING MATERIAL TYPE & DEPTH					
	SURF TYPE*	SURF DEPTH*	BASE TYPE**	BASE DEPTH**	BASE TYPE***	BASE DEPTH***
STA. 210+98 - 211+51, RT.	P-501	9"	P-209	8"	P-209	16"
STA. 216+16 - 216+53, RT. (T-L)	P-401	8.5"	---	0"	P-209	5.5"

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NOTE :
 DEPTH OF 209 CRHD AGGRE BSE CRSE:
 R-5, STA 14+86 - 15+60 LT.: TAPER FROM 19" TO 12" IN 10', THEN 12"
 T-K, STA 215+03 - 215+76 RT.: TAPER FROM 17" TO 6" IN 10', THEN 6"

**PROPOSED TYPICAL SECTION
 TAXIWAY K STA. 215+59.37 TO STA. 215+96.81**

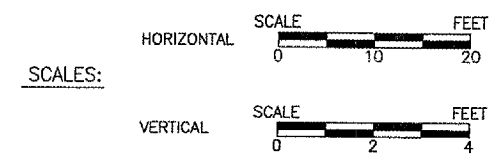
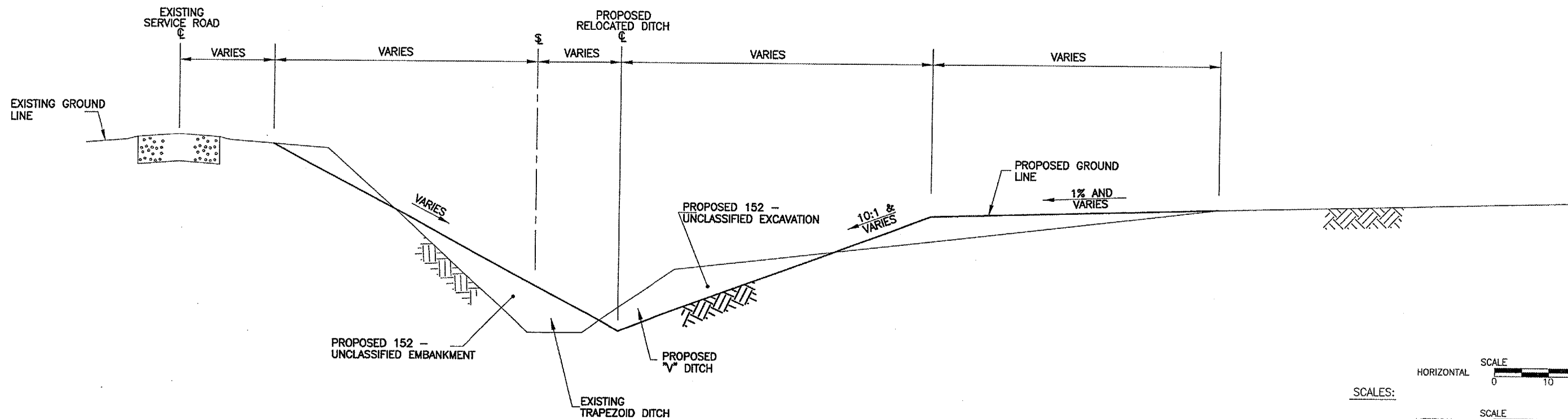


- NOTES :**
- 1) PIPE UNDERDRAIN MATERIAL SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 705 AND THE SPECIAL PROVISIONS.
 - 2) PIPE UNDERDRAIN TO BE INSTALLED BEFORE PLACEMENT OF PAVEMENT & CRUSHED AGGR.
 - 3) COST OF POROUS BACKFILL NO. 2 (CA-14 OR CA-16), BENDS AND FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.
 - 4) NO ADDITIONAL COMPENSATION SHALL BE MADE FOR CHANGES IN ELEVATIONS MADE BY THE RESIDENT ENGINEER.
 - 5) PIPE UNDERDRAIN TO BE INSTALLED ON BOTH SIDES OF PAVEMENT.

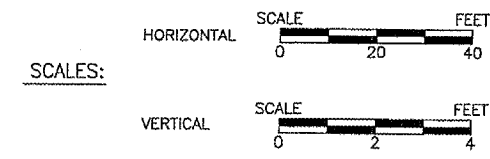
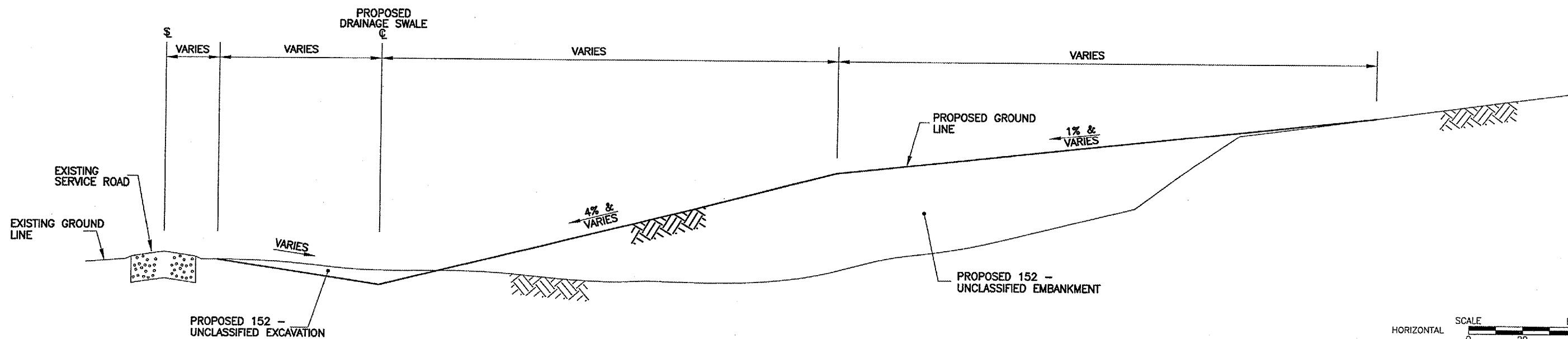
**PERFORATED PIPE
 UNDERDRAIN DETAIL**

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PROPOSED TYPICAL SECTION
RELOCATED DITCH, STA. 1206+75 TO STA. 1214+87



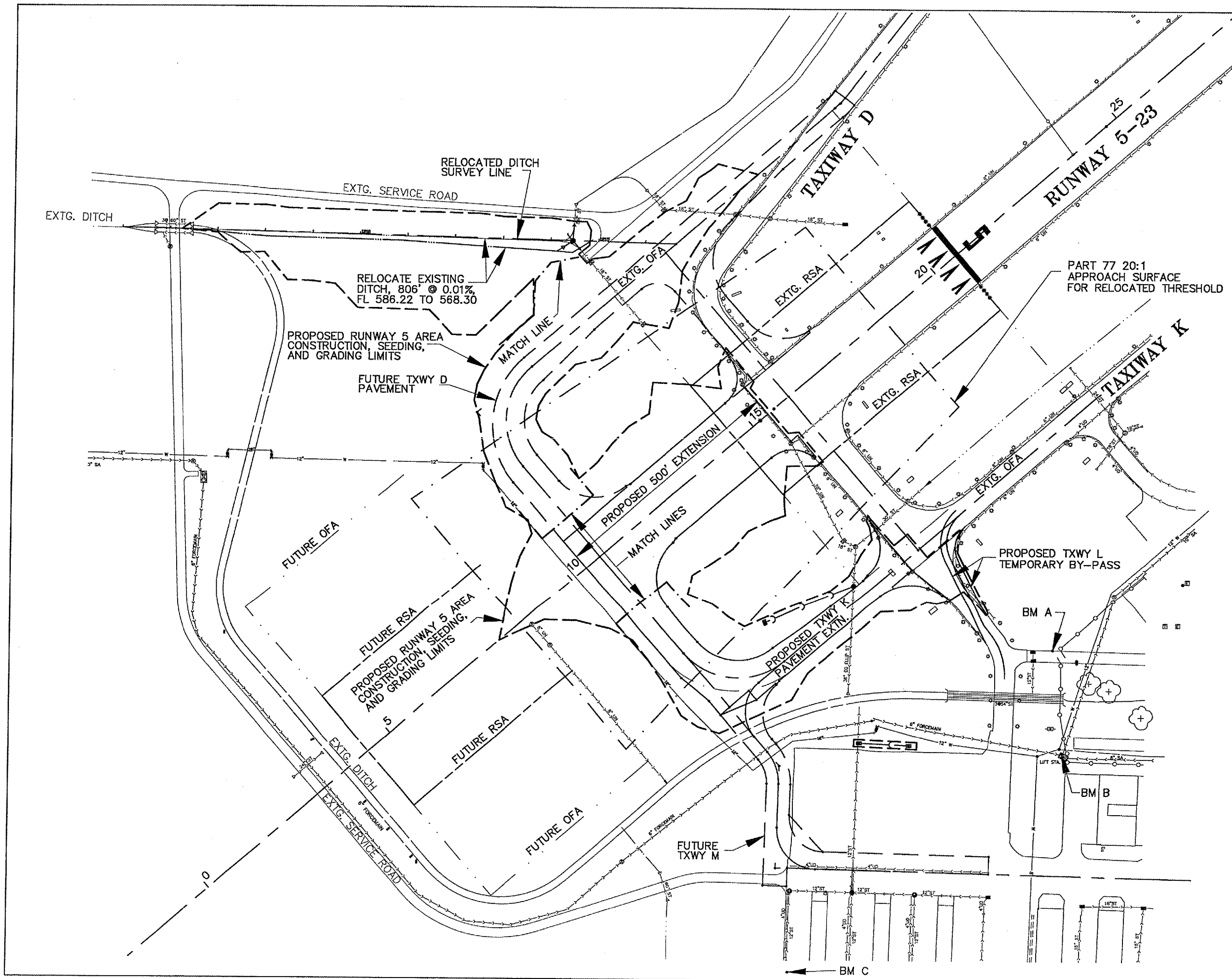
PROPOSED TYPICAL SECTION
SOIL WASTE AREA, STA. 1399+80 TO STA. 1413+25



QUAD CITY INTERNATIONAL AIRPORT
 RUNWAY 5 EXTENSION - PAVING
 ILL. MLI-3623, QU003
 SHEET 10 OF 74

LEGEND:

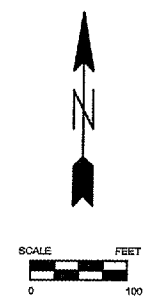
- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- FUTURE PAVEMENT
- PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS



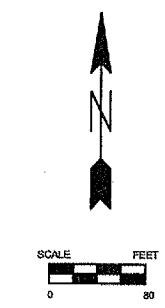
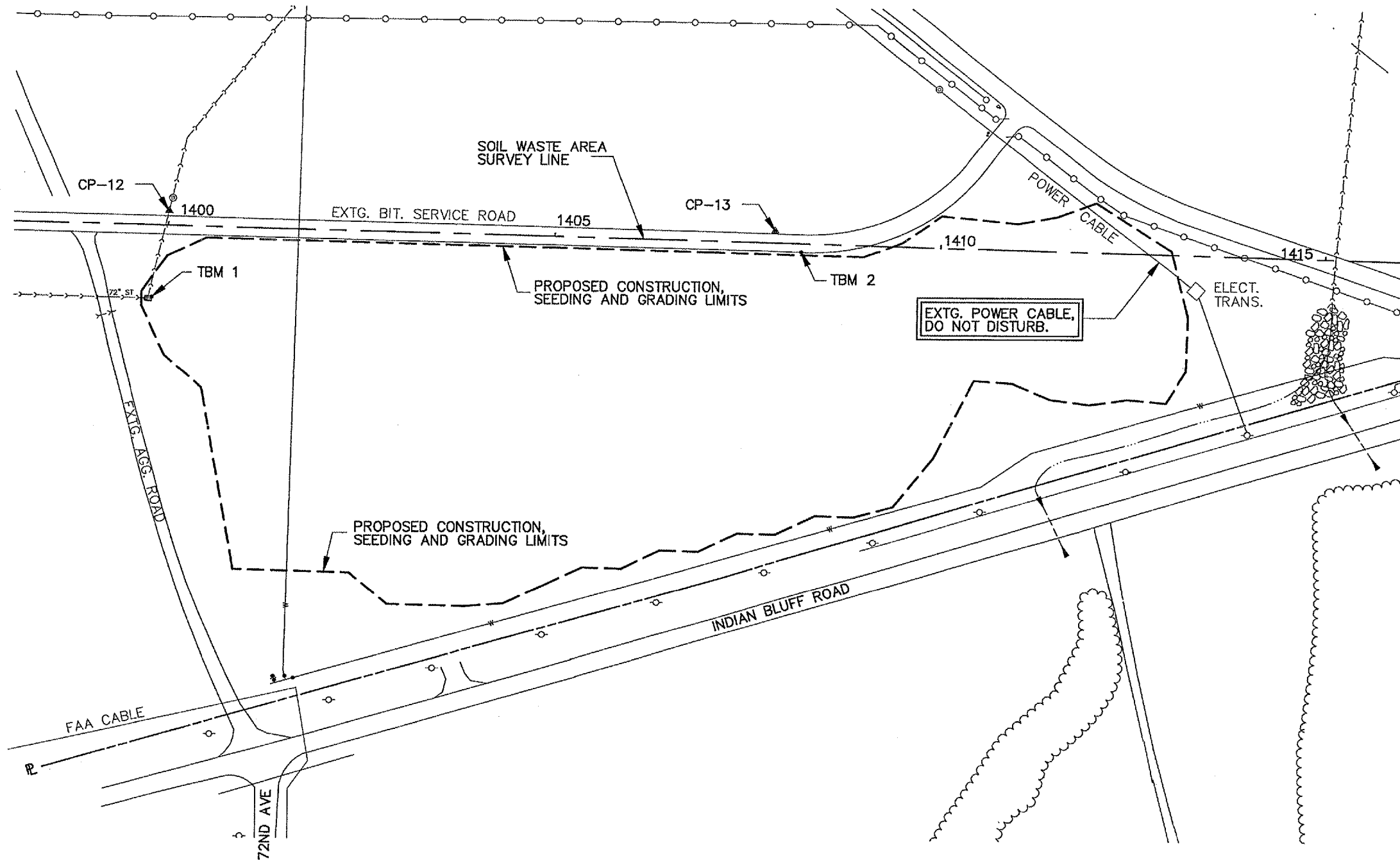
NOTE:

SEE PLAN & PROFILE SHEETS FOR LOCATION OF EXISTING UNDERGROUND ELECTRICAL AND FIELD TILES.

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
BM 20	580.91	BRASS CAP @ N.W. COR. OF FAA CONTROL TOWER
BM A	577.63	CHIS. □ ON TOP OF N. CURB, STA. 16+75±, RT. 775'±
BM B	576.73	CHIS X ON N RIM OF LIFT STA M.H., STA. 15+45±, RT. 958'±
BM C	579.90	CHIS □ ON S COR OF CATCH BASIN, STA. 131+30±, RT. 195'±



QUAD CITY INTERNATIONAL AIRPORT
 RUNWAY 5 EXTENSION - PAVING
 ILL. MLI-3623, QU003
 SHEET 11 OF 74



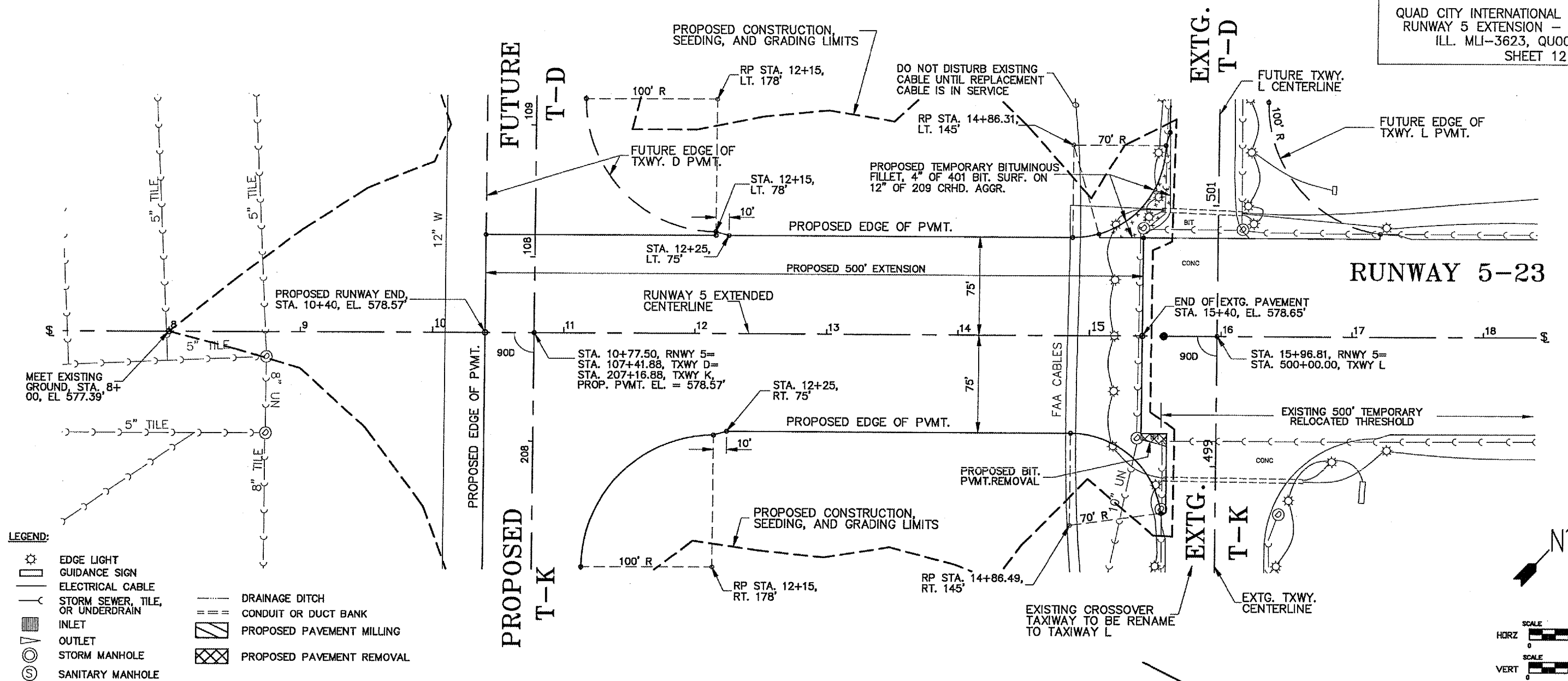
PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
CP-11	STA. 1386+36.96, RT. 200.74' N1738837.5207, E2203759.6063	577.65	
CP-12	STA. 1400+00, LT. 18.49' N1739021.9767, E2205127.7852	573.90	SPK
CP-13	STA. 1407+85.66, LT. 15.92' N1738999.4073, E2205913.1239	576.70	SPK

TEMPORARY BENCH MARKS		
T.B.M.	ELEV.	DESCRIPTION
TBM-A	578.57	CHIS. □ ON CONC TRANSFORMER PAD, TXWY K, STA. 377+71.67, RT. 369.06'
TBM-C	580.78	ALUMINUM DISC IN CONC ○ RNWY 31 END, RNWY 31, STA. 83+49.85, LT. 0.00'
TBM-1	575.01	CHIS. *x* ON NW COR OF CONC INLET, STA. 1399+84.22, RT. 91.77'
TBM-2	580.40	PK NAIL SET AT S EDGE OF SERVICE ROAD, STA. 1408+20.01, RT. 10.73'

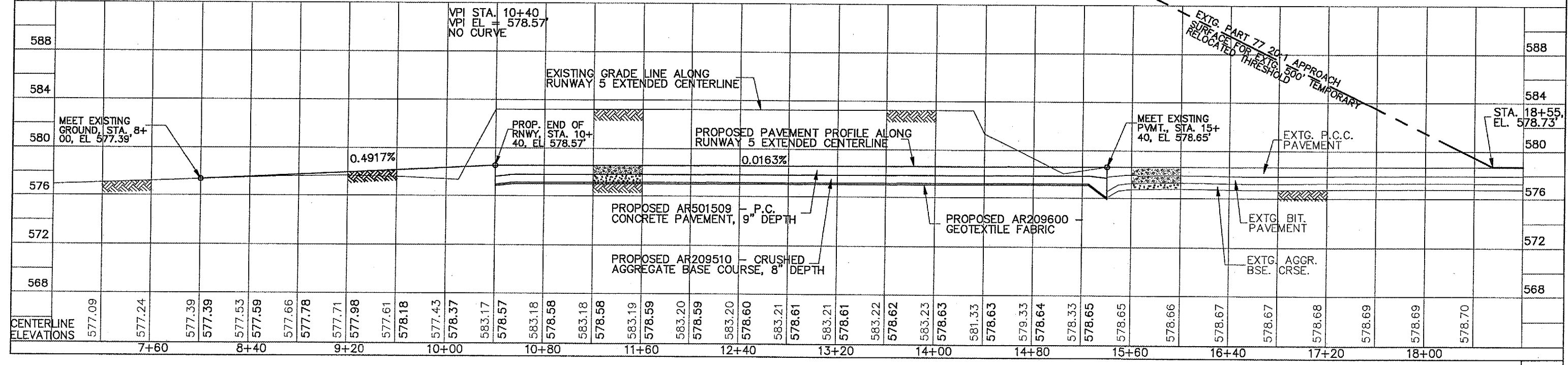
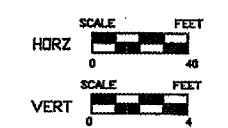
- LEGEND:**
- ⊙ EDGE LIGHT
 - GUIDANCE SIGN
 - ELECTRICAL CABLE
 - STORM SEWER OR UNDERDRAIN
 - ▣ INLET
 - ▽ OUTLET
 - STORM MANHOLE
 - ⊙ SANITARY MANHOLE
 - DRAINAGE DITCH
 - CONDUIT OR DUCT BANK
 - FUTURE PAVEMENT
 - PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS

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 RUNWAY 5 EXTENSION - PAVING
 ILL. MLI-3623, QU003
 SHEET 12 OF 74



- LEGEND:**
- EDGE LIGHT
 - GUIDANCE SIGN
 - ELECTRICAL CABLE
 - STORM SEWER, TILE, OR UNDERDRAIN
 - INLET
 - OUTLET
 - STORM MANHOLE
 - SANITARY MANHOLE
 - DRAINAGE DITCH
 - CONDUIT OR DUCT BANK
 - PROPOSED PAVEMENT MILLING
 - PROPOSED PAVEMENT REMOVAL



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QUAD CITY INTERNATIONAL AIRPORT
 RUNWAY 5 EXTENSION - PAVING
 ILL. MLI-3623, QU003
 SHEET 13 OF 74

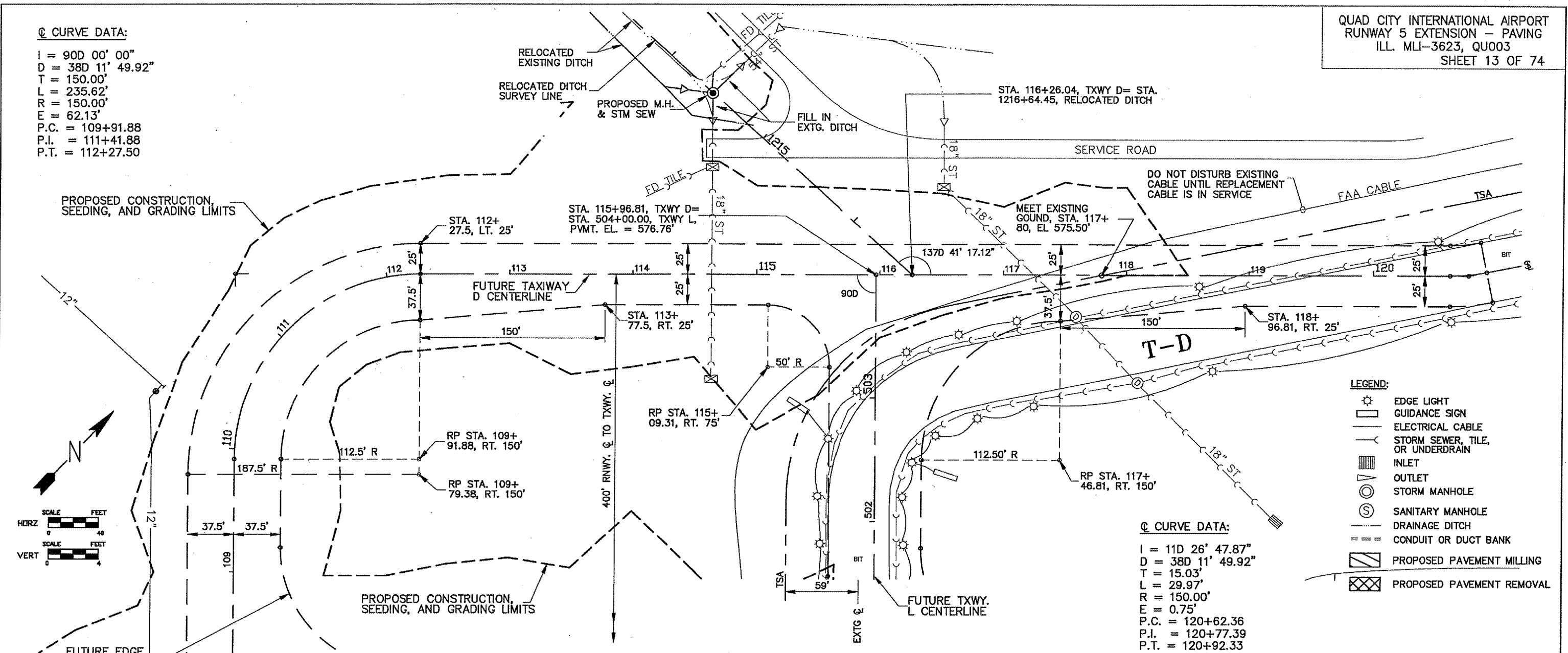
☉ CURVE DATA:

I = 90D 00' 00"
 D = 38D 11' 49.92"
 T = 150.00'
 L = 235.62'
 R = 150.00'
 E = 62.13'
 P.C. = 109+91.88
 P.I. = 111+41.88
 P.T. = 112+27.50

☉ CURVE DATA:

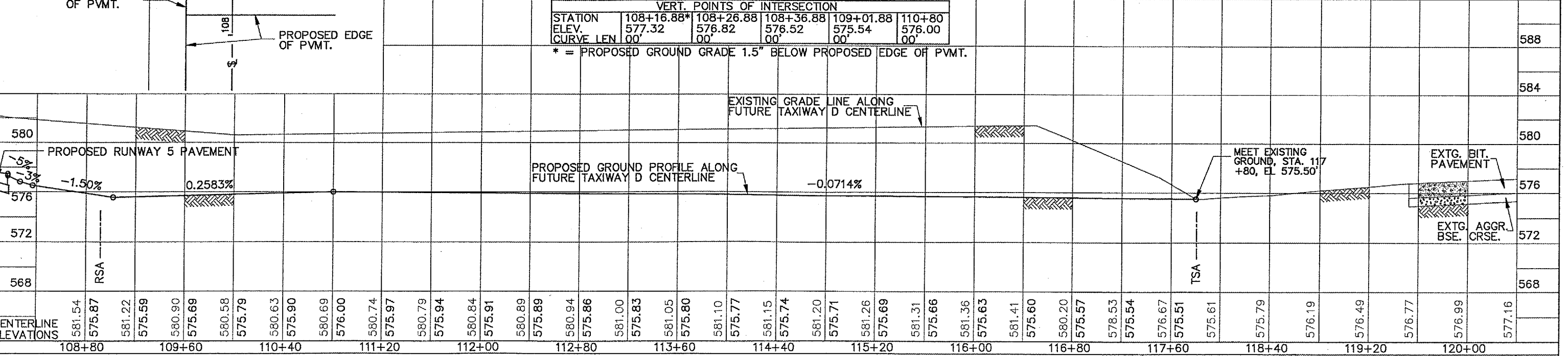
I = 11D 26' 47.87"
 D = 38D 11' 49.92"
 T = 15.03'
 L = 29.97'
 R = 150.00'
 E = 0.75'
 P.C. = 120+62.36
 P.I. = 120+77.39
 P.T. = 120+92.33

- LEGEND:
- ☉ EDGE LIGHT
 - GUIDANCE SIGN
 - ELECTRICAL CABLE
 - STORM SEWER, TILE, OR UNDERDRAIN
 - ▣ INLET
 - ▽ OUTLET
 - ⊙ STORM MANHOLE
 - ⊙ SANITARY MANHOLE
 - DRAINAGE DITCH
 - CONDUIT OR DUCT BANK
 - ▨ PROPOSED PAVEMENT MILLING
 - ⊗ PROPOSED PAVEMENT REMOVAL



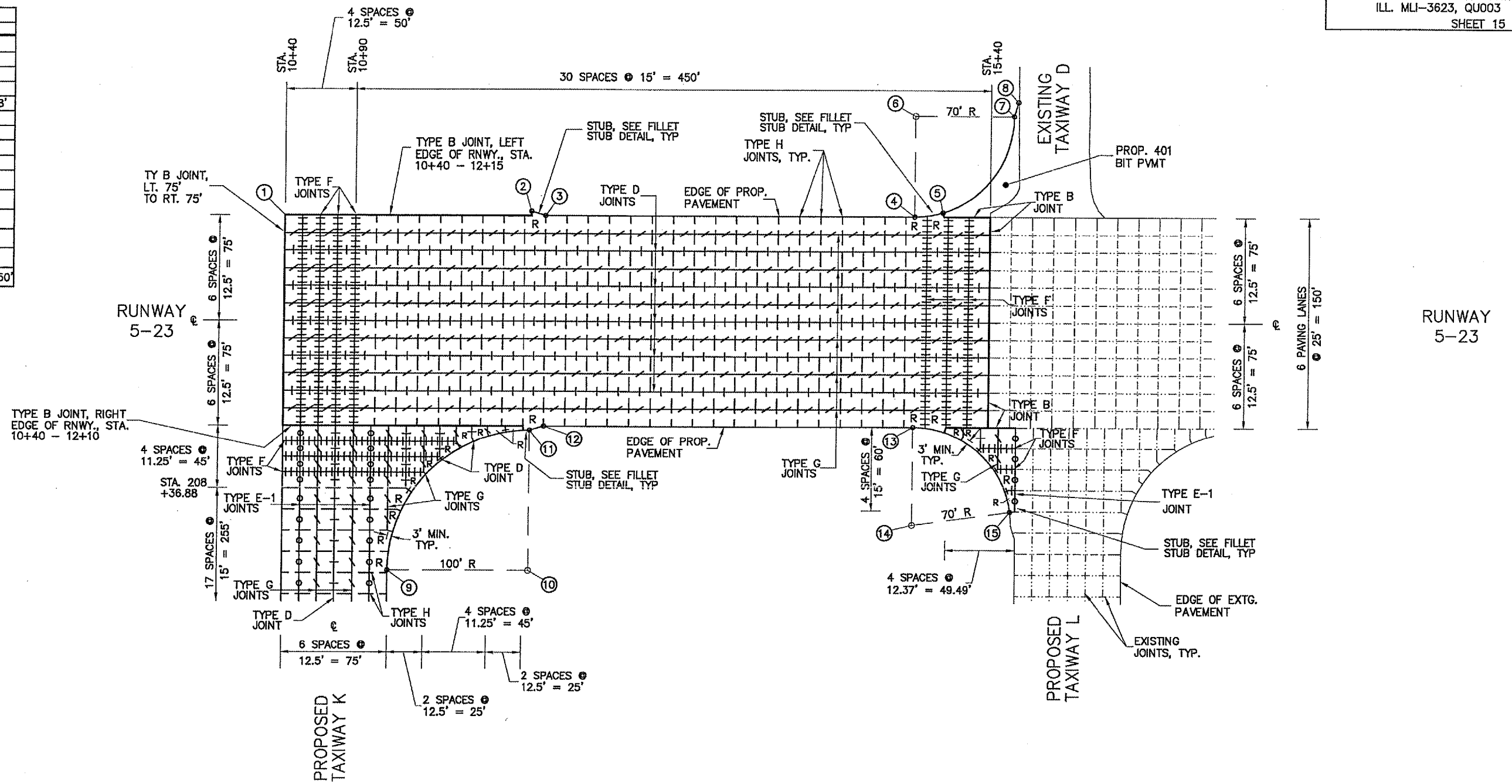
VERT. POINTS OF INTERSECTION					
STATION	108+16.88*	108+26.88	108+36.88	109+01.88	110+80
ELEV.	577.32	576.82	576.52	575.54	576.00
CURVE LEN	00'	00'	00'	00'	00'

* = PROPOSED GROUND GRADE 1.5" BELOW PROPOSED EDGE OF PVMT.



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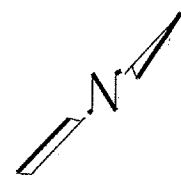
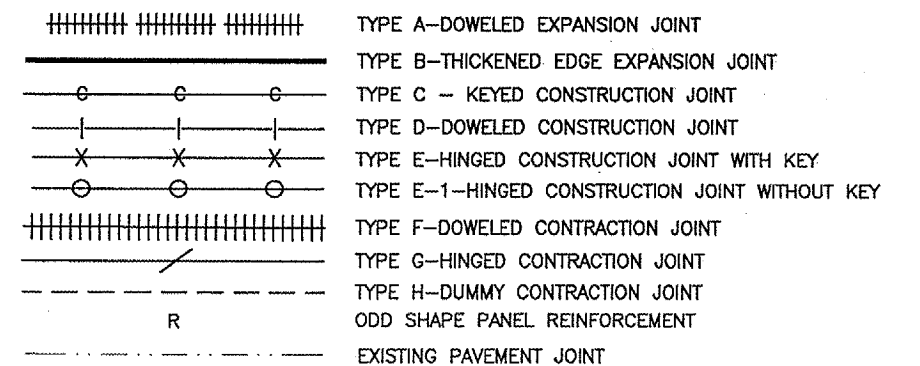
PAVEMENT LAYOUT POINTS		
NUMBER	STATION	OUT
1	10+40	LT. 75'
2	12+15	LT. 78'
3	12+25	LT. 75'
4	14+86.31	LT. 75'
5	15+06.17	LT. 77.88'
6	14+86.31	LT. 145'
7	15+56.31	LT. 145'
8	15+59.31	LT. 155'
9	11+15	RT. 178'
10	12+15	RT. 178'
11	12+15	RT. 78'
12	12+25	RT. 75'
13	14+86.49	RT. 75'
14	14+86.49	RT. 145'
15	15+55.84	RT. 135.50'



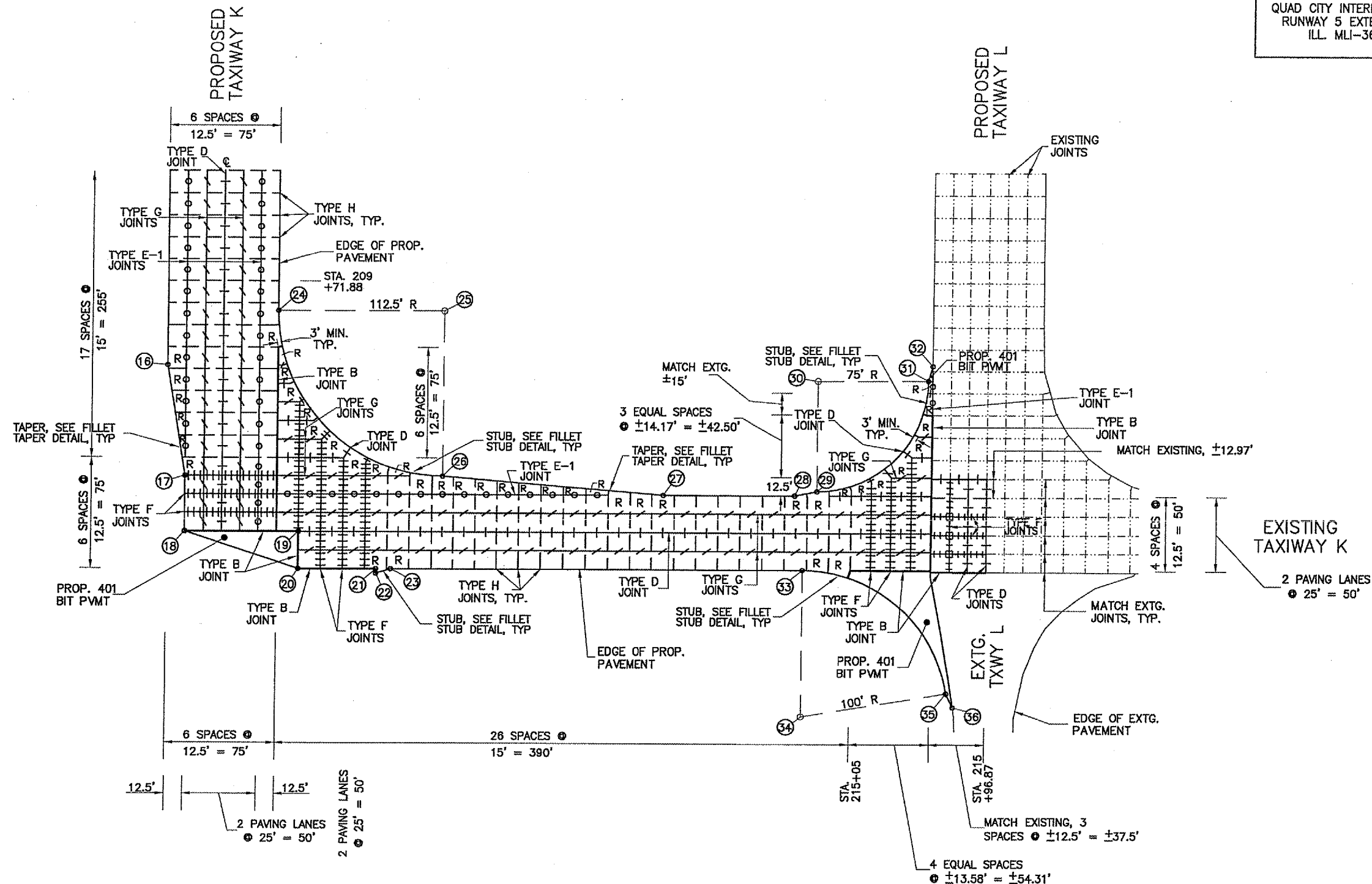
JOINT NOTES:

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
- SEE SHEET 17 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
- TAXIWAY K / L EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

JOINT SYMBOL LEGEND



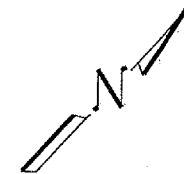
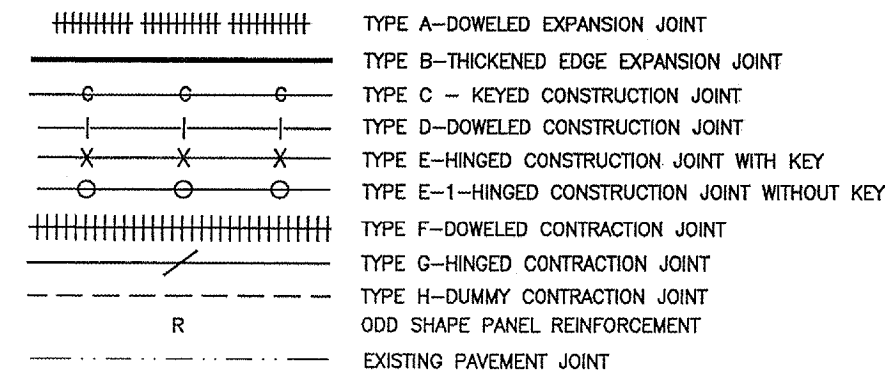
PAVEMENT LAYOUT POINTS		
NUMBER	STATION	OUT
16	210+21.49	RT. 41.22'
17	210+77.58	RT. 58.04'
18	210+98.17	RT. 80.49'
19	211+41.04	RT. 28.90'
20	211+51.25	RT. 50.33'
21	211+89.75	RT. 30.69'
22	211+90.36	RT. 33.60'
23	211+97.89	RT. 28.47'
24	209+91.88	LT. 37.5'
25	209+91.88	LT. 150'
26	212+27.50	LT. 37.5'
27	213+77.50	LT. 25'
28	214+66.52	LT. 25'
29	214+81.52	LT. 28'
30	214+81.52	LT. 103'
31	215+56.52	LT. 103.39'
32	215+59.46	LT. 113.41'
33	214+72.09	RT. 25'
34	214+72.09	RT. 125'
35	215+70.78	RT. 108.84'
36	215+75.35	RT. 118.23'



JOINT NOTES:

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
- THE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
- SEE SHEET 17 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
- TAXIWAY K / L EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

JOINT SYMBOL LEGEND



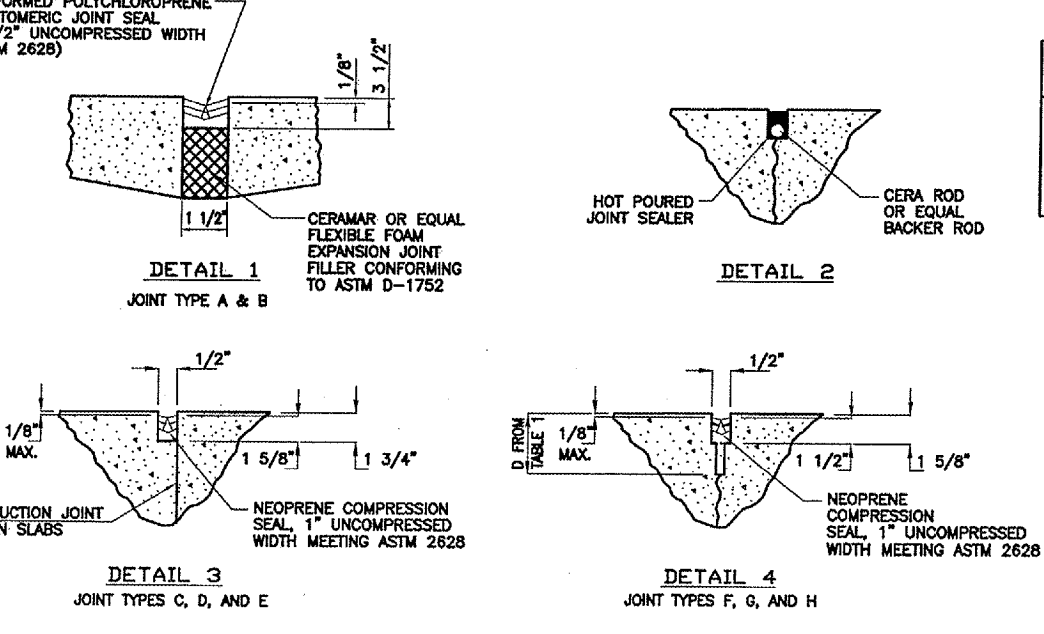
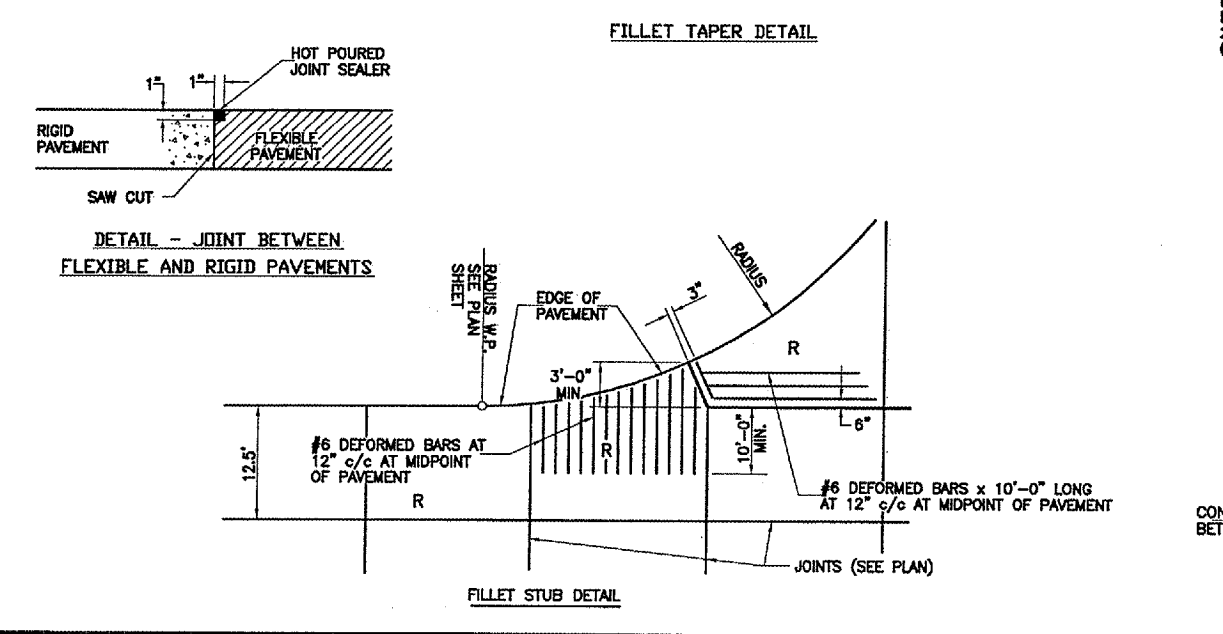
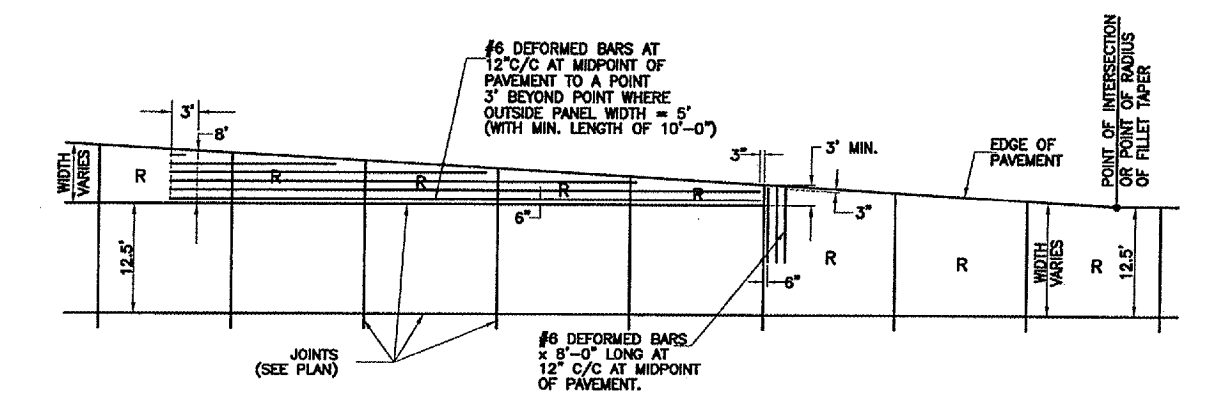
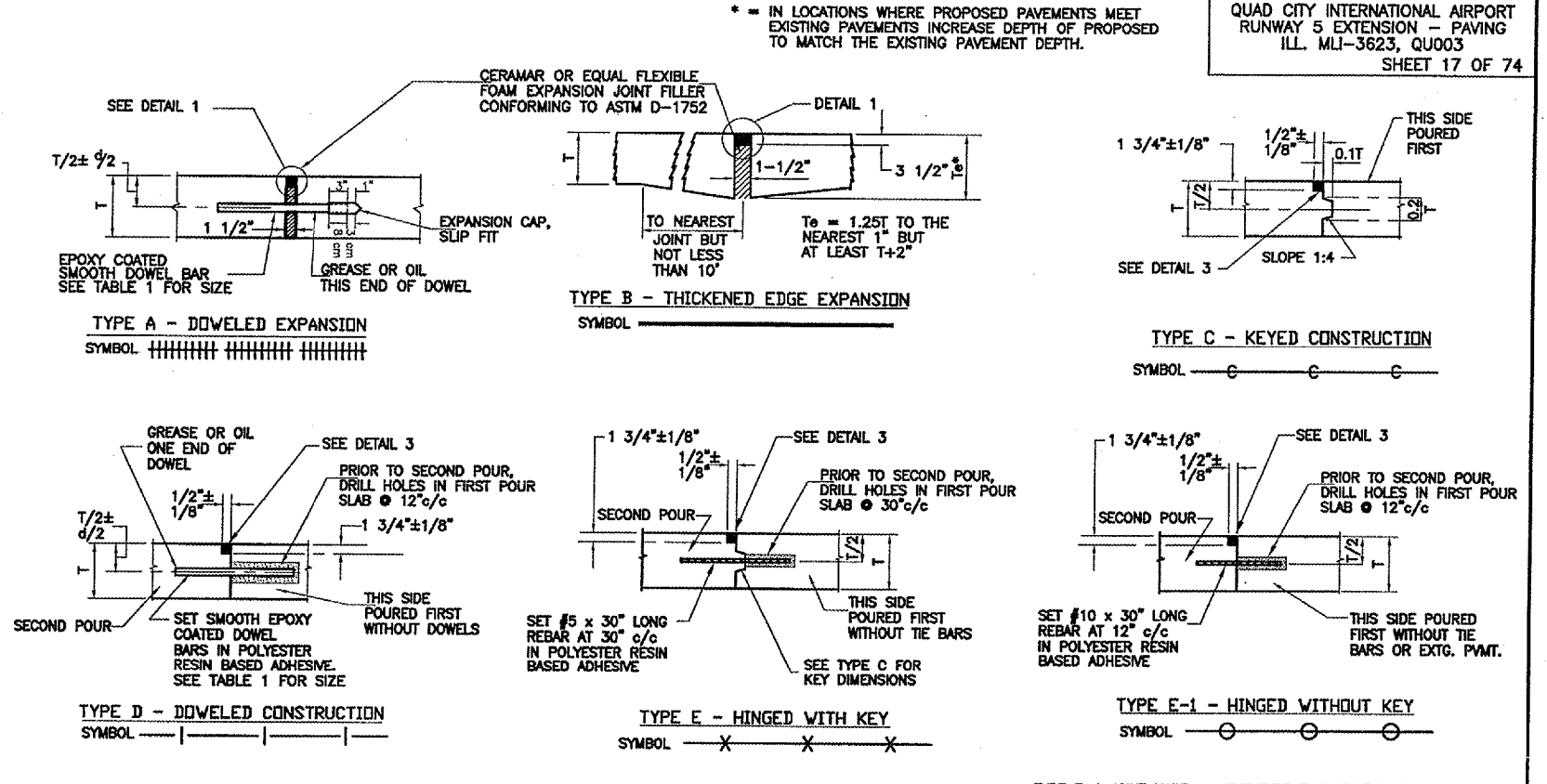
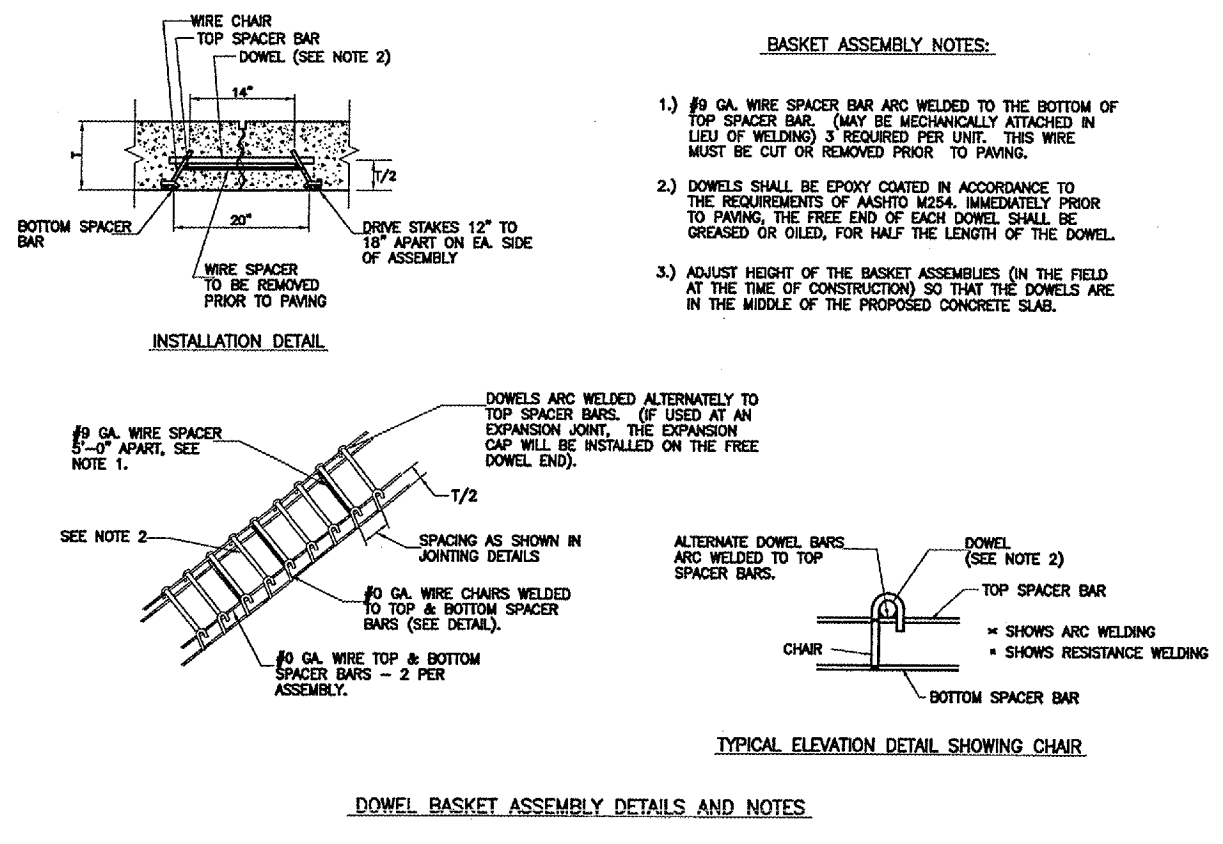
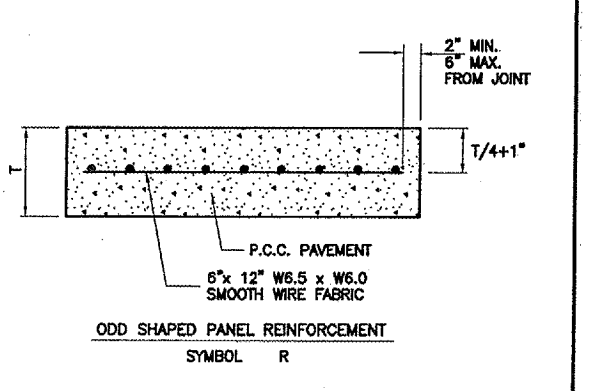
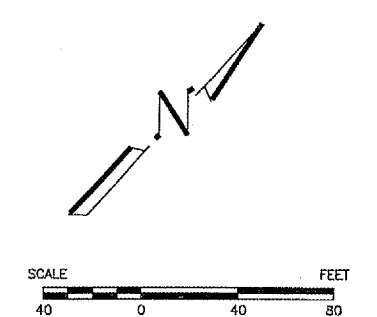
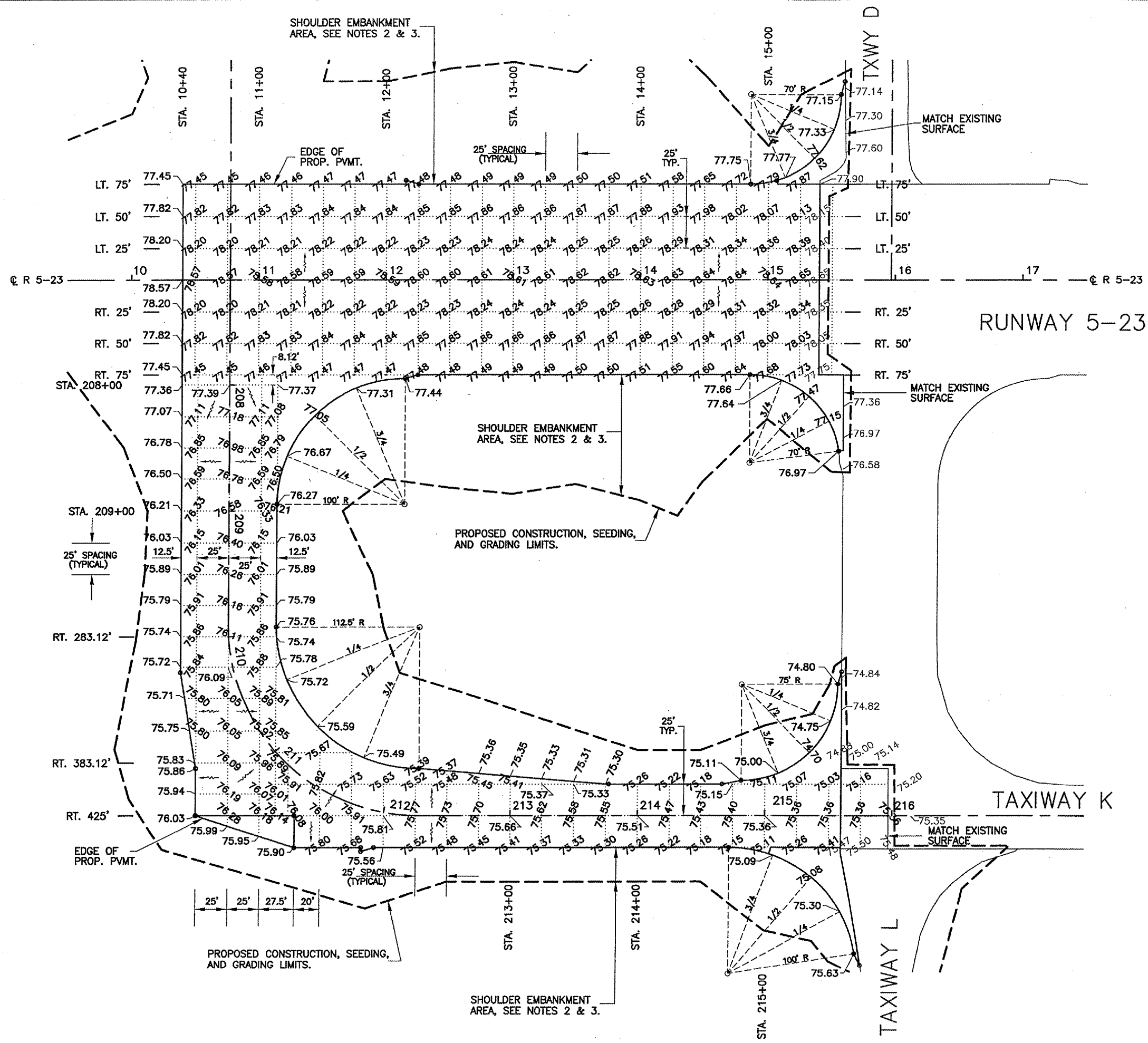


TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT D, INCHES D=(T/4)±1/4"	STEEL DOWELS		
		DIAMETER (INCHES)	LENGTH (INCHES)	SPACING (INCHES)
8	2.00	1.00	19	12
9	2.25	1.00	19	12
10	2.50	1.00	19	12
12	3.00	1.00	19	12
15	3.75	1.25	20	15
17	4.25	1.50	20	18



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NOTES:

- 1.) CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
- 2.) GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PAVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.
- 3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.
- 4.) 76.80 = PROPOSED ELEVATION 576.80.
- 5.) 576.60 = EXISTING ELEVATION 576.60.

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- LEGEND:**
- EXTG EDGE LIGHT
 - EXTG GUIDANCE SIGN
 - EXTG ELECTRICAL CABLE
 - EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
 - EXTG INLET
 - EXTG OUTLET
 - EXTG STORM MANHOLE
 - EXTG SANITARY MANHOLE
 - EXTG DRAINAGE DITCH
 - EXTG CONDUIT OR DUCT BANK
 - PROPOSED MANHOLE
 - PROPOSED INLET
 - PROPOSED FLARED END SECTION
 - PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
 - PROPOSED DRAINAGE STRUCTURE NUMBER



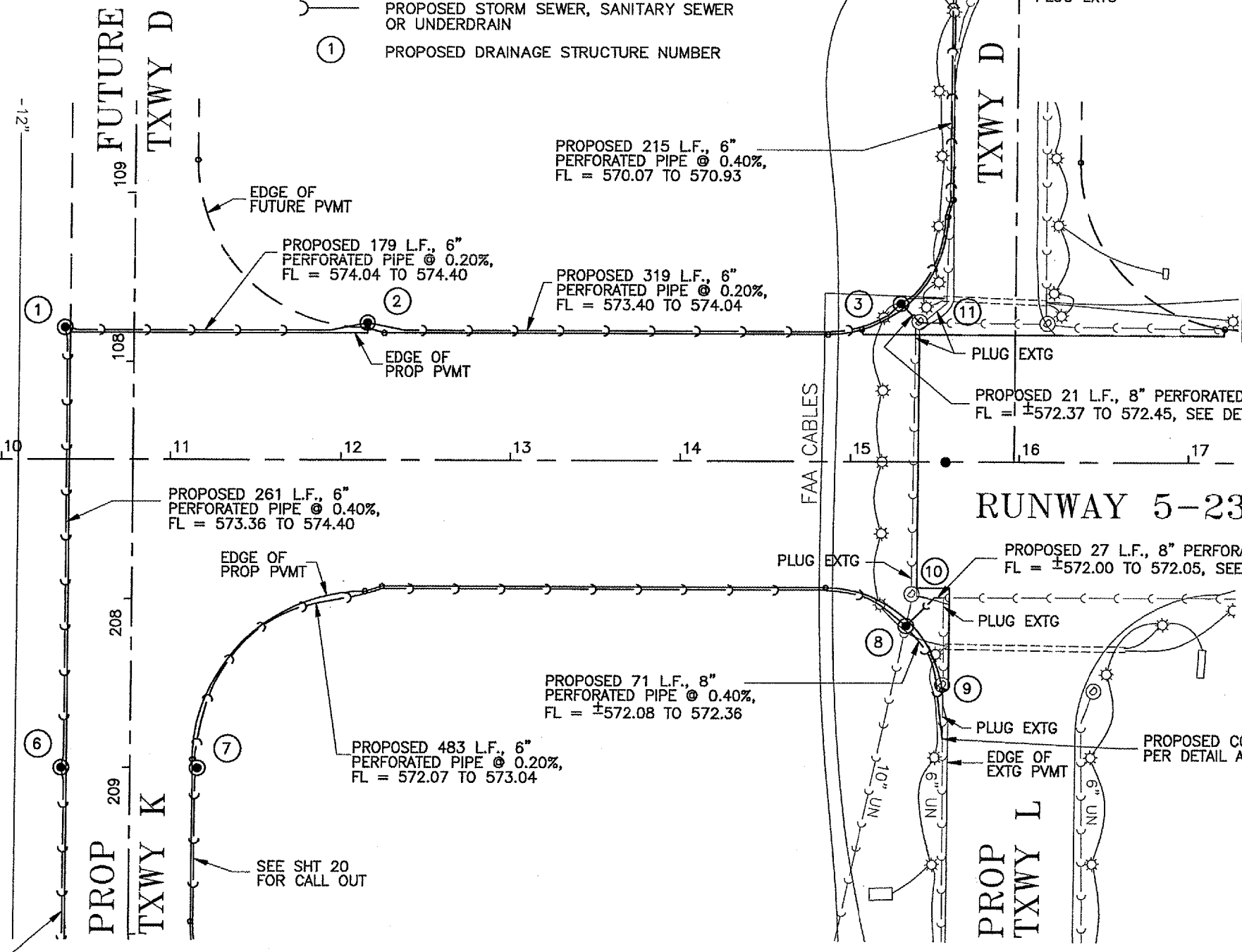
PROPOSED 28 L.F., 8" PERFORATED PIPE @ 0.40%,
 FL = ±572.59 TO 572.70, SEE DETAIL A ON SHT 20

PROPOSED 93 L.F., 12" DIA.,
 STM SEW. CL. IV @ 0.40%,
 FL = 569.70 TO 570.07

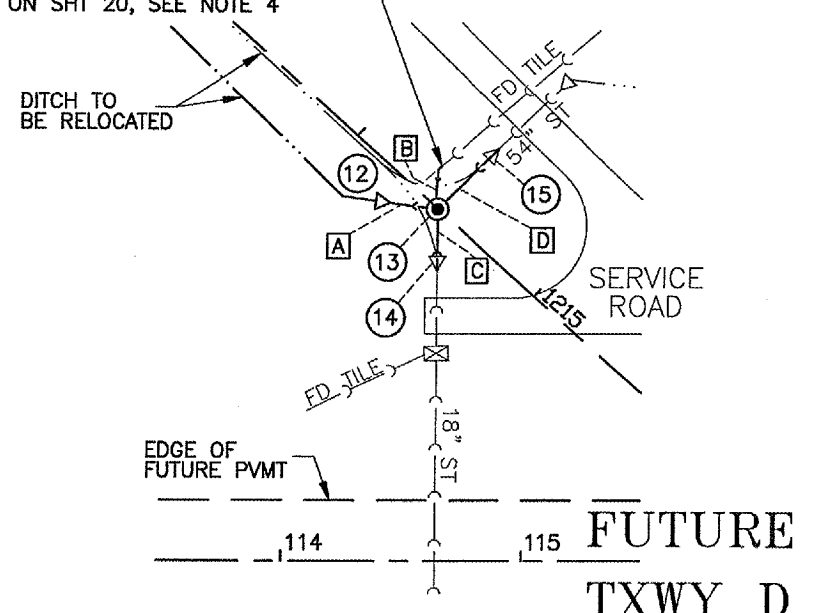
DO NOT DISTURB EXISTING
 CABLE UNTIL REPLACEMENT
 CABLE IS IN SERVICE

DRAINAGE STRUCTURE SCHEDULE

NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
1	10+37, LT. 78'	MANHOLE SPL., 2' DIA.	574.40'	577.30'	
2	12+15, LT. 81'	MANHOLE SPL., 2' DIA.	574.04'	577.17'	
3	15+29, LT. 93.5'	MANHOLE SPL., 2' DIA.	NW=570.93' NE=572.37' S=573.40'	577.35'	SEE DETAIL "A" ON SHT 20
4	15+56, LT. 299'	MANHOLE SPL., 2' DIA.	NE=572.59' SW=570.07' SE=570.07'	MEET EXTG, ±575.30'	SEE DETAIL "A" ON SHT 20
5	14+64, LT. 315'	EXISTING INLET	±569.69'	±572.49'	EXISTING, TO REMAIN
6	10+37, RT. 183.12'	MANHOLE SPL., 2' DIA.	573.36'	575.94'	
7	11+18, RT. 183.12'	MANHOLE SPL., 2' DIA.	572.96'	575.94'	PROP NW FL = 573.04 PROP SE FL = 572.96
8	15+33.5, RT. 97.7'	MANHOLE SPL., 2' DIA.	MEET EXTG, ±571.95'	577.20'	SEE DETAIL "A" ON SHT 20
9	15+56, RT. 132.3'	EXISTING MANHOLE	±572.24'	±576.60'	TO BE REMOVED
10	15+37, RT. 78.6'	EXISTING MANHOLE	±571.93'	±577.70'	TO BE REMOVED
11	15+40, LT. 82.5'	EXISTING MANHOLE	±572.45'	±577.80'	TO BE REMOVED
12	114+38, LT. 150.64'	PRC FLARED END SECTION, ELLIPTICAL, EQ ROUND SIZE 60"	568.30'	---	
13	114+64, LT. 147.3'	MANHOLE, 8' DIA. WITH FLAT SLAB TOP	568.30'	575.00'	SW=568.30' SE=568.54' NW=568.30' N=569.26'
14	114+64, LT. 127.5'	EXISTING PRC FLARED END SECTION, 18" DIA.	±568.41'	---	TO BE REMOVED
15	114+85, LT. 168.3'	EXISTING PRC FLARED END SECTION, ELLIPTICAL, EQ ROUND SIZE 54"	±569.30'	---	TO BE REMOVED



PROP. GROUT COLLAR PER DETAIL "A" ON SHT 20, SEE NOTE 4

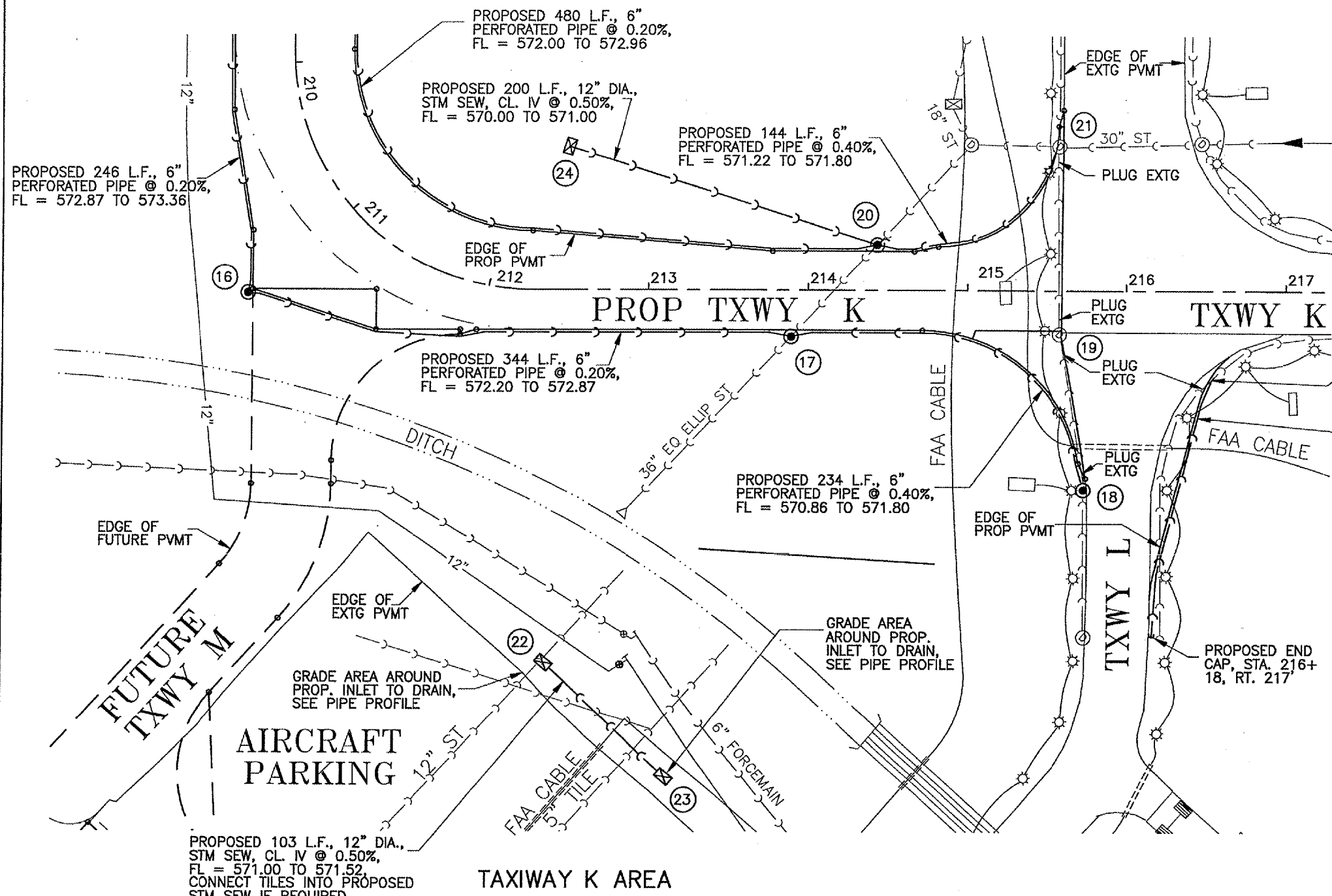


TAXIWAY D AREA STORM SEWER SCHEDULE

PIPE RUN LETTER	LENGTH, L.F.	SIZE & TYPE	PIPE SLOPE	START / END FLOWLINES
A	15'	60" DIA. EQIV. ELLIPTICAL, CL I	0.010%	568.30 TO 568.30
B	18'	8" DIA. ROUND, PERFORATED PIPE	0.010%	568.30 TO 568.30
C	23'	18" DIA. ROUND, CL IV	0.600%	568.54 TO 568.68
D	36'	54" DIA. EQIV. ELLIPTICAL, CL I	0.126%	569.26 TO 569.31

RUNWAY 5 AREA

NOTE:
 SEE SHEET 20 FOR GENERAL DRAINAGE NOTES.



PROPOSED CONCRETE GROUT COLLAR
 PER DETAIL A BELOW, SEE NOTE 4,
 STA. 216+55, RT. ±54'

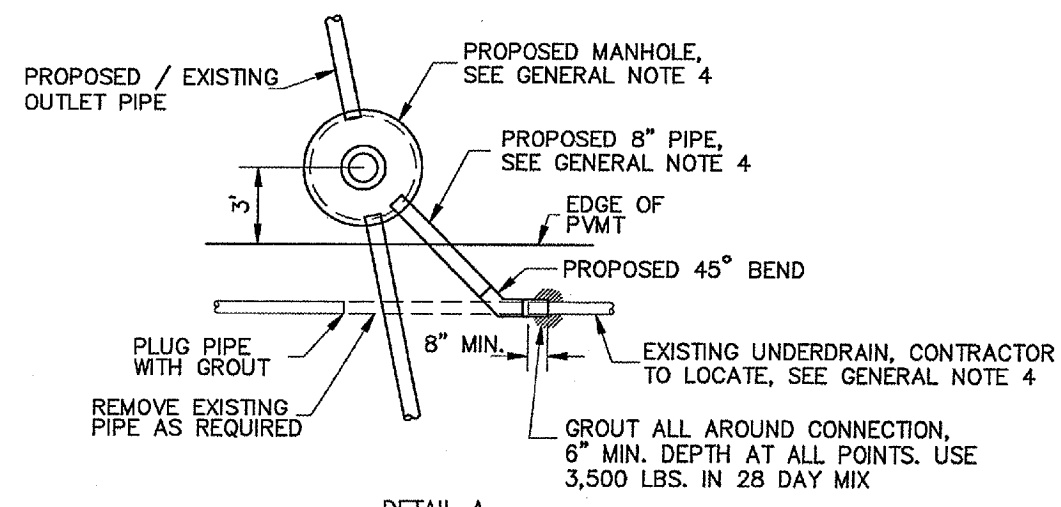
PROPOSED 167 L.F., 8"
 PERFORATED PIPE @ 0.24%,
 FL = ±573.00 TO 573.40

GENERAL DRAINAGE NOTES:

1. SEE PLAN & PROFILE SHEETS FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL HAND DIG AROUND ALL EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR COST OF REPAIRING ALL DAMAGE UTILITIES.
2. OUTLET PROPOSED UNDER DRAIN INTO EXISTING / PROPOSED STM. SEW. PER DETAIL.
3. CONTRACTOR TO EXCAVATE AND EXPOSE EXISTING STORM PIPES, ELEC. CABLES, AND ELEC. DUCT BANKS AT PROPOSED MANHOLE, INLET, AND PIPE CROSSING LOCATIONS TO FIELD VERIFY VERTICAL LOCATIONS OF EXISTING UTILITIES. ENGINEER MAY ADJUST SLOPES AND TIE-INS AT THE TIME OF CONSTRUCTION AS REQUIRED.
4. THE LOCATIONS OF THE EXISTING UNDERDRAINS SHOWN ON THESE DRAWINGS WERE TAKEN FROM AIRPORT RECORDS AND ARE APPROXIMATE. PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXCAVATE, EXPOSE, AND FIELD VERIFY THE HORIZONTAL LOCATION, VERTICAL LOCATION, AND SIZE OF THE EXISTING CLAY UNDERDRAINS. ELEVATIONS, SLOPES, AND PIPE SIZES SHALL BE ADJUSTED BY THE RESIDENT ENGINEER IN THE FIELD AT THE TIME OF CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT RATES.
5. PLUG EXISTING PIPES TO BE ABANDONED IN PLACE. THE PLUGGING OF EXISTING PIPES TO BE ABANDONED IN PLACE SHALL BE ACCOMPLISHED WITH BRICKS AND GROUT (3,500 LBS. @ 28 DAY MIX) TO THE SATISFACTION OF THE RESIDENT ENGINEER. COST FOR PLUGGING EXISTING PIPES SHALL BE INCLUDED IN THE CONTRACT 701 UNIT PRICES. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.

- LEGEND:**
- ☼ EXTG EDGE LIGHT
 - EXTG GUIDANCE SIGN
 - EXTG ELECTRICAL CABLE
 - EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
 - ▨ EXTG INLET
 - ▽ EXTG OUTLET
 - ⊕ EXTG STORM MANHOLE
 - ⊙ EXTG SANITARY MANHOLE
 - EXTG DRAINAGE DITCH
 - EXTG CONDUIT OR DUCT BANK
 - PROPOSED MANHOLE
 - ⊠ PROPOSED INLET
 - ▽ PROPOSED FLARED END SECTION
 - PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
 - ① PROPOSED DRAINAGE STRUCTURE NUMBER

TAXIWAY K AREA

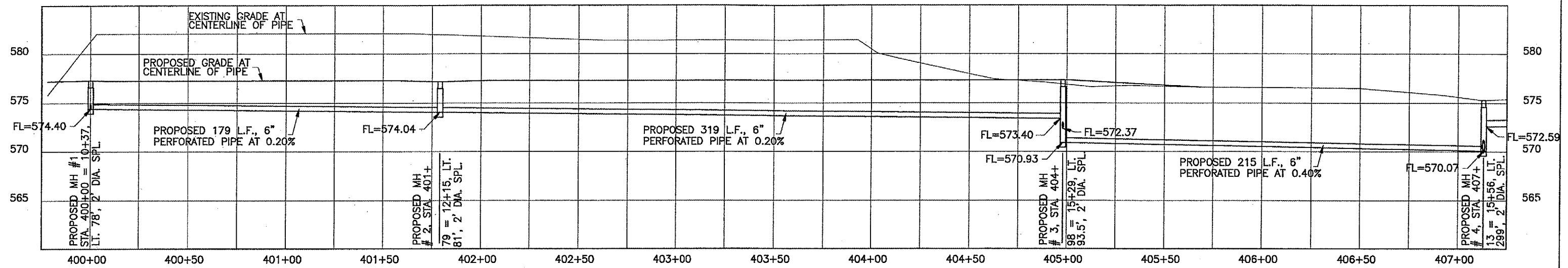


DRAINAGE STRUCTURE SCHEDULE

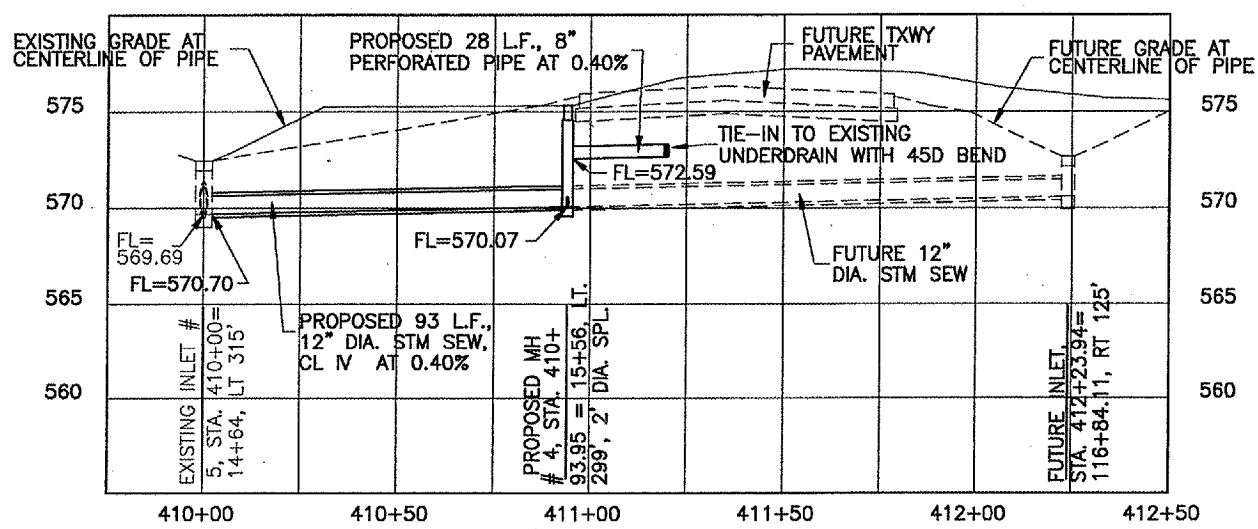
NUMBER	LOCATION	TYPE	℄ ELEV.	LID OR GRATE ELEV.	REMARK
16	210+98, RT. 84.19'	MANHOLE SPL., 2' DIA.	572.87'	575.72'	
17	MEET EXISTING, ±213+89.4, RT. 29'	MANHOLE, 5' DIA. WITH FLAT SLAB TOP	MEET EXTG, ±568.96'	574.96'	PROP NE FL = 570.86 PROP SW FL = 572.20
18	215+74.16, RT. 125.61'	MANHOLE SPL., 2' DIA.	571.80'	MEET EXTG, ±575.56'	REMOVE EXISTING MH AND INSTALL NEW MH
19	215+58, RT. 27.17'	EXISTING MANHOLE	±571.33'	±575.35'	TO BE REMOVED
20	MEET EXISTING, ±214+43.48, LT. 29'	MANHOLE, 5' DIA. WITH FLAT SLAB TOP	MEET EXTG, ±569.03'	574.88'	PROP NE FL = 571.22 PROP SW FL = 572.00 PROP WSW FL = 570.00
21	215+57.04, LT. 90.58'	EXISTING MANHOLE	±569.37'	EXTG=574.60' PROP=574.79'	ADJUST F & G ELEV
22	MEET EXISTING, ±212+36.39, RT. 234.10'	INLET SPECIAL	MEET EXTG, ±570.75'	574.60'	GRADE AREA TO DRAIN TO INLET
23	213+12.28, RT. 306.26'	INLET SPECIAL	571.52'	574.85'	GRADE AREA TO DRAIN TO INLET
24	212+50, LT. 90'	INLET SPECIAL	571.00'	573.50'	GRADE AREA TO DRAIN TO INLET

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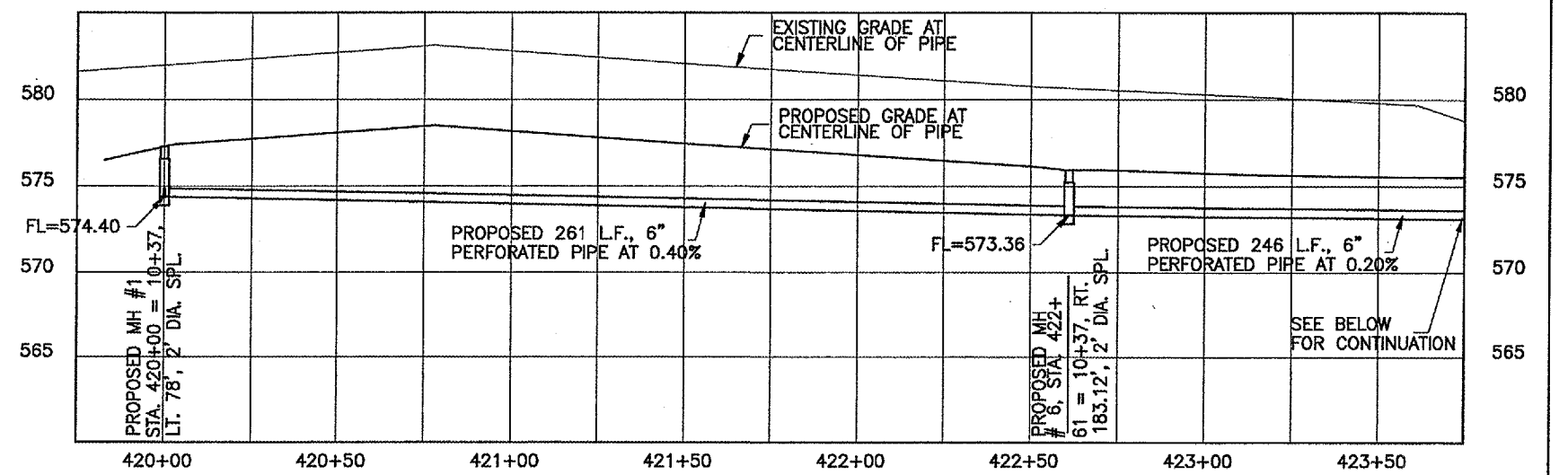
RUNWAY 5, STA. 10+37 TO 15+56 LEFT UNDERDRAIN CENTERLINE PROFILE



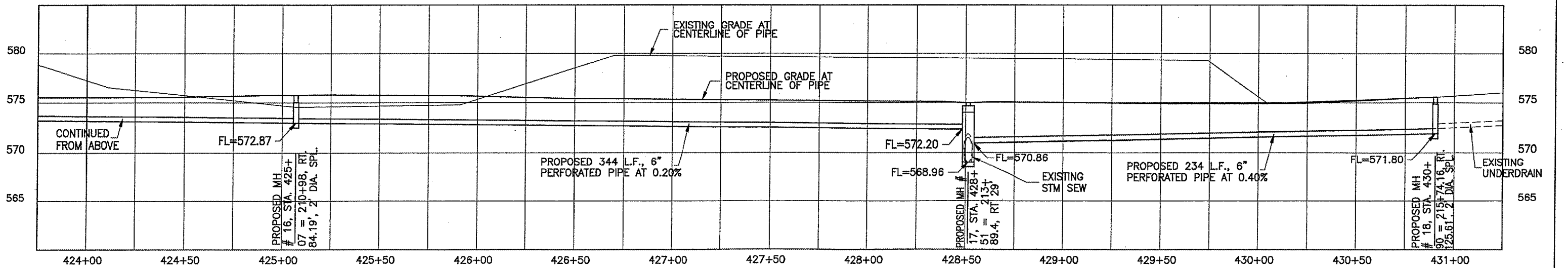
RUNWAY 5, STA. 14+64 - 15+56 LEFT 12" DIA. STM SEW CENTERLINE PROFILE



RUNWAY 5, STA. 10+37 LEFT TO TAXIWAY K, 215+74.16 RIGHT UNDERDRAIN CENTERLINE PROFILE

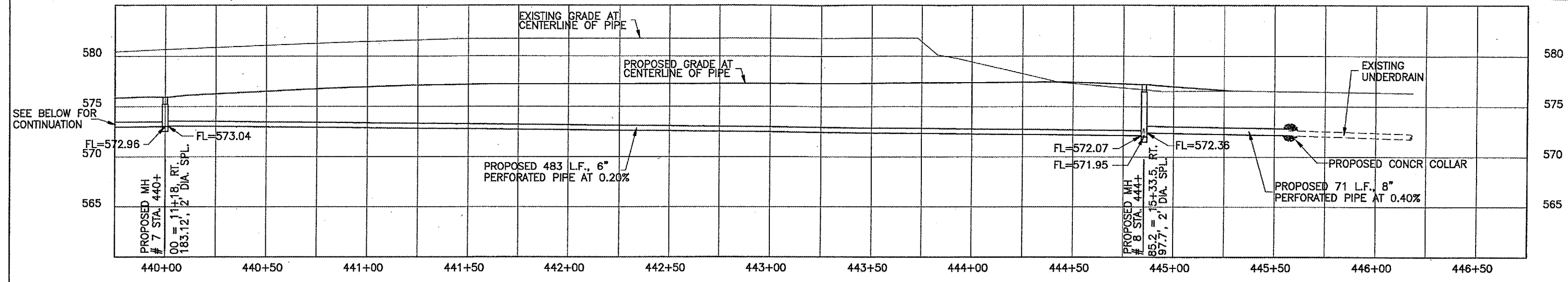


RUNWAY 5, STA. 10+37 LEFT TO TAXIWAY K, 215+74.16 RIGHT UNDERDRAIN CENTERLINE PROFILE (CONTINUED)

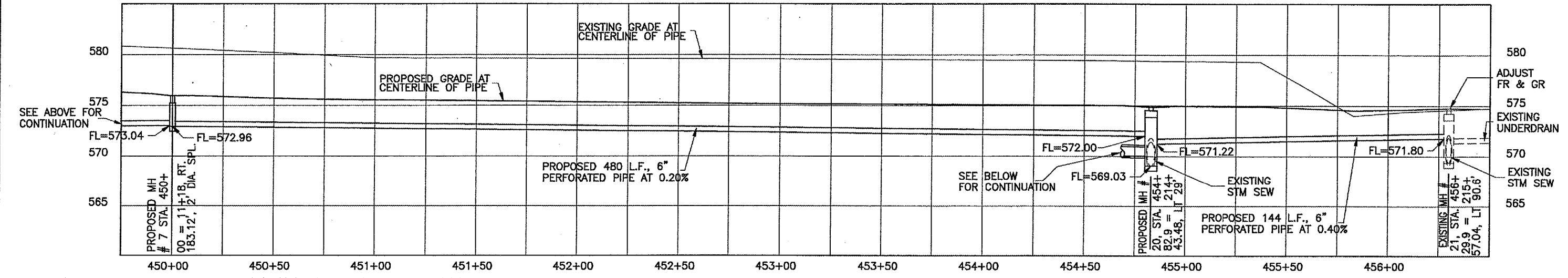


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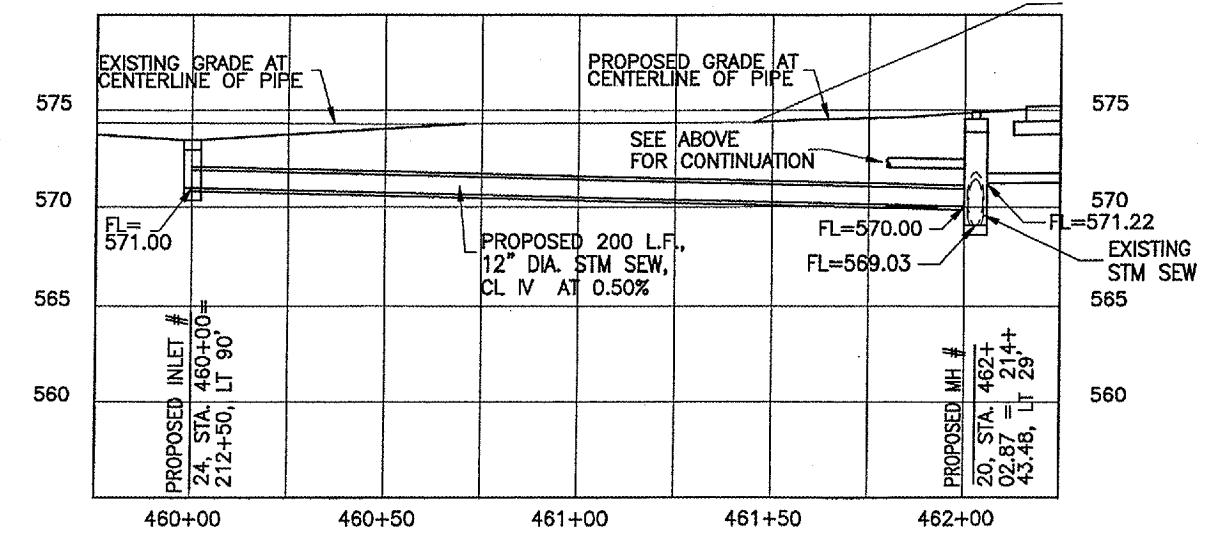
RUNWAY 5, STA. 11+18 TO 15+56 RIGHT UNDERDRAIN CENTERLINE PROFILE



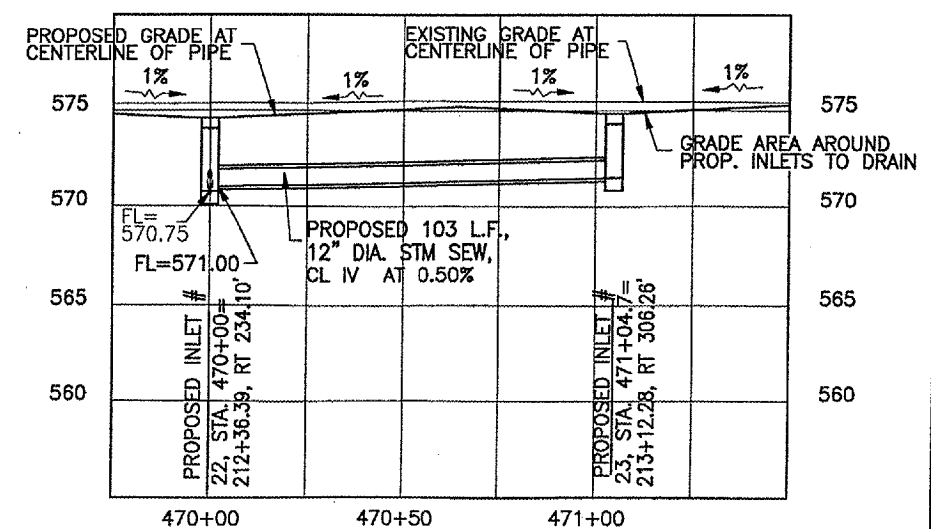
RUNWAY 5, STA. 11+18 LEFT TO TAXIWAY K, 215+57.04 LEFT UNDERDRAIN CENTERLINE PROFILE



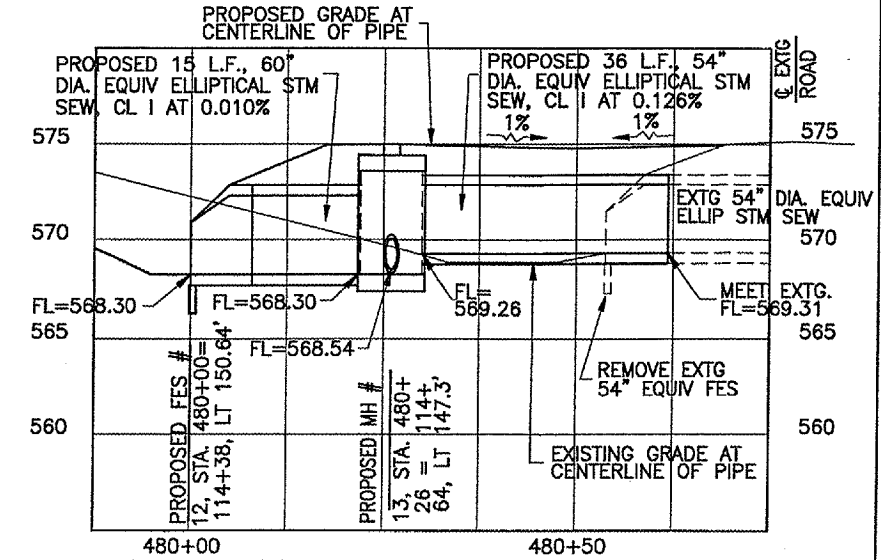
TAXIWAY K, STA. 212+50 - 214+43.48 LEFT 12" DIA. STM SEW CENTERLINE PROFILE



TAXIWAY K, STA. 212+36.39 - 213+12.28 RIGHT 12" DIA. STM SEW CENTERLINE PROFILE

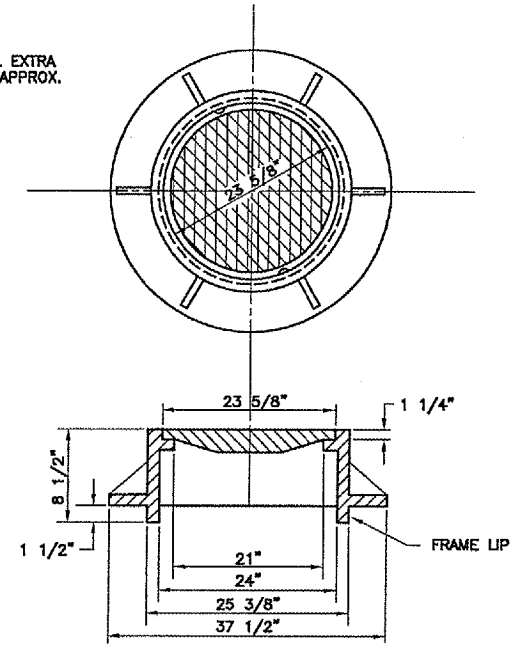


TAXIWAY D, STA. 114+38 - 114+89.26 LEFT STM SEW CENTERLINE PROFILE



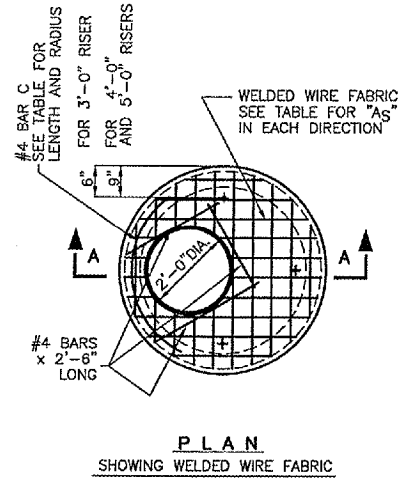
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NEENAH R-3493-A OR EQUAL EXTRA HEAVY DUTY FRAME AND LID. APPROX. WEIGHT 440 POUNDS.

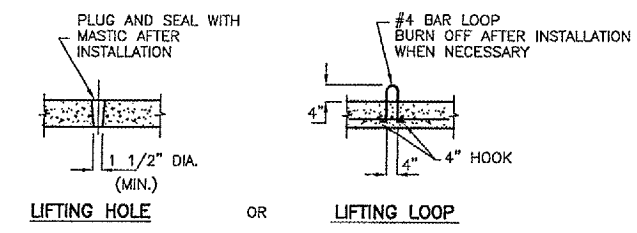


- NOTES:
1. USE FOR ALL MANHOLES (UNLESS NOTED OTHERWISE ON THE PLAN SHEETS).
 2. REMOVE BOLTS THAT HOLD THE GRATE TO THE FRAME AND DO NOT REINSTALL.

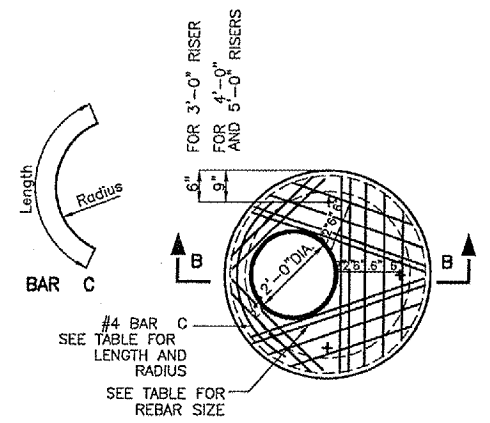
MANHOLE FRAME AND LID



PLAN
SHOWING WELDED WIRE FABRIC



TYPICAL
(3 REQUIRED PER SLAB)

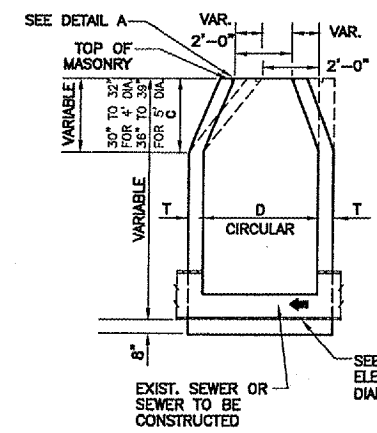


PLAN
SHOWING REBAR REINFORCEMENT
WITH TYPICAL SPACING

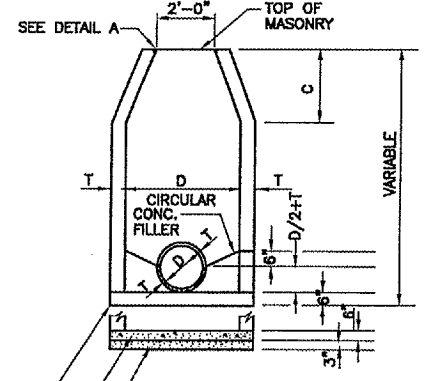
D	T	D ₀ (MIN)	f	REINFORCEMENT		#4 BAR C	
				"A-S" W.W.F. EACH DIRECTION	OR BAR SIZE	LENGTH	RADIUS
3'-0"		D + 2"	6"	.20 sq.in./lin.ft.	#4	4'-0"	1'-7"
4'-0"	See Standards 1514, 1526, 1527, and 1528	D + 2"	6"	.35 sq.in./lin.ft.	#5	4'-6"	2'-2"
5'-0"		D + 2"	8"	.35 sq.in./lin.ft.	#5	5'-0"	2'-8"

ALT. MATERIAL FOR WALLS	D	C	T
PRECAST REINFORCED CONCRETE RINGS	4'	2'-6"	5"
	5'	3'-0"	6"
MONOLITHIC CONCRETE	4'	2'-6"	6"
	5'	3'-0"	8"

FOR 7" DIAMETER MANHOLES, SEE IDOT STANDARD 602411. MANHOLE FRAME LIP NOTCH OUT DETAIL AND ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 602411.



- NOTES:
- PRECAST REINFORCED CONCRETE RINGS AND MANHOLE FRAMES SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
 - MORTAR MIX SHALL CONSIST OF 1 PART PORTLAND CEMENT & 3 PARTS SAND.
 - ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.
 - THE CONTRACT UNIT PRICE FOR MANHOLE SHALL INCLUDE INSTALLATION OF THE FRAME AND LID.



SEE PLAN SHEETS FOR ELEVATION OF INVERT AND DIAMETER OF SEWER

EXIST. SEWER OR SEWER TO BE CONSTRUCTED

DIAMETER OF MAIN SEWER

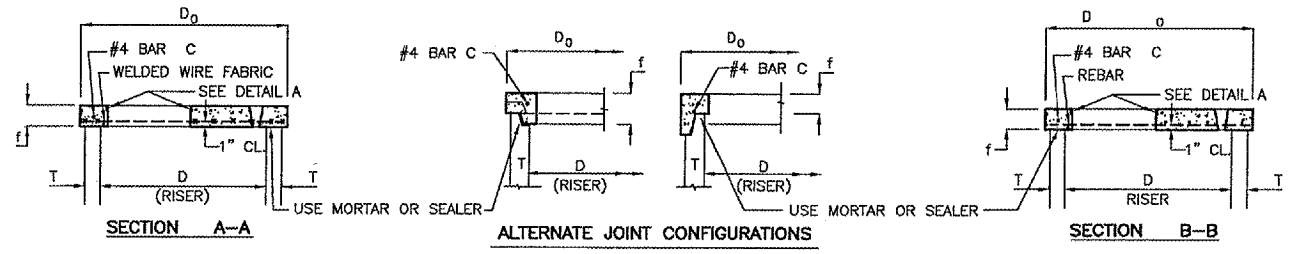
D	D
30 INCHES AND UNDER	4'-0"
36 TO 60 INCHES INCLUSIVE	5'-0"

FURNISHING AND INSTALLING SAND CUSHION, FRAME, AND LID TO BE INCLUDED IN THE CONTRACT UNIT PRICE

NOTE:
THE CONE OF THE MANHOLE SHALL BE CONSTRUCTED AS SHOWN BY THE DOTTED LINES ONLY WHEN THERE IS INTERFERENCE WITH UNDERGROUND CONDITIONS AND THESE CONDITIONS CAN NOT BE ALTERED.

DETAIL A
NOTCH OUT FOR FRAME LIP

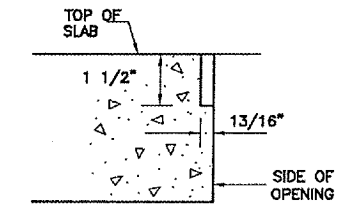
MODIFIED IDOT
STANDARD 602401



PRECAST REINFORCED CONCRETE
FLAT SLAB TOP
FOR MANHOLES, CATCH BASINS
AND VALVE VAULTS

MODIFIED I.D.O.T.
STANDARD 602601

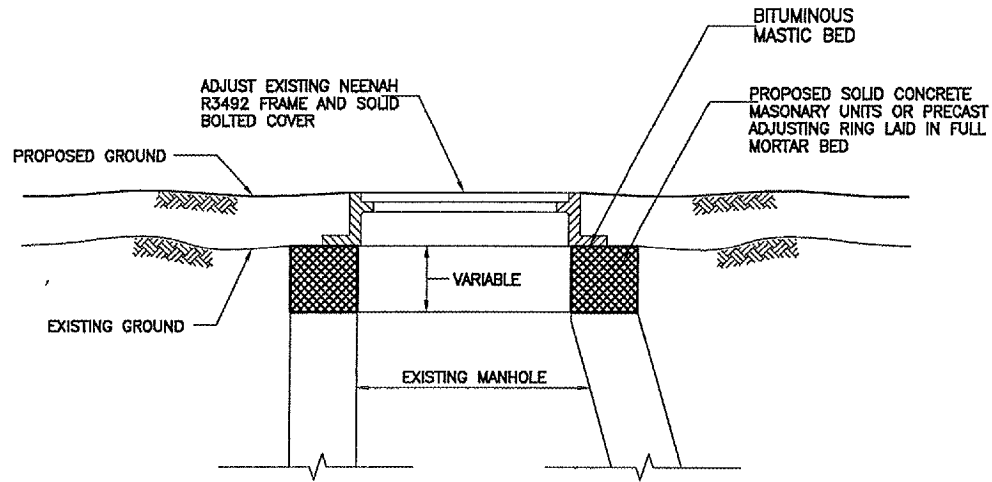
- NOTES:
1. PRECAST FLAT SLAB TOPS SHALL CONFORM TO SECTION 602 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
 2. REINFORCEMENT BARS OR WELDED WIRE FABRIC SHALL BE IN ACCORDANCE WITH ARTICLE 1006.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
 3. JOINT CONFIGURATION AND DIMENSIONS SHALL MATCH AND FIT THE RISER JOINT DETAIL.
 4. LIFTING DEVICES OTHER THAN SHOWN MAY BE USED SUBJECT TO APPROVAL BY THE ENGINEER.
 5. THE FLAT SLAB TOP MAY BE USED IN LIEU OF THE TAPERED TOPS SHOWN ON STANDARDS 602001, 602011, 602306, 602401, OR 602501 AT THE OPTION OF THE CONTRACTOR OR WHEN FIELD CONDITIONS PROHIBIT THE USE OF TAPERED TOPS.
 6. THE COST OF FURNISHING AND INSTALLING THE FLAT SLAB TOP SHALL BE INCLUDED IN THE UNIT PRICE FOR CATCH BASINS, MANHOLES, OR VALVE VAULTS.



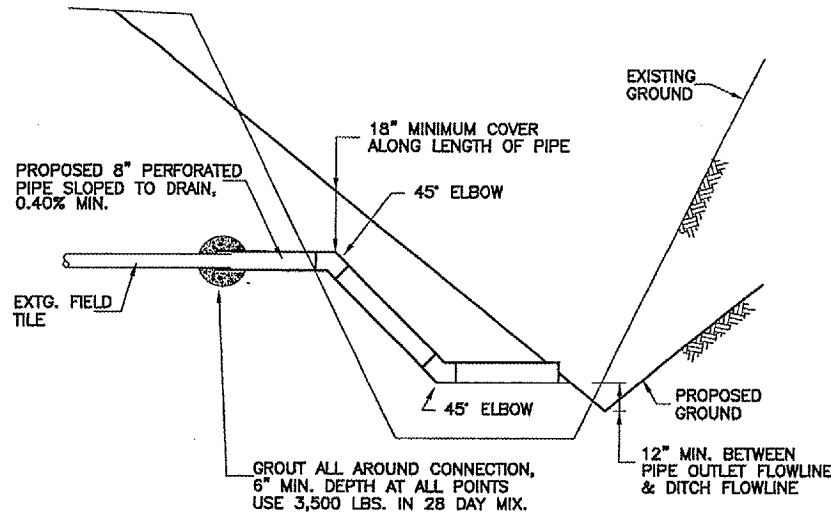
DETAIL A

FOR 8" DIAMETER MANHOLES, SEE IDOT STANDARD 602416. MANHOLE FRAME LIP NOTCH OUT DETAIL AND ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 602416.

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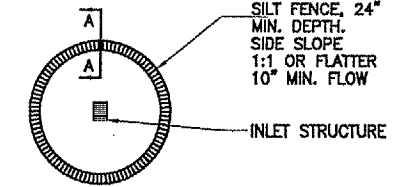
TYPICAL DETAIL - MANHOLE
 ADJUST - IN TURF



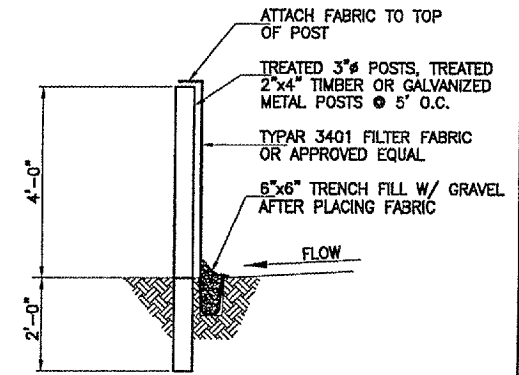
FIELD TILE EXTENSION DETAIL

NOTES :

- COST OF ELBOWS AND GROUTING TO BE INCLUDED IN UNIT PRICE PER LINEAL FT. FOR PIPE UNDERDRAIN. ANY DAMAGE TO EXISTING FIELD TILE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- NUMBER OF AND LOCATION OF FIELD TILE EXTENSIONS TO BE DETERMINE IN THE FIELD BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.



TEMPORARY SEDIMENT TRAP
 AT ALL INLET STRUCTURES

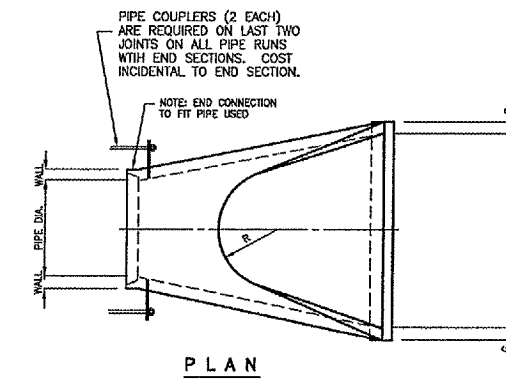


SECTION A-A
 SILT FENCE DETAIL
 NOT TO SCALE

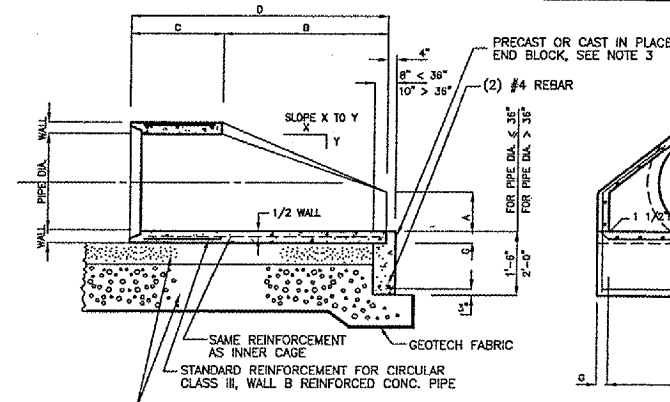
PRECAST REINFORCED CONCRETE FLARED END SECTION

PIPE DIA.	APPROX. WT. (LBS.)	WALL	A	B	C	D	E	G	R	SLOPE
12"	530	2"	4"	2'-0"	4'-0-7/8"	6'-0-7/8"	2'-0"	2"	9"	3:1
15"	740	2-1/4"	6"	2'-3"	3'-10"	6'-1"	2'-6"	2-1/4"	11"	3:1
18"	990	2-1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	2-1/2"	12"	3:1
21"	1280	2-3/4"	9"	2'-11"	3'-2"	6'-1"	3'-6"	2-3/4"	13"	3:1
24"	1520	3"	9-1/2"	3'-7-1/2"	2'-6"	6'-1-1/2"	4'-0"	3"	14"	3:1
27"	1930	3-1/4"	10-1/2"	4'-0"	2'-1-1/2"	6'-1-1/2"	4'-6"	3-1/4"	14-1/2"	3:1
30"	2190	3-1/2"	1'-0"	4'-6"	1'-7-3/4"	6'-1-3/4"	5'-0"	3-1/2"	15"	3:1
33"	3200	3-3/4"	1'-1-1/2"	4'-10-1/2"	3'-3-1/4"	8'-1-3/4"	5'-6"	3-3/4"	17-1/2"	3:1
36"	4100	4"	1'-3"	5'-3"	2'-10-3/4"	8'-1-3/4"	6'-0"	4"	20"	3:1
42"	5380	4-1/2"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	4-1/2"	22"	3:1
48"	6550	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	5"	22"	3:1
54"	8240	5-1/2"	2'-3"	5'-5"	2'-11"	8'-4"	7'-6"	5-1/2"	24"	2.4:1
60"	8730	6"	2'-11"	5'-0"	3'-3"	8'-3"	8'-0"	5"	*	2:1
66"	10710	6-1/2"	2'-6"	6'-0"	2'-3"	8'-3"	8'-6"	5-1/2"	24"	2:1
72"	12520	7"	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	6"	*	1.86:1
78"	14770	7-1/2"	3'-0"	7'-6"	1'-9"	9'-3"	9'-6"	6-1/2"	*	1.86:1
84"	18160	8"	3'-0"	7'-6-1/2"	1'-9"	9-3-1/2"	10'-0"	6-1/2"	*	1.5:1

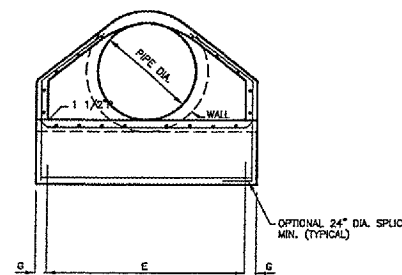
*RADIUS AS FURNISHED BY MANUFACTURER



PLAN



LONGITUDINAL SECTION



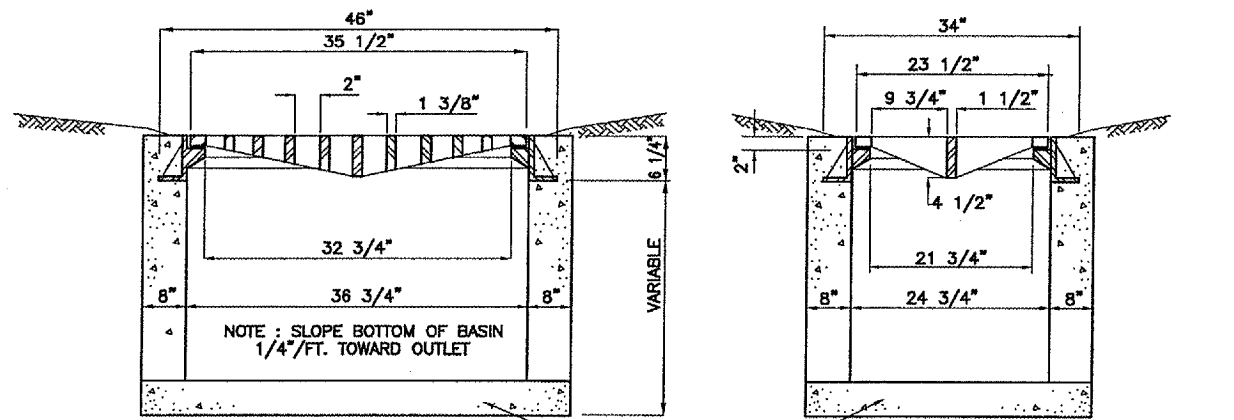
END SECTION

NOTES:

- PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
- PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
- THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ART. 701-3.7 OF THE STANDARD SPECIFICATIONS, COST INCIDENTAL TO END SECTION.
- BEDDING MATERIALS AND GEOTECH FABRIC PER 701 PIPE SPECIFICATION IN THE SPECIAL PROVISIONS AS SHOWN IN THIS DETAIL SHALL BE INCLUDED IN THE 752 PIPE END SECTION CONTRACT UNIT PRICE.

MODIFIED I.D.O.T.
 STANDARD 542301

FOR 60" DIA EQUIV ELLIPTICAL PRC FES, SEE IDOT STANDARD 542306. ADDITIONAL BEDDING REQUIREMENTS THAT ARE SHOWN ON THIS SHEET SHALL BE APPLIED TO IDOT STANDARD 542306.

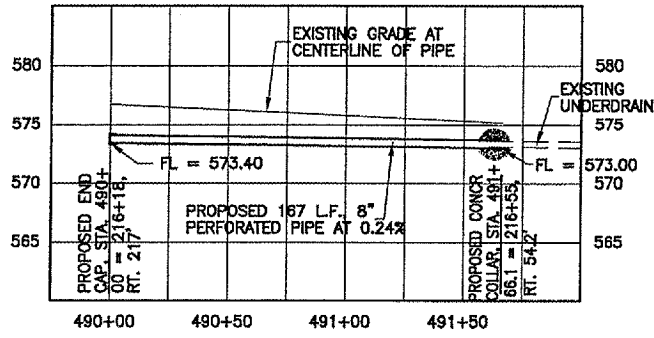


INLET SPECIAL, ITEM 751415

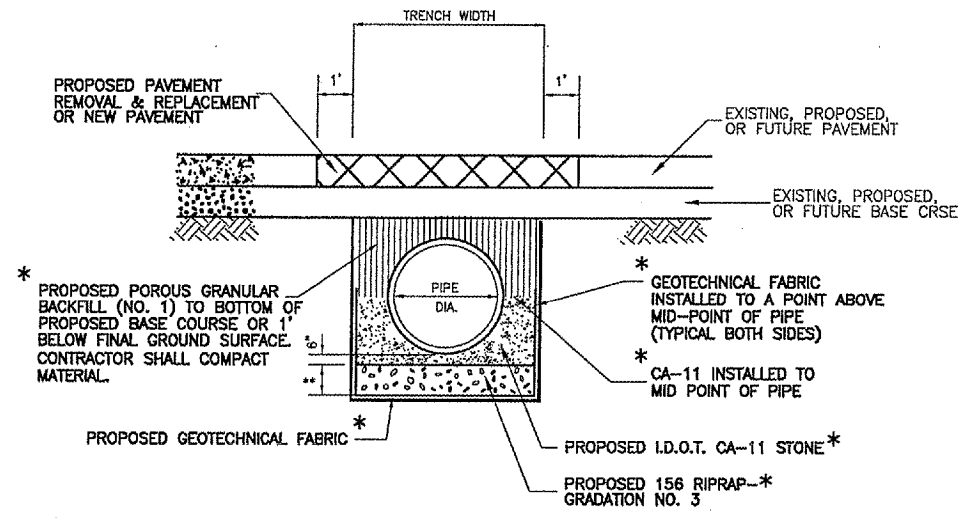
NOTES :

- INLET SPECIAL SHALL INCLUDE FRAME WITH SINGLE GRATE OF TYPE SIMILAR AND EQUAL TO NO. R 3475 AS SHOWN BY CATALOG "R" ELEVENTH EDITION OF NEENAH FOUNDRY CO.
- REMOVE BOLTS THAT HOLD THE GRATE TO THE FRAME AND DO NOT REINSTALL.

TAXIWAY K, 216+18 TO 216+55 RIGHT
 UNDERDRAIN CENTERLINE PROFILE



PROPOSED TYPICAL SECTION - PIPE TRENCH
 (ALL PROPOSED PIPES)

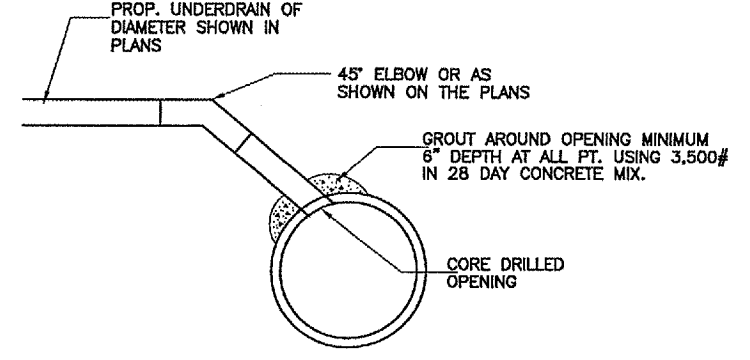


* = COST OF THESE ITEMS SHALL BE INCLUDED IN THE 701 PIPE CONTRACT UNIT PRICES

GENERAL PIPE NOTES:

- GROUND WATER IS EXPECTED. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEWATERING, TO THE SATISFACTION OF THE ENGINEER, TO INSURE PROPER INSTALLATION OF PIPES. NO ADDITIONAL COMPENSATION BEYOND THE CONTRACT UNIT PRICES WILL BE ALLOWED FOR DEWATERING COSTS.
- COMPACTED BEDDING AND BACKFILL MATERIALS SHALL BE REQUIRED AS SHOWN IN DETAIL. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PIPE DIA.	TRENCH WIDTH	PVMT. RMVL WIDTH	** FOUNDATION DEPTH
6"	3.58'	6'	10"
8"	3.75'	6'	10"
12"	4.17'	6.5'	10"
18"	4.75'	7'	10"
ELLIPTICAL, 54" EQUIV	10.80'	13'	18"
ELLIPTICAL, 60" EQUIV	11.40'	13.4'	18"

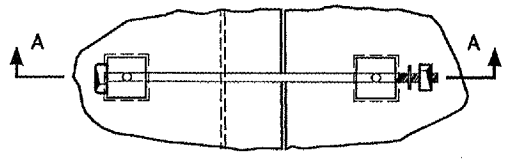


DETAIL OF PIPE UNDERDRAIN OUTLET INTO STORM SEWER OR PIPE CULVERT

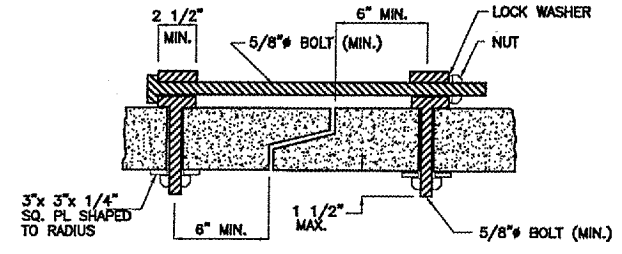
NOTES :

COST OF ELBOW AND GROUTING TO BE INCLUDED IN UNIT PRICE PER LINEAL FT. FOR PIPE UNDERDRAIN. ANY DAMAGE TO EXISTING STORM SEWER OR PIPE CULVERT SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.

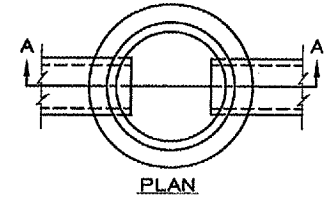
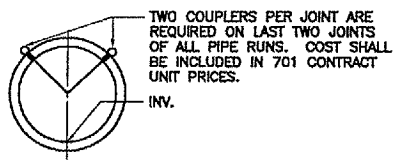
PROPOSED PIPE COUPLERS



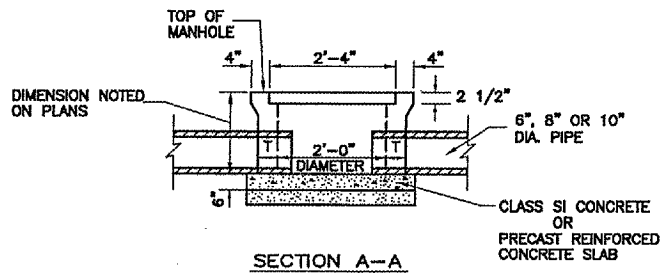
PLAN OF ONE COUPLER



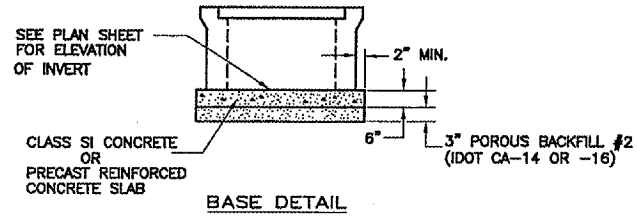
SECTION A-A



PLAN



SECTION A-A



BASE DETAIL

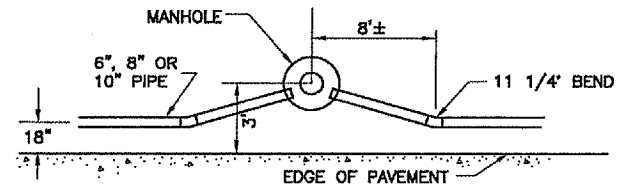
DETAIL OF MANHOLE SPECIAL ITEM 751570

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RINGS	5"
CAST IN PLACE CONCRETE	6"

NOTES :

- PRECAST REINFORCED CONCRETE RINGS AND MANHOLE FRAMES SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
- MORTAR MIX SHALL CONSIST OF 1 PART PORTLAND CEMENT AND 3 PARTS SAND.
- ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.
- THE CONTRACT UNIT PRICE FOR MANHOLE SPECIAL SHALL INCLUDE FURNISHING AND INSTALLING THE FRAME AND LID, THE SAND CUSHION, AND COMPACTING THE BACKFILL MATERIAL. SEE PLAN SHEETS FOR FRAME AND LID TYPE.

MODIFIED IDOT STANDARD 602301

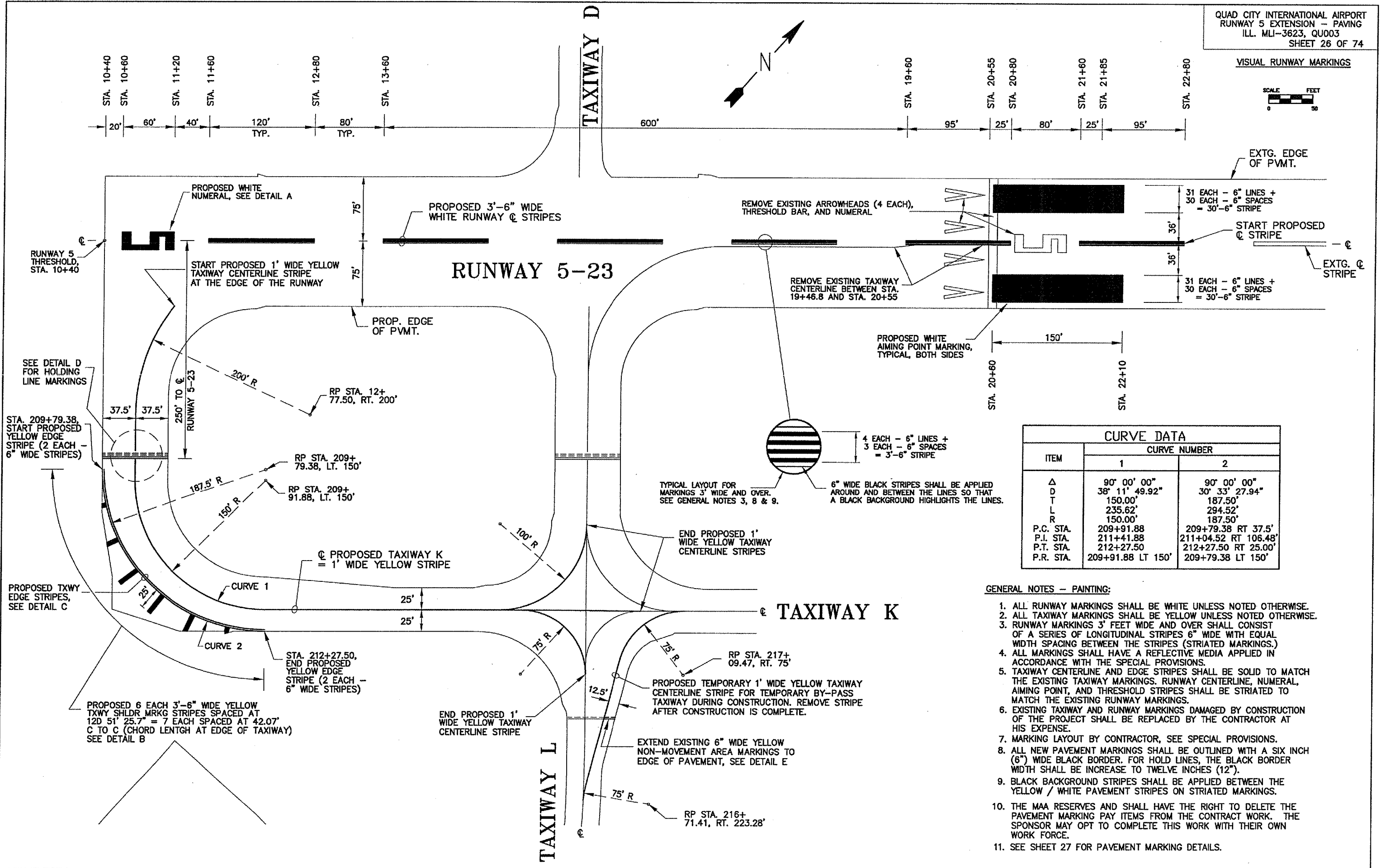
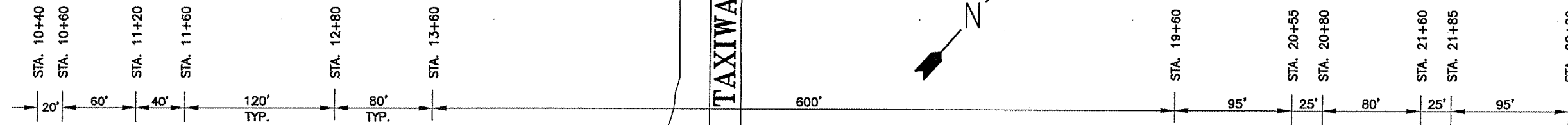


COST OF FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.

PLAN VIEW OF MANHOLE SPECIAL ADJACENT TO EDGE OF PVMT.

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VISUAL RUNWAY MARKINGS

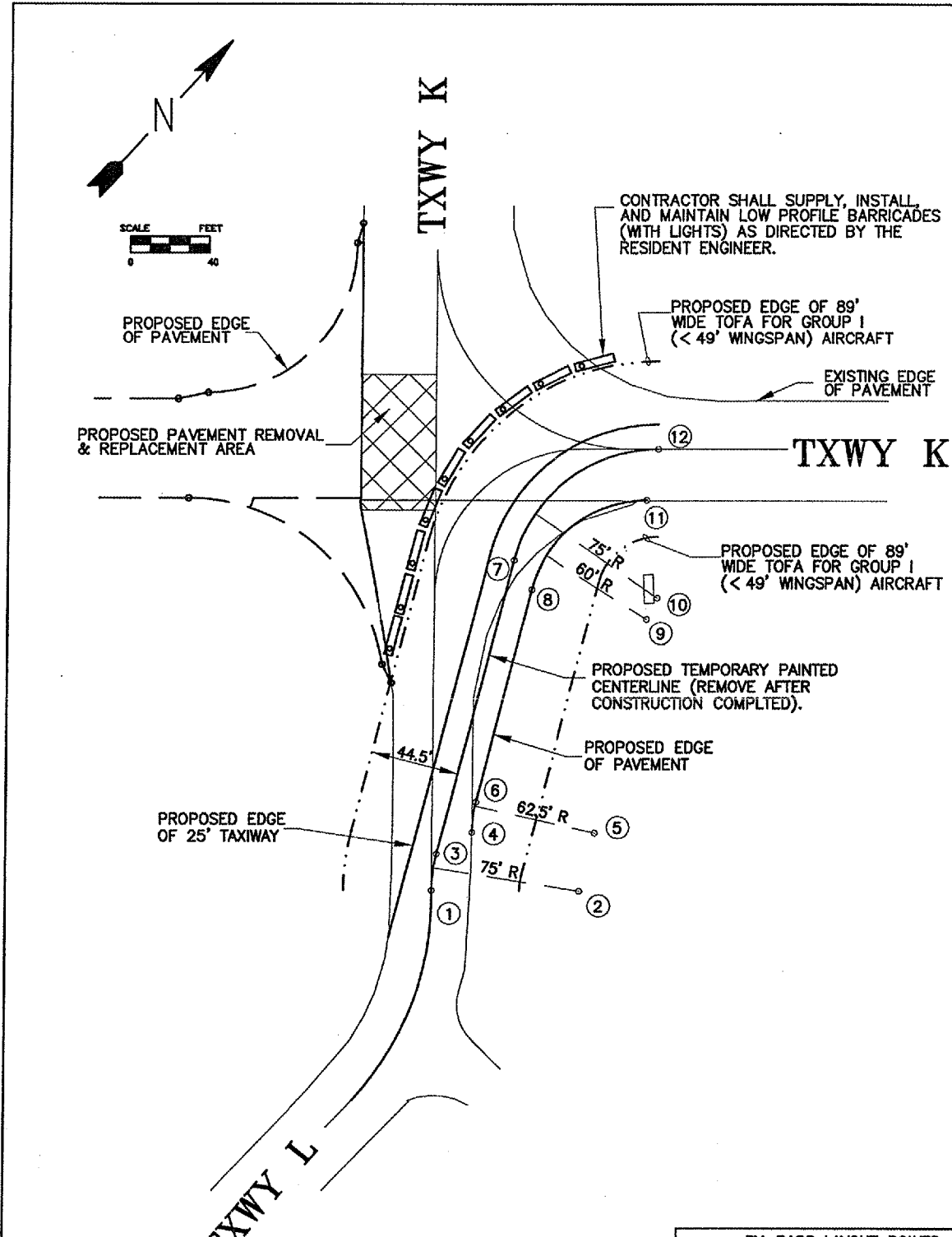
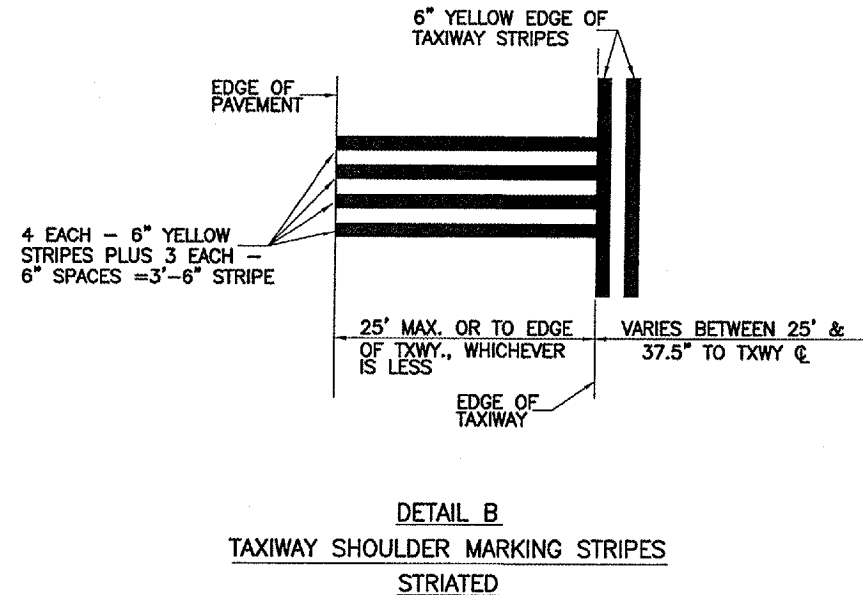
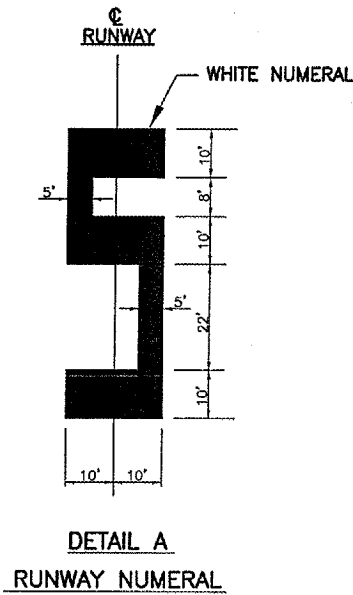
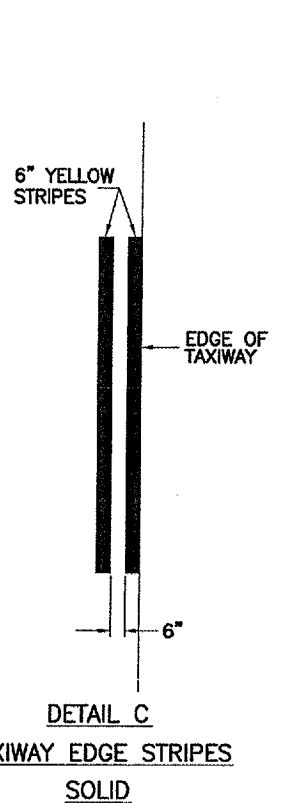


CURVE DATA		
ITEM	CURVE NUMBER	
	1	2
Δ	90° 00' 00"	90° 00' 00"
D	38° 11' 49.92"	30° 33' 27.94"
T	150.00'	187.50'
L	235.62'	294.52'
R	150.00'	187.50'
P.C. STA.	209+91.88	209+79.38 RT 37.5'
P.I. STA.	211+41.88	211+04.52 RT 106.48'
P.T. STA.	212+27.50	212+27.50 RT 25.00'
P.R. STA.	209+91.88 LT 150'	209+79.38 LT 150'

GENERAL NOTES - PAINTING:

1. ALL RUNWAY MARKINGS SHALL BE WHITE UNLESS NOTED OTHERWISE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS NOTED OTHERWISE.
3. RUNWAY MARKINGS 3' FEET WIDE AND OVER SHALL CONSIST OF A SERIES OF LONGITUDINAL STRIPES 6" WIDE WITH EQUAL WIDTH SPACING BETWEEN THE STRIPES (STRIATED MARKINGS.)
4. ALL MARKINGS SHALL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
5. TAXIWAY CENTERLINE AND EDGE STRIPES SHALL BE SOLID TO MATCH THE EXISTING TAXIWAY MARKINGS. RUNWAY CENTERLINE, NUMERAL, AIMING POINT, AND THRESHOLD STRIPES SHALL BE STRIATED TO MATCH THE EXISTING RUNWAY MARKINGS.
6. EXISTING TAXIWAY AND RUNWAY MARKINGS DAMAGED BY CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
7. MARKING LAYOUT BY CONTRACTOR, SEE SPECIAL PROVISIONS.
8. ALL NEW PAVEMENT MARKINGS SHALL BE OUTLINED WITH A SIX INCH (6") WIDE BLACK BORDER. FOR HOLD LINES, THE BLACK BORDER WIDTH SHALL BE INCREASE TO TWELVE INCHES (12").
9. BLACK BACKGROUND STRIPES SHALL BE APPLIED BETWEEN THE YELLOW / WHITE PAVEMENT STRIPES ON STRIATED MARKINGS.
10. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO DELETE THE PAVEMENT MARKING PAY ITEMS FROM THE CONTRACT WORK. THE SPONSOR MAY OPT TO COMPLETE THIS WORK WITH THEIR OWN WORK FORCE.
11. SEE SHEET 27 FOR PAVEMENT MARKING DETAILS.

VISUAL RUNWAY MARKINGS



NOTES:

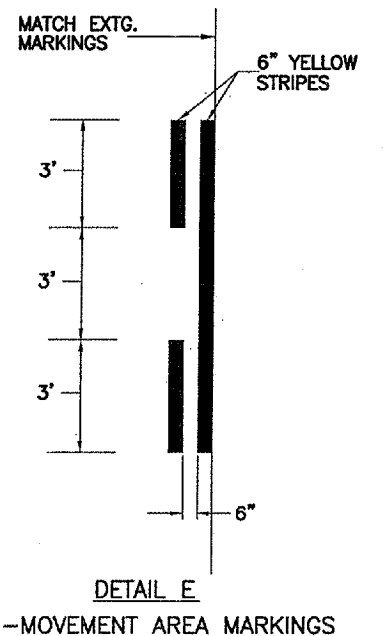
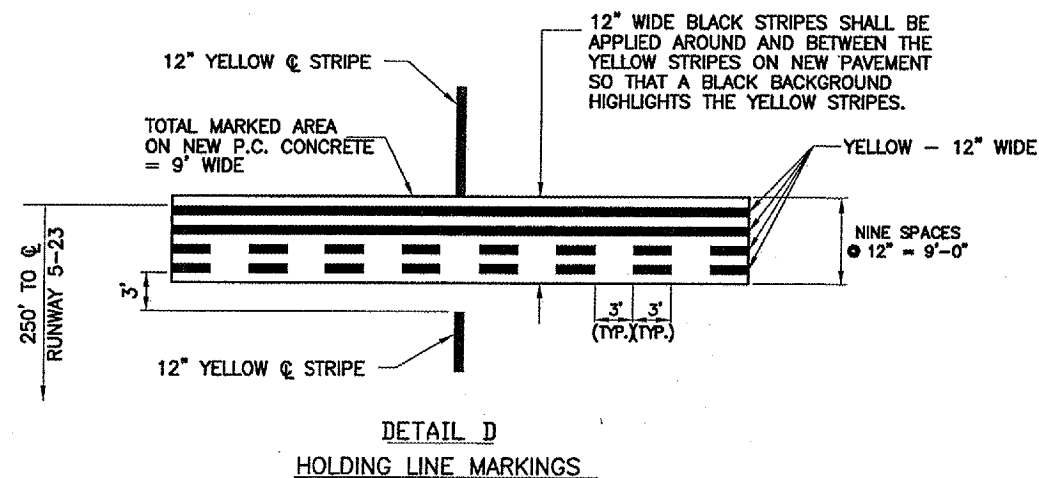
1. SEE SHEETS 3 AND 4 FOR SAFETY PLAN.
2. SEE SHEET 7 FOR TYPICAL SECTION.
3. SEE SHEET 14 FOR TAXIWAY K PLAN.
4. SEE SHEET 20 FOR DRAINAGE PLAN.
5. SEE SHEET 26 FOR MARKING PLAN.
6. SEE SHEET 29 FOR ELECTRICAL / LIGHTING PLAN.
7. BY-PASS TAXIWAY SHALL BE IN-PLACE AND OPEN TO AIRCRAFT TRAFFIC PRIOR TO THE START OF WORK IN THE TAXIWAY K / L SAFETY AREAS.

BY-PASS LAYOUT POINTS

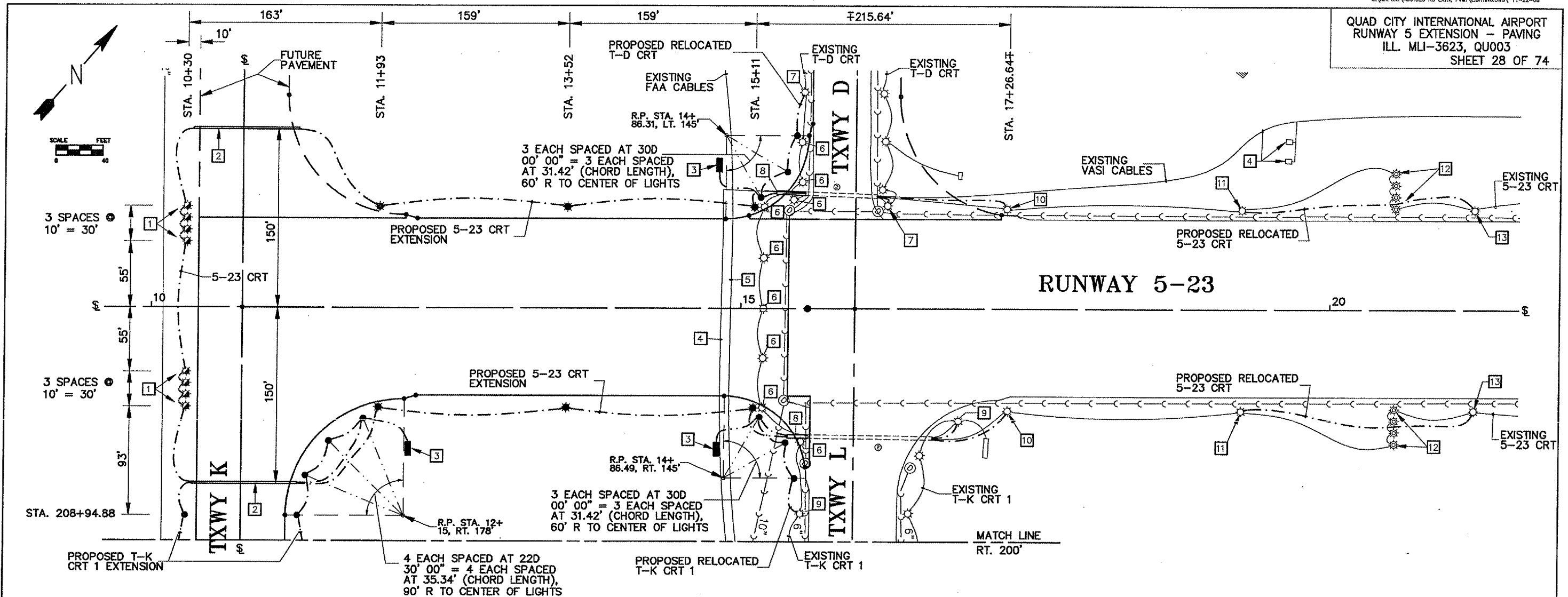
NUMBER	STATION	OUT	REMARK
①	215+96.41	RT.223.00'	CL PC*
②	216+71.41	RT.223.28'	CL RP
③	215+98.76	RT.204.63'	CL PT
④	216+16.52	RT.193.40'	EOP PC*
⑤	216+79.02	RT.193.63'	EOP RP
⑥	216+18.48	RT.178.09'	EOP PT
⑦	216+36.82	RT.56.35'	CL PC
⑧	216+46.00	RT.70.86'	EOP PC
⑨	217+04.12	RT.85.78'	EOP RP
⑩	217+09.47	RT.75.00'	CL RP
⑪	217+03.82	RT.25.78'	EOP PT*
⑫	217+09.47	RT.0.00'	CL PT*

CL = CENTERLINE
 EOP = EDGE OF PAVEMENT
 * = FIELD ADJUST TO MATCH EXISTING

TEMPORARY 25' WIDE BY-PASS TAXIWAY DETAILS
 AIRPLANE DESIGN GROUP I (< 49' WINGSPAN) TAXIWAY



QUAD CITY INTERNATIONAL AIRPORT
 RUNWAY 5 EXTENSION - PAVING
 ILL. MLI-3623, QU003
 SHEET 28 OF 74



SYMBOL LEGEND

- ☼ EXISTING L-861T MITL OR L-861 MIRL
- ☼ EXISTING L-861E MEDIUM INTENSITY THRESHOLD LIGHT
- ⊙ EXISTING L-852 IN-PAVEMENT TAXIWAY CENTERLINE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- Ⓧ EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- ☼ PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW)
- ☼ PROPOSED LOCATION FOR RELOCATED OR NEW L-861E THRESHOLD MIRL (RED / GREEN)
- ⊙ PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT

NUMBERED LEGEND

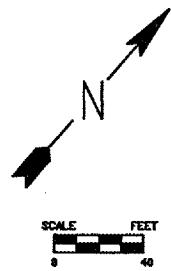
- 1 RELOCATE EXISTING L-861E THRESHOLD MIRL UNITS (8 EACH) FROM LOCATIONS 12 TO NEW LOCATIONS 1. SW FACE = GREEN FILTER, NE FACE = RED FILTER. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.
- 2 PROPOSED DUCT BANKS: T-D = 3-WAY BANK (N OF RWY); T-K = 2-WAY BANK (S OF RWY).
- 3 PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN. SEE SHEET 30 FOR MORE INFORMATION.
- 4 EXISTING VASI SYSTEM TO BE REPLACED. SEE SHEET 36 FOR MORE INFORMATION.
- 5 EXISTING FAA CONTROL CABLE TO BE RELOCATED. DO NOT DISTURB EXISTING CABLE UNTIL REPLACEMENT CABLE IS IN SERVICE. SEE SHEET 41 FOR MORE INFORMATION.
- 6 RELOCATE OR REMOVE EXISTING L-861T MITL UNITS OR SPLICE CANS. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.
- 7 DISCONNECT EXTG. T-D CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-D CRT RELOCATION AT THESE LOCATIONS.

- 8 EXTEND EXISTING DUCT BANK TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROPOSED / FUTURE PAVEMENT. USE 4" SPLIT DUCT TO EXTEND DUCT BANK IF EXISTING CABLES ARE PRESENT.
- 9 DISCONNECT EXTG. T-K CRT 1 CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-K CRT 1 RELOCATION AT THESE LOCATIONS.
- 10 DISCONNECT EXTG. 5-23 CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED 5-23 CRT EXTENSION AT THESE LOCATIONS. SUPPLY AND INSTALL NEW WHITE / YELLOW LIGHT LENSES AT THESE LOCATIONS.
- 11 DISCONNECT EXTG. 5-23 CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START PROPOSED 5-23 CRT RELOCATIONS AT THESE LOCATIONS. SUPPLY AND INSTALL NEW WHITE / YELLOW LIGHT LENSES AT THESE LOCATIONS.
- 12 EXISTING L-861E THRESHOLD MIRL UNITS (8 EACH) TO BE RELOCATED TO LOCATION 1. THESE THRESHOLD LIGHTS ARE TO REMAIN IN PLACE AND BE OPERATIONAL UNTIL THE NEW PAVEMENT EXTENSION AND EARTHWORK IS COMPLETE.
- 13 DISCONNECT EXTG. 5-23 CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. END PROPOSED 5-23 CRT RELOCATIONS AT THESE LOCATIONS.

GENERAL NOTES:

1. SEE SHEET 33 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 33-35 FOR ELECTRICAL DETAILS
3. SEE SHEET 30 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.
5. RUNWAY EDGE LIGHTS ARE TO BE WHITE / YELLOW BETWEEN:
 - STA. 10+40 TO STA. 30+40 (YELLOW ON NORTHEAST SIDE) AND
 - STA. 40+55.91 TO STA. 60+55.91 (YELLOW ON SOUTHWEST SIDE).
 RUNWAY EDGE LIGHTS ARE TO BE WHITE / WHITE BETWEEN STA. 30+40 TO STA. 40+55.91. CONTRACTOR SHALL SUPPLY AND INSTALL 8 EACH NEW CLEAR LIGHT LENSES ON THE RUNWAY EDGE LIGHTS AT THE FOLLOWING LOCATIONS: STA. 31+02, RT.; 31+08, LT.; 35+04, LT. & RT.; 37+02, LT. & RT.; AND 39+00, LT. & RT.

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PROPOSED TAXIWAY EDGE LIGHT LOCATIONS		
LIGHT REFERENCE LETTER	STATION & OUT	SHORTEST DISTANCE TO EDGE OF PAVEMENT
A	210+20.64, RT. 51.15'	10'
B	210+48.51, RT. 55.70'	9.96'
C	210+74.34, RT. 66.92'	10'
D	210+97.68, RT. 90.46'	10'
E	211+23.77, RT. 71.20'	8.98'
F	211+53.73, RT. 59.74'	10'
G	211+88.27, RT. 41.52'	10'

SYMBOL LEGEND

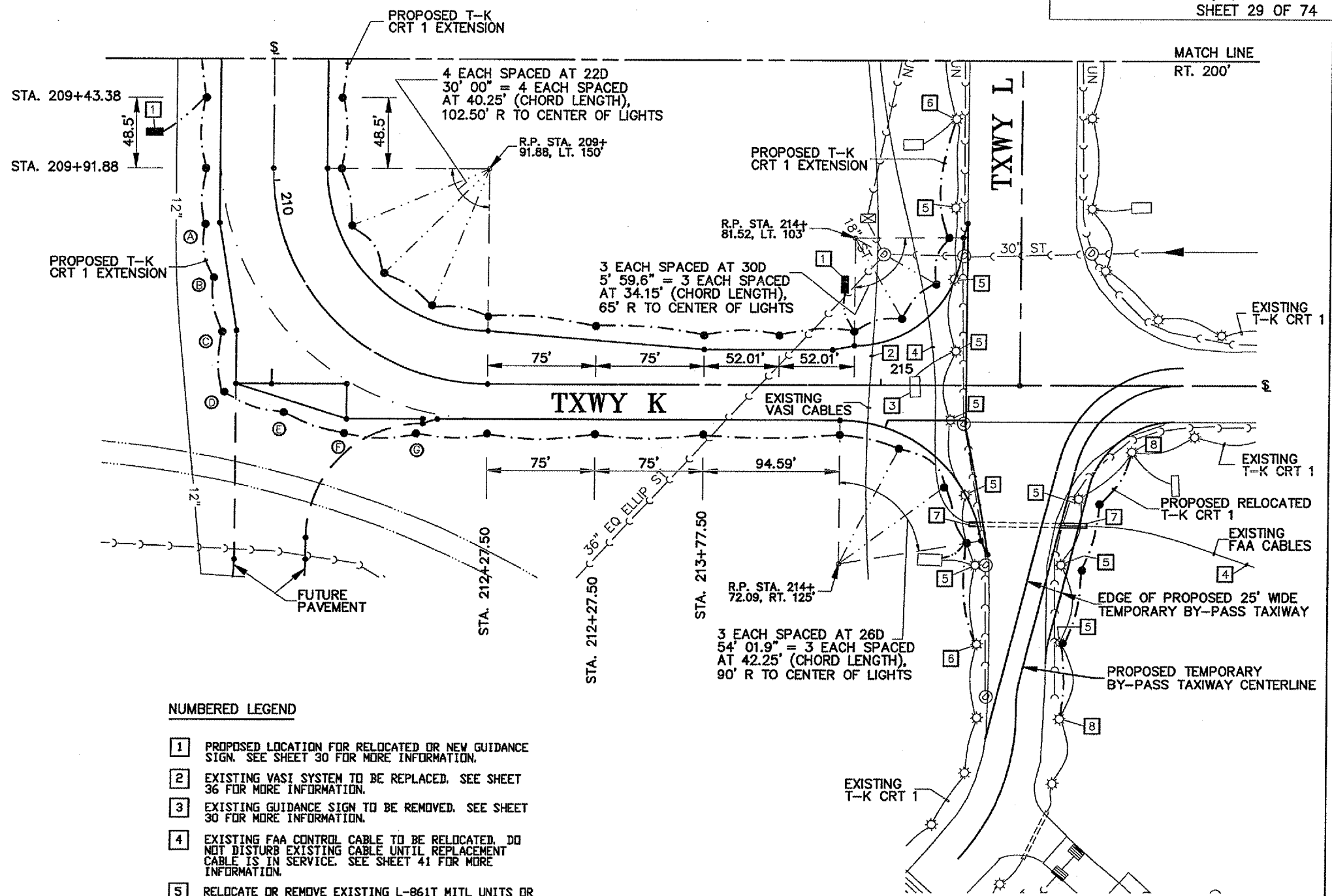
- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-861E MEDIUM INTENSITY THRESHOLD LIGHT
- EXISTING L-852 IN-PAVEMENT TAXIWAY CENTERLINE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E THRESHOLD MIRL (RED / GREEN)
- PROPOSED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT

NUMBERED LEGEND

- 1 PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN. SEE SHEET 30 FOR MORE INFORMATION.
- 2 EXISTING VASI SYSTEM TO BE REPLACED. SEE SHEET 36 FOR MORE INFORMATION.
- 3 EXISTING GUIDANCE SIGN TO BE REMOVED. SEE SHEET 30 FOR MORE INFORMATION.
- 4 EXISTING FAA CONTROL CABLE TO BE RELOCATED. DO NOT DISTURB EXISTING CABLE UNTIL REPLACEMENT CABLE IS IN SERVICE. SEE SHEET 41 FOR MORE INFORMATION.
- 5 RELOCATE OR REMOVE EXISTING L-861T MITL UNITS OR SPLICE CANS. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.
- 6 DISCONNECT EXTG. T-K CRT 1 CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-K CRT 1 EXTENSION AT THESE LOCATIONS.
- 7 EXISTING FAA CABLES AND 6" RIGID STEEL CONDUIT UNDER T-L. INSTALL 6" RIGID STEEL TO PVC FITTING ON EXISTING CONDUIT. USE 6" SPLIT DUCT IN PROPOSED ONE WAY DUCT BANK TO EXTEND THE EXISTING CONDUIT TO A POINT THAT IS 5' BEYOND THE EDGE OF THE PROPOSED PAVEMENT. CONTROL CABLES TO REMAIN ACTIVE AND CONTINUOUS UNTIL REPLACED.
- 8 DISCONNECT EXTG. T-K CRT 1 CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-K CRT 1 RELOCATION AT THESE LOCATIONS.

GENERAL NOTES:

- 1. SEE SHEET 33 FOR ELECTRICAL GENERAL NOTES.
- 2. SEE SHEETS 33-35 FOR ELECTRICAL DETAILS
- 3. SEE SHEET 30 FOR SIGN DETAILS.
- 4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.



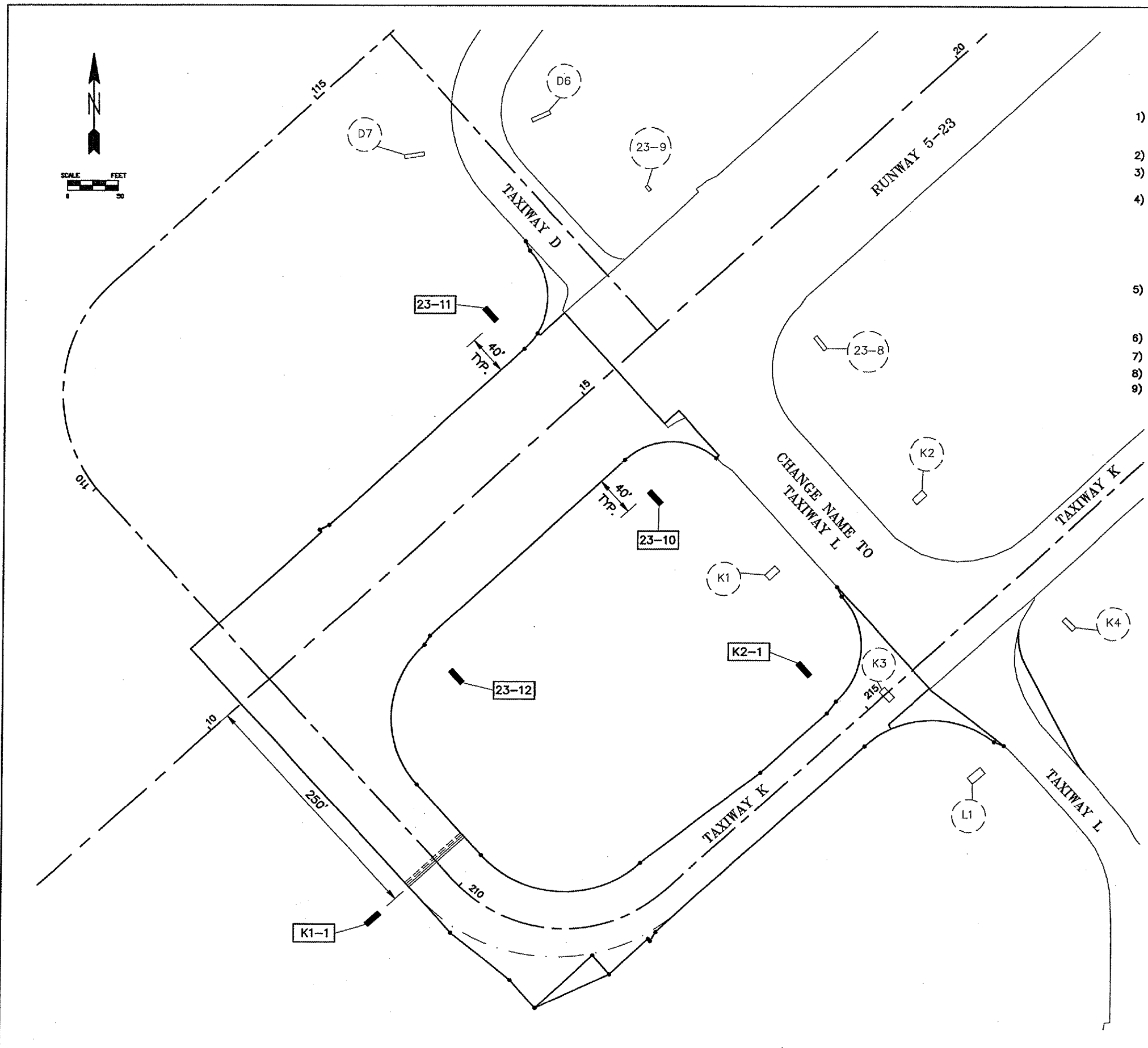
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GENERAL NOTES:

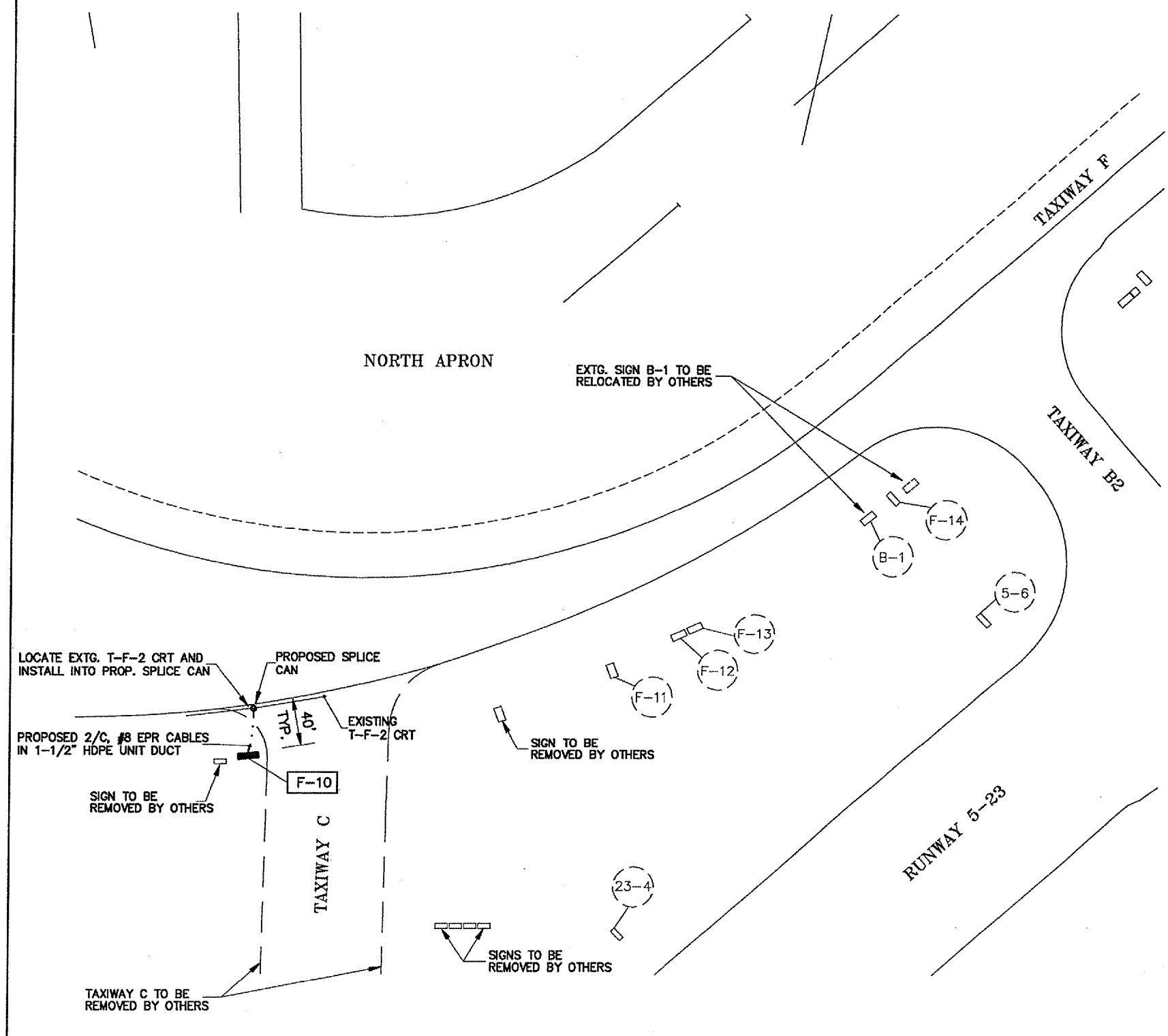
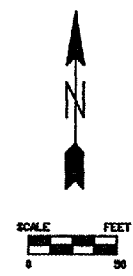
- 1) "LEGEND" COLUMN IN TABLE (FOUND ON PAGE 32) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
- 2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44E.
- 3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
- 4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
- 5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, OR L-969L). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE LUMACURVE, OR APPROVED EQUAL.
- 6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
- 7) SEE SHEET 33 - 35 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
- 8) SEE SHEET 34 FOR SIGN DETAILS.
- 9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.

LEGEND:

- ⊛ EXISTING EDGE LIGHT
- ▭ EXISTING GUIDANCE SIGN
- (23-9) EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- (23-10) EXISTING SIGN NUMBER AT RELOCATED SIGN LOCATION
- ▬ PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- [K1] PROPOSED SIGN NUMBER



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GENERAL NOTES:

- 1) "LEGEND" COLUMN IN TABLE (FOUND ON PAGE 32) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
- 2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44E.
- 3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
- 4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
- 5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, OR L-969L). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE LUMACURVE, OR APPROVED EQUAL.
- 6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
- 7) SEE SHEET 33 - 35 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
- 8) SEE SHEET 34 FOR SIGN DETAILS.
- 9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.

LEGEND:

- EXISTING EDGE LIGHT
- EXISTING GUIDANCE SIGN
- EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- EXISTING SIGN NUMBER AT RELOCATED SIGN LOCATION
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED SIGN NUMBER

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GUIDANCE SIGN SCHEDULE
 SIZE 3, STYLE 2, CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS		PROPOSED LEGEND	LETTERS		CIRCUIT	PAY ITEMS	REMARK
			BACKGROUND	BACKGROUND		BACKGROUND	BACKGROUND			
D6	NW	D 5	Y	B W R	D 23 -5	Y	B W R W R	T-D	AR125924*	REPLACE EXTG. 2 MODULE SIGN WITH PROP. 3 MODULE SIGN
	SE	D	Y	B B B	D	Y	B B B B B			
D7	NW	5 D	W	R Y B	23 -5 D	W	R W R Y B	T-D	AR125924*	REPLACE EXTG. 2 MODULE SIGN WITH PROP. 3 MODULE SIGN
	SE		B	B B B		B	B B B B B			
F-10	N				H→	B	Y	T-F-2	AR125442	NEW 2 CHARACTER SIGN
	S					B	B			
F-14	NE		B	B B B	H↑ F↗	B	B B Y B Y	T-F-2	AR125924*	REPLACE EXTG. 2 MODULE SIGN WITH PROP. 3 MODULE SIGN
	SW	B2 →	B	Y B Y	F↑ B2 →	B	Y B Y B Y			
K1	NW		B	B B B		B	B B B B B	T-K-1	AR125924*	REPLACE EXTG. 2 MODULE SIGN WITH PROP. 3 MODULE SIGN
	SE	K 5	Y	B W R	L 5- 23	Y	B W R W R			
K2	NW	← K K L ↑	B	Y Y B B Y	L ← K →	Y	B B Y B Y	T-K-1	AR801605	REPLACE 6 PANELS
	SE		B	B B B B B		B	B B B B B			
K3	NE	5 · 9 · 13 →	B	Y B Y B Y				T-K-1	AR125904	REMOVE
	SW		B	B B B B B						
K4	NE	← L K K →	B	Y Y B B Y	K ← L →	Y	B B Y B Y	T-K-1	AR801605	REPLACE 6 PANELS
	SW		B	B B B B B		B	B B B B B			
K1-1	NW					B	B B B B	T-K-1	AR125442	NEW 2 CHARACTER SIGN
	SE				K 5	Y	B W R			
K2-1	NE				5 ↑	B	Y B B B B	T-K-1	AR125446	NEW 6 CHARACTER SIGN
	SW				K ← L →	Y	B B Y B Y			
L1	NW	HANGER ↑	B	Y B Y B Y	HANGER ↑	B	Y B Y B Y	T-K-1	AR801605	REPLACE 6 PANELS
	SE	K ↑ L K →	B	Y Y B B Y	L ← K →	Y	B B Y B Y			
23-8	NE	← K	B	Y	← L	B	Y	T-K-1	AR801605	REPLACE 2 PANELS
	SW		B	B	5	Y	B			
23-9	NE	D →	B	Y	D →	B	Y	T-D	AR801605	REPLACE 2 PANELS
	SW		B	B	5	Y	B			
23-10	NE					B	B	T-K-1	AR125442	NEW 2 CHARACTER SIGN
	SW				L →	B	Y			
23-11	NE					B	B	T-D	AR125442	NEW 2 CHARACTER SIGN
	SW				← D	B	Y			
23-12	NE				← K	B	Y	T-K-1	AR125442	NEW 3 CHARACTER SIGN (TO BE PAID FOR UNDER ITEM AR125442)
	SW				5	Y	B			

NUMBER OF MODULES	TRANSFORMER WATTAGE
1	100
2	300
3	500
4	500

* TRANSFORMERS SHALL BE 6.6/6.6 AMP.
 * - OR AS REQUIRED BY SIGN MANUFACTURER.

N = NORTH
 S = SOUTH
 E = EAST
 W = WEST
 NW = NORTHWEST
 SE = SOUTHEAST
 NE = NORTHEAST
 SW = SOUTHWEST

B/Y = BLACK LETTERS ON YELLOW BACKGROUND (TYPE L-858Y)
 Y/B = YELLOW LETTERS ON BLACK BACKGROUND (TYPE L-858L)
 B/B = BLACK BLANK PANEL
 Y/Y = YELLOW BLANK PANEL
 W/R = WHITE LETTERS ON RED BACKGROUND (TYPE L-858R)

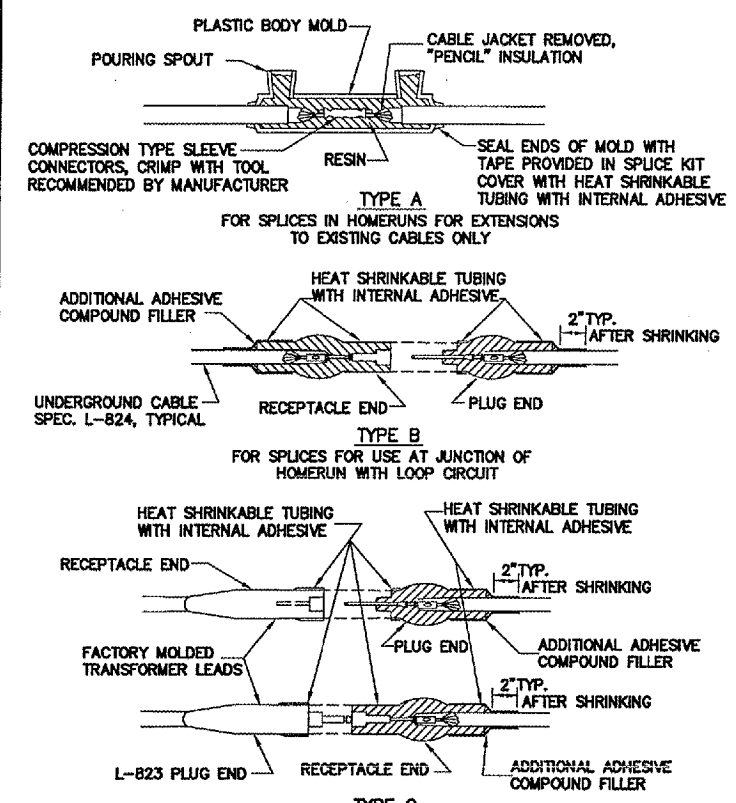
NOTES:

- IF THE CONDITION OF THE EXISTING SIGN EQUIPMENT TO BE REMOVED IS ACCEPTABLE TO THE ENGINEER, THE CONTRACTOR MAY REUSE THE REMOVED TRANSFORMERS, TRANSFORMER CANS, MOUNTING PLATES, AND SIGN FRAMES AT THE PROPOSED SIGN LOCATIONS. IF THE EXISTING SIGN EQUIPMENT IS REUSED, THEN THE CONTRACTOR SHALL SUPPLY AND INSTALL 8" CRHD. AGG. BEDDING, 10" CONCRETE PAD, CONDUITS, WIRING, SIGN PANELS, GASKETS, RETAP BASE HOLES AS REQD., NEW STAINLESS STEEL BOLTS, NUTS, & WASHERS, AND NEW LAMPS AS REQUIRED. CONTRACTOR SHALL REPLACE ANY DAMAGED EQUIPMENT AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL NEW SIGN EQUIPMENT AS REQUIRED.
- * = THE AR125924 - REPLACE TAXI GUIDANCE SIGN CONTRACT UNIT PRICE SHALL INCLUDE THE COSTS TO REMOVE AND DISPOSE OF THE EXISTING TAXI GUIDANCE SIGN BEING REPLACED.

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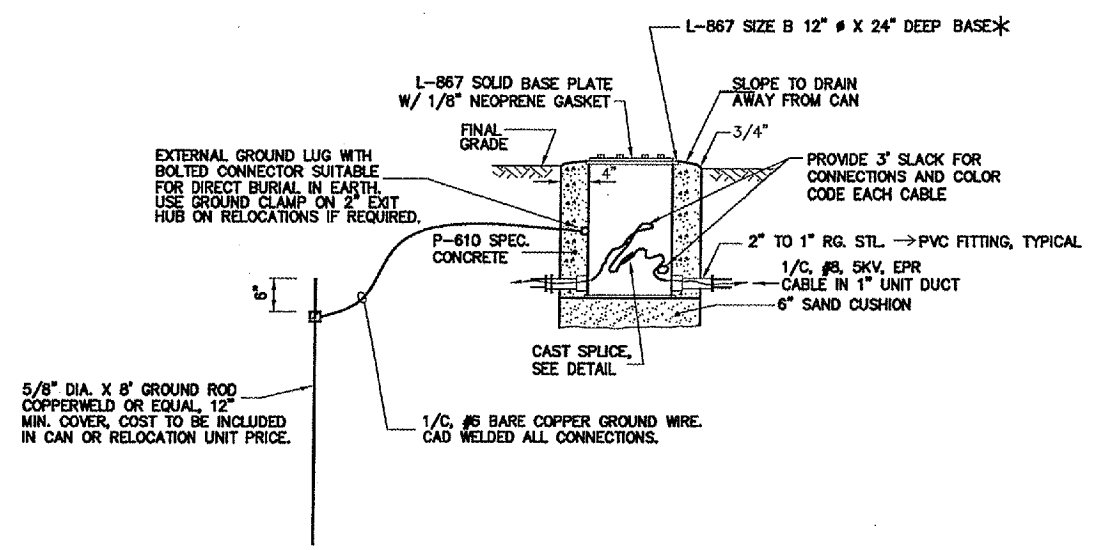
GENERAL ELECTRICAL NOTES:

1. ALL EXCAVATION SHALL BE DONE VERY CAREFULLY. EXCAVATION BY HAND DIGGING SHALL BE REQUIRED AROUND ALL EXISTING DUCT BANKS, SPLICE CANS, MANHOLES, AND EXISTING CABLES. MANY EXISTING ACTIVE UNDERGROUND CABLES, WHOSE EXACT LOCATIONS CANNOT BE DETERMINED, ARE FOUND IN THE PROJECT AREA. IN ORDER TO AVOID EXISTING UNDERGROUND CABLES, THE CONTRACTOR SHALL CONNECT A THUMPER TO ALL EXISTING CIRCUITS AFTER WHICH THEY SHALL BE STAKED IN ALL AREAS REQUIRING TRENCHING OR EXCAVATION. CONTRACTOR SHALL ALSO NOTE THAT LOW VOLTAGE, FAA CABLES ALSO RUN UNDERGROUND THROUGHOUT THESE AREAS. ANY CABLE DAMAGED SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
2. A MINIMUM OF 3 FEET OF SLACK SHALL BE PROVIDED IN THE CABLES AT EACH TRANSFORMER, CONNECTOR, OR SPLICE POINT. ALL CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS OR SPLICE CANS, UNLESS NOTED OTHERWISE.
3. THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
4. ALL MANUFACTURERS FOR SUPPLYING AIRPORT LIGHTING EQUIPMENT SHALL APPEAR ON THE CURRENT FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-53B. THE EQUIPMENT SHALL COMPLY WITH THE APPLICABLE CURRENT FAA ADVISORY CIRCULAR LISTED IN THE FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-2 (AIRPORTS ELECTRONIC BULLETIN BOARD NUMBER 14).
5. THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM (INCLUDING FAA APPROVED EQUIPMENT) ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
6. IF THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT WHICH REQUIRES ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., BEYOND THAT SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, THEN THE COST FOR THE ADDITIONAL ITEMS SHALL BE INCLUDED TO THE CONTRACT UNIT PRICES.
7. THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
8. WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES, STYLES, CLASSES, ETC. MAY BE FAA APPROVED.
9. ALL CONCRETE FOR ELECTRICAL EQUIPMENT SHALL COMPLY WITH SPECIFICATION 610-STRUCTURAL PC CONCRETE 3500 PSI AT 28 DAYS, AIR ENTRAINED CONCRETE MIX SHALL BE USED.
10. BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL HAVE A 1/4" DIAMETER OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE CONNECTOR INTO THE BASE.
11. THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1 1/2" ABOVE THE EDGE OF THE COVER IN THE CASE OF A BASE MOUNTED COUPLING.
12. ALL PERMANENT CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS, OR SPLICE CANS, UNLESS NOTED OTHERWISE.
13. MIMIC PANEL COLORS : RUNWAY R5-23 CIRCUIT = WHITE, TAXIWAY D CIRCUIT = ORANGE, TAXIWAY E CIRCUIT = YELLOW, TAXIWAY F-2 CIRCUIT = LIME, TAXIWAY T-K-1 CIRCUIT = RED AND SIGN CIRCUIT = WHITE.

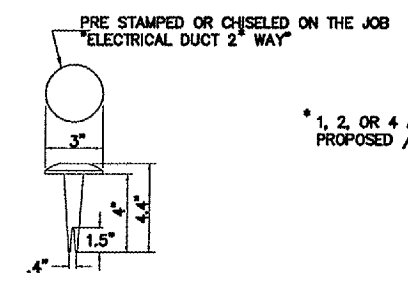


- NOTES :**
1. SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
 2. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE

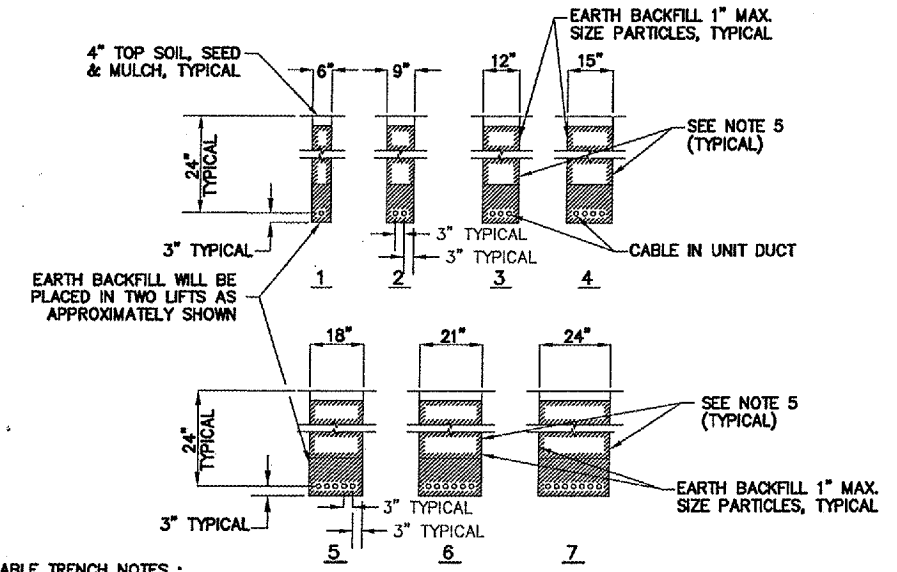
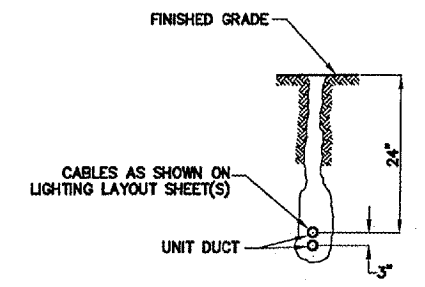
CABLE SPLICES
(NOT TO SCALE)



- NOTES :**
1. * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90" FROM MAIN ENTRANCE HUB WHERE SHOWN ON PLAN SHEETS.
 2. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.



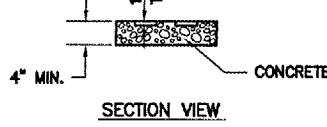
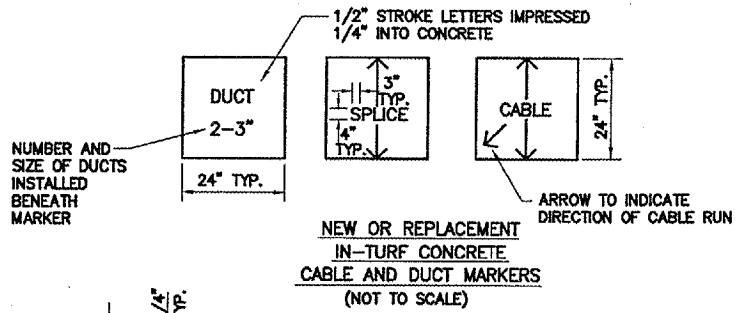
NOTE: PAVING CONTRACTOR SHALL INSTALL NEW BRASS DUCT MARKERS IN THE PROPOSED PAVEMENT AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT CROSSES EXISTING OR PROPOSED ELECTRICAL DUCTS. COST OF DUCT MARKERS SHALL BE INCLUDED IN THE 401 AND / OR 501 CONTRACT UNIT PRICES.



- CABLE TRENCH NOTES :**
1. DETAIL NUMBERS INDICATE NO. OF CABLES.
 2. TRENCHES WITH MORE THAN 7 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE; IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
 3. DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH. RETURNING MATERIALS AND RATES MAY BE SHOWN ON THE PLANS.
 5. INSTALL YELLOW PLASTIC WARNING RIBBON IN TRENCH 9" ABOVE CABLES (TYPICAL ALL TRENCHES).

CABLE TRENCHES
(NOT TO SCALE)

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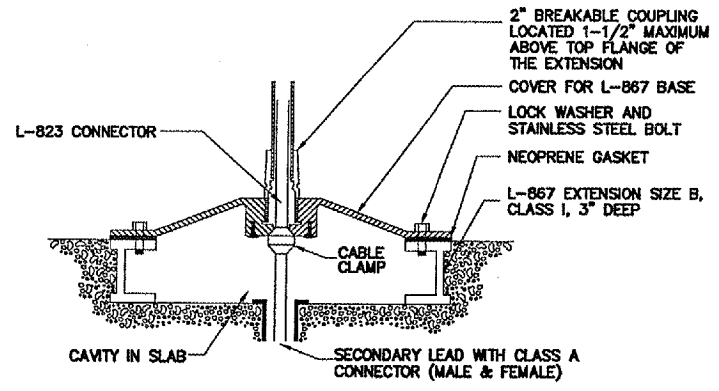


- NOTES:
1. NEW MARKERS ARE REQUIRED ON ALL FAA CABLES. CABLE MARKERS SHALL BE INSTALLED BY THE CONTRACTOR AT ALL LOCATIONS SELECTED BY THE RESIDENT ENGINEER AND / OR THE FAA. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ELEVATION OF EXISTING MARKERS AND / OR REPLACE EXISTING MARKERS DAMAGED DURING CONSTRUCTION.
 2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
 3. EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
 4. WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED.
 - A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
 - B. INCREASE THE MARKER SIZE TO 30" X 30" MAX.
 - C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.

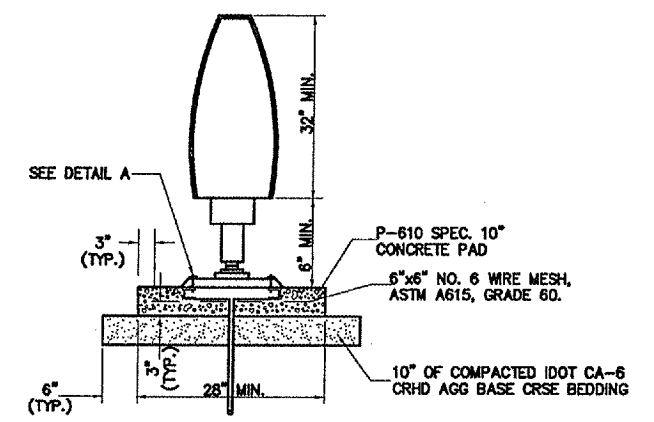
TAXI GUIDANCE SIGNS ISOLATION TRANSFORMER DATA*	
NUMBER OF MODULES	TRANSFORMER WATTAGE
1	100
2	300
3	500
4	500

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
 * OR AS REQUIRED BY SIGN MANUFACTURER.

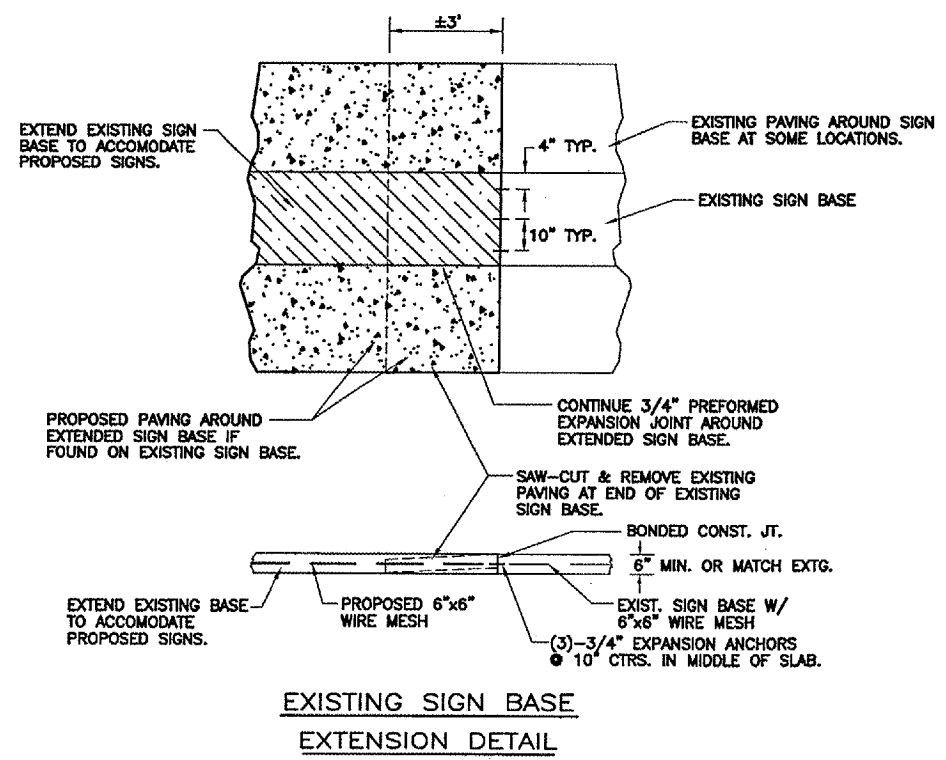
PROPOSED GUIDANCE SIGNS



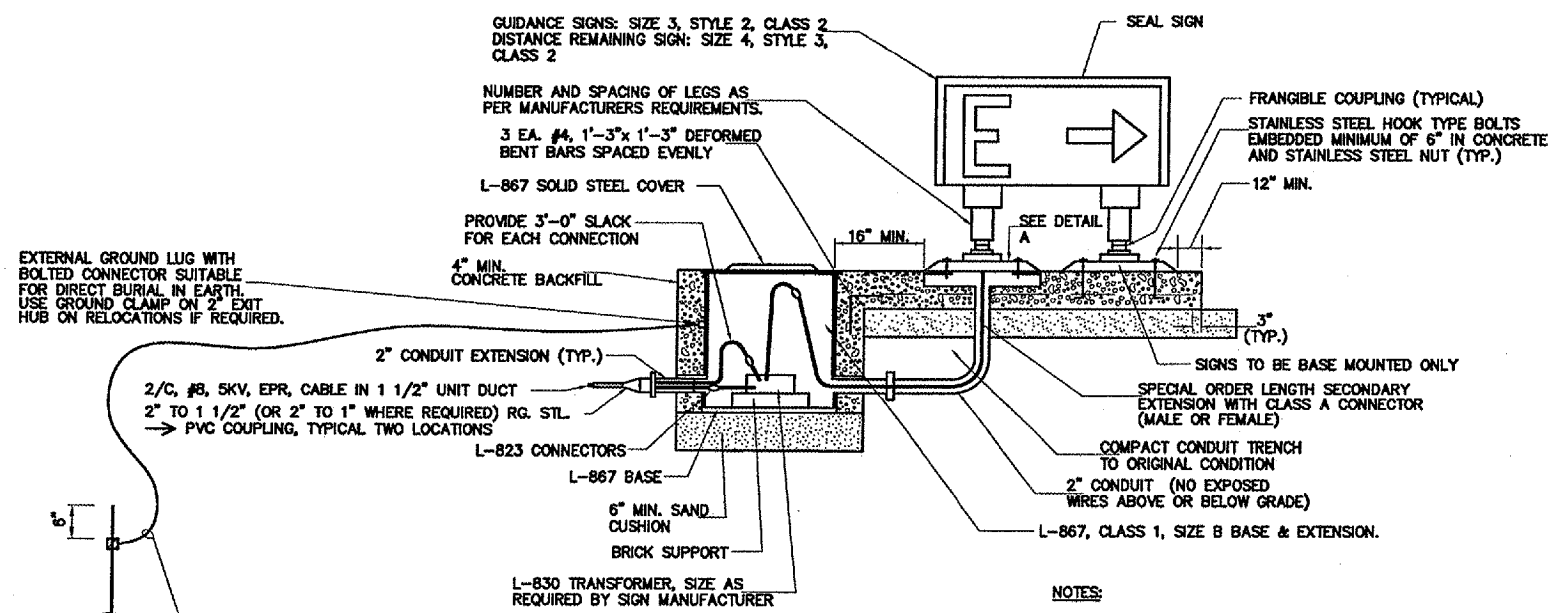
DETAIL A



SIDE VIEW



EXISTING SIGN BASE
 EXTENSION DETAIL

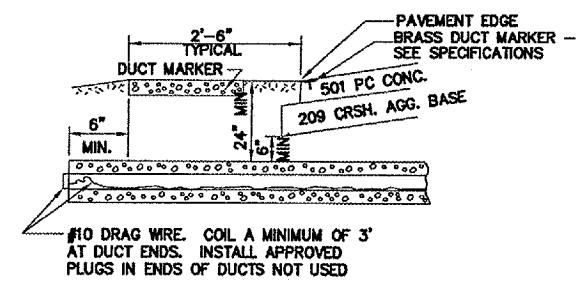
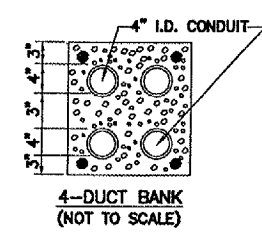
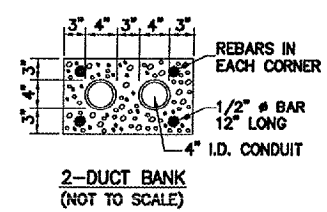
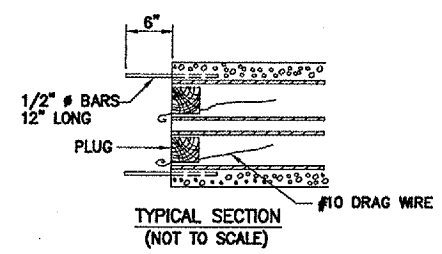


FRONT VIEW

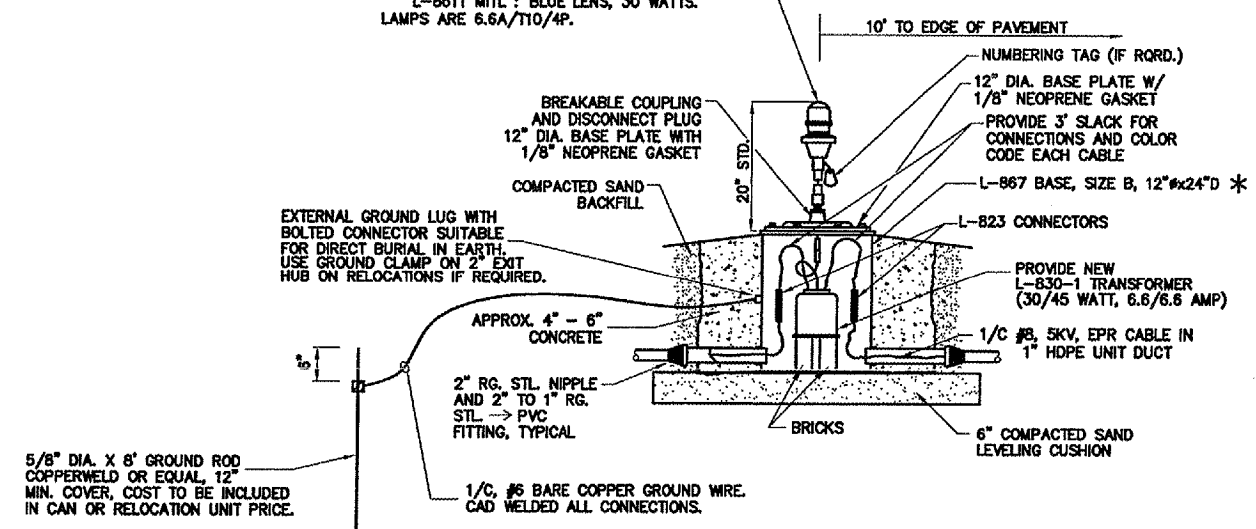
- NOTES:
1. COLOR CODE TAPE FOR WIRE IDENTIFICATION 6" BEFORE L-823 CONNECTORS.
 2. WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
 3. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.

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- NOTES :
- A. DIMENSIONS SHOWN ARE MINIMUM.
 - B. TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
 - C. DUCT CONCRETE SHALL BE 610 STRUCTURAL P.C. CONC.
 - D. PLASTIC DUCT (PVC) SHALL BE TYPE 1 CONFORMING TO FEDERAL SPEC. W-C-1094.
 - E. ALL DUCT SHALL BE 4" INSIDE DIA.
 - F. WHERE EDGE DRAINS ARE USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN TWO FEET FROM THE OUTSIDE EDGE OF ANY POROUS GRANULAR BACKFILL MATERIAL.
 - G. WHERE EDGE DRAINS ARE NOT USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN THREE FEET FROM THE EDGE OF ANY PAVED SURFACE.
 - H. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN (TURF CABLE MARKER)
 - I. USE SPLIT DUCT IN DUCT BANKS AS REQUIRED WHERE EXISTING CABLES ARE PRESENT. COST OF SPLIT DUCT TO BE INCLUDED IN THE UNIT PRICE FOR DUCT BANK.

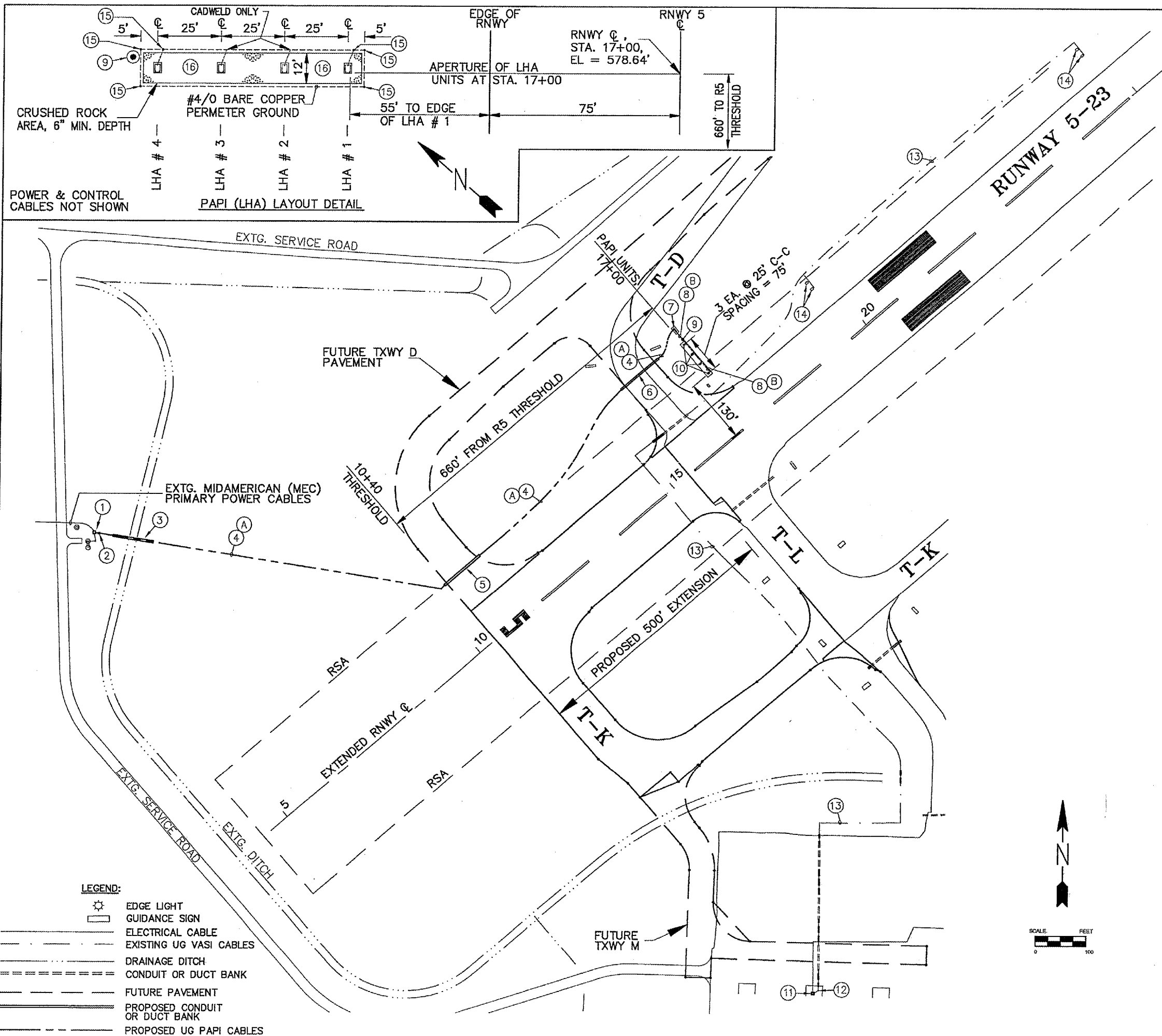


- MEDIUM INTENSITY LIGHT FIXTURES:
 L-861 MIRL : WHITE / YELLOW OR WHITE LENS, 30 WATTS.
 L-861E THRESHOLD MIRL : GREEN / RED LENS, 45 WATTS.
 L-861T MITL : BLUE LENS, 30 WATTS.
 LAMPS ARE 6.6A/T10/4P.



- NOTES :
1. BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
 2. * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90' FROM MAIN ENTRANCE HUB WHERE INDICATED ON PLAN SHEETS.
 3. IF THE CONDITION OF THE EXISTING LIGHTING EQUIPMENT TO BE REMOVED IS ACCEPTABLE TO THE RESIDENT ENGINEER, THE CONTRACTOR MAY REUSE THE REMOVED LIGHT FIXTURES, BASE PLATES, CANS, AND TRANSFORMERS AT THE PROPOSED LIGHT LOCATIONS. IF THE EXISTING EDGE LIGHT EQUIPMENT IS REUSED, THEN THE CONTRACTOR SHALL SUPPLY AND INSTALL 6" COMPACTED SAND LEVELING CUSHION, EXTEND THE EXISTING STEEL CONDUIT TO A POINT OUTSIDE OF THE PROPOSED CONCRETE BACKFILL, ADDITIONAL P.C. CONCRETE BACKFILL ALL AROUND (MIN. 4" THICKNESS), COMPACTED SAND BACKFILL, NEW 1/8" NEOPRENE GASKETS, RETAP BASE HOLES AS REQD., NEW STAINLESS STEEL BOLTS, NUTS, & WASHERS, AND NEW LENS & LAMPS AS REQUIRED. CONTRACTOR SHALL REPLACE ANY DAMAGED EQUIPMENT AS DIRECTED BY THE RESIDENT ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL NEW EDGE LIGHT EQUIPMENT AS REQUIRED.
 4. SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.

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NUMBERED LEGEND

- ① CONNECT TO EXISTING 277 / 480V-3 PHASE-4W MIDAMERICAN ENERGY PAD MOUNTED TRANSFORMER PER MIDAMERICAN SPECIFICATIONS. CONTRACTOR SHALL COORDINATE INSTALLATION WITH MIDAMERICAN ENERGY COMPANY (MEC).
- ② PROPOSED METERING STATION WITH NEW 277 / 480V 3 PHASE DISCONNECT SWITCH AND 7 PIN METER / SOCKET PER DETAIL ON SHEET 37.
- ③ PROPOSED 80 L.F. OF 4" DIA. RIGID GALVANIZED STEEL DUCT, DIRECT BURY FOR DITCH CROSSING PER DETAIL ON SHEET 37. 36" MINIMUM COVER. USE 2 EACH 11 1/4 DEGREE WIDE SWEEP BENDS.
- ④ PROPOSED 4-1/C, #2, 600V, TYPE U.S.E. POWER CABLES IN 2" C BETWEEN TRANSFORMER AT ① AND METER AT ② AND PROPOSED 3-1/C, #6, 600V, TYPE U.S.E. POWER CABLES IN 2" UNIT DUCT BETWEEN METER AT ② AND POWER & CONTROL STATION AT ⑦ ALONG WITH 1/C #1/0 BARE COPPER GROUND WIRE. INSTALL GROUND RODS ALONG CABLE RUN AT 90' MAXIMUM INTERVALS AND CONNECT TO GROUND WIRE. INSTALL PER TRENCH DETAIL (A) ON SHEET 38.
- ⑤ PROPOSED 3-WAY DUCT BANK TO BE PAID FOR SEPARATELY UNDER CONTACT ITEM AR110503. SEE LIGHTING PLAN.
- ⑥ PROPOSED 95 L.F. OF 4" DIA. RIGID GALVANIZED STEEL DUCT TO BE JACKED IN PLACE TO A POINT THAT IS 10' BEYOND THE FUTURE EOP. MINIMUM COVER = 4'. GROUND DUCT TO GUARD WIRE. RESTORE JACKING PIT AREA TO ORIGINAL CONDITION.
- ⑦ PROPOSED POWER AND CONTROL STATION LOCATED AT R5 STATION 17+06, LEFT 240' PER DETAILS ON SHEET 38.
- ⑧ PROPOSED 8-1/C, #8, 600V, TYPE U.S.E. POWER CABLES & 4 #6 GROUND IN 3" C; FOUR EACH 6 PR #19, SHIELDED CONTROL CABLES IN SECOND 2" C ALONG WITH 1/C #1/0 BARE COPPER GROUND WIRE BETWEEN LOCATIONS ⑦ AND ⑨. INSTALL PER TRENCH DETAIL (B) ON SHEET 38.
- ⑨ PROPOSED 4' ELECTRIC HANDHOLE PER DETAIL ON SHEET 39.
- ⑩ PROPOSED 4 EACH PAPI LAMP HOUSING ASSEMBLY UNITS PER DETAILS ON SHEET 39 AND LHA LAYOUT DETAIL ON THIS SHEET.
- ⑪ EXISTING MIDAMERICAN ENERGY TRANSFORMER TO REMAIN IN PLACE.
- ⑫ EXISTING POST MOUNTED METER / SOCKET AND DISCONNECT SWITCH TO BE REMOVED PER MIDAMERICAN ENERGY COMPANY REQUIREMENTS. SALVAGE EQUIPMENT PER GENERAL NOTE 1.
- ⑬ EXISTING VASI CABLES TO BE ABANDONED IN PLACE.
- ⑭ EXISTING FOUR EACH VASI UNITS TO BE REMOVED. REMOVE LEGS, CHANCE SCREW ANCHORS, AND BASE ROCK. BACKFILL AREA WITH TOPSOIL. FERTILIZE, SEED AND MULCH AREA PER SECTION 901 / 908 OF THE STANDARD SPECIFICATIONS. INCLUDE ALL COSTS IN AR801622 CONTRACT UNIT PRICE. SALVAGE EQUIPMENT PER GENERAL NOTE 1.
- ⑮ PROPOSED 3/4" X 10' COPPERCLAD GROUND ROD WITH EXOTHERMIC WELD CONNECTIONS (SPACED AT 10' MIN. APART) PER DETAIL ON SHEET 39.
- ⑯ REMOVE 6" OF EXTG. TOPSOIL AND INSTALL 6" OF PROP. IDOT CA-6 COMPACTED CRUSHED ROCK, 6" MIN. DEPTH, ON GEOTEXTILE FABRIC. INCLUDE COSTS IN AR801622 CONTRACT UNIT PRICE.

GENERAL NOTES:

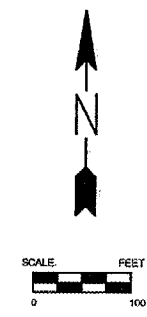
1. THE CONTRACTOR SHALL SALVAGE THE EXISTING VASI SYSTEM EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS. SALVAGED EQUIPMENT SHALL BE CLEANED AND DELIVERED TO THE FAA.
2. THE REMOVAL OF THE EXISTING VASI SYSTEM AND SUPPLYING / INSTALLATION OF THE PROPOSED PAPI SYSTEM (INCLUDING, BUT NOT LIMITED TO, WIRING, CABLES, GROUNDING, CABLE TRENCHING, ELECTRICAL EQUIPMENT, CONDUIT, DUCT, FITTINGS, REBAR, CONCRETE, CRUSHED AGGREGATE ROCK, TESTING, REMOVAL AND DISPOSAL OF EXISTING FOUNDATIONS, AIMING, AND ALL OTHER ASSOCIATED WORK) SHALL BE INCLUDED AND PAID FOR UNDER CONTRACT ITEM AR801622, "REPLACE VASI WITH PAPI" UNLESS NOTED OTHERWISE.
3. CABLE MARKERS AS DETAILED ON SHEET 34 SHALL BE INSTALLED OVER THE PAPI CABLES. THE LEGEND ON THE MARKERS SHALL BE AS DIRECTED BY THE FAA AND/OR THE RESIDENT ENGINEER. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUNS. REMOVE & DISPOSE OF THE EXISTING OLD VASI CABLE MARKERS.
4. SEE PLAN & PROFILE SHEETS FOR LOCATION OF EXISTING UNDERGROUND ELECTRICAL, UTILITIES, AND FIELD TILES.
5. SEE SHEETS 33 THROUGH 35 FOR ELECTRICAL NOTES AND DETAILS.

POWER & CONTROL CABLES NOT SHOWN

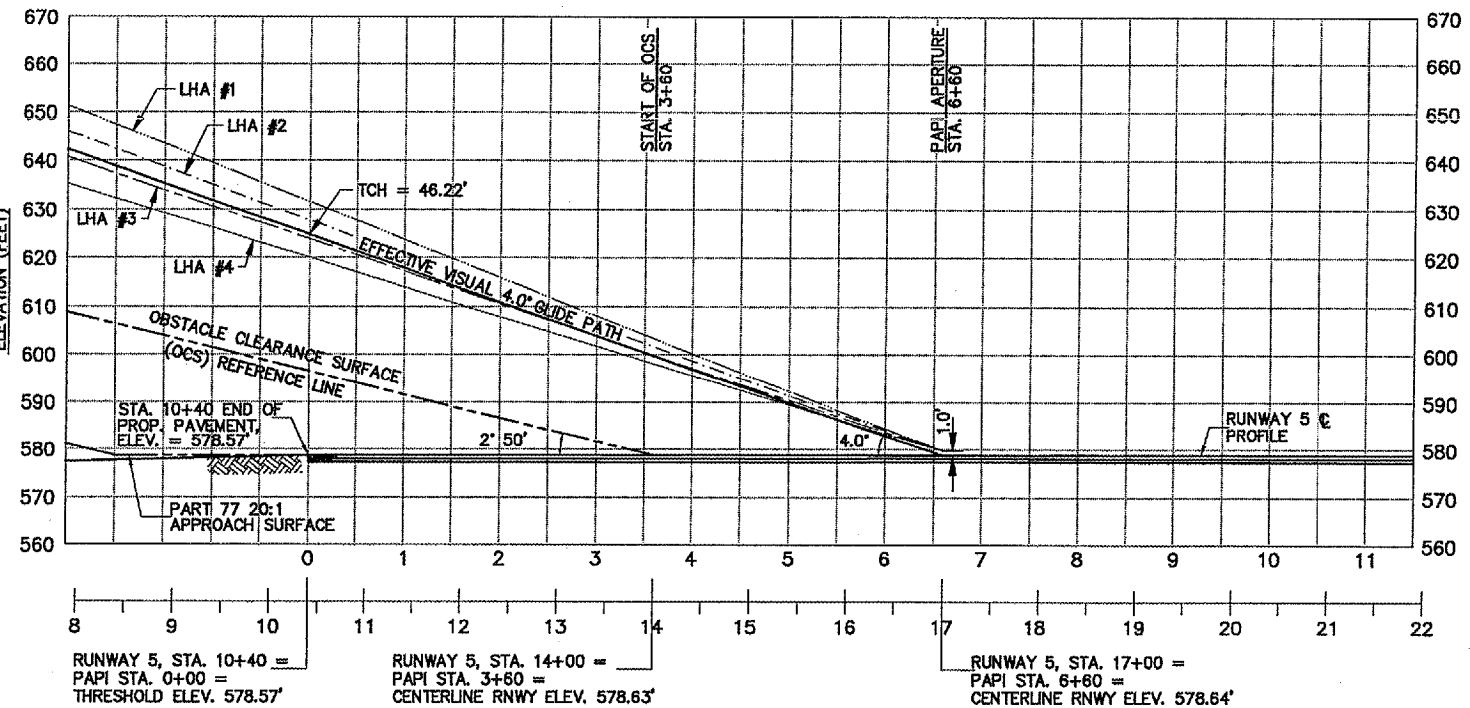
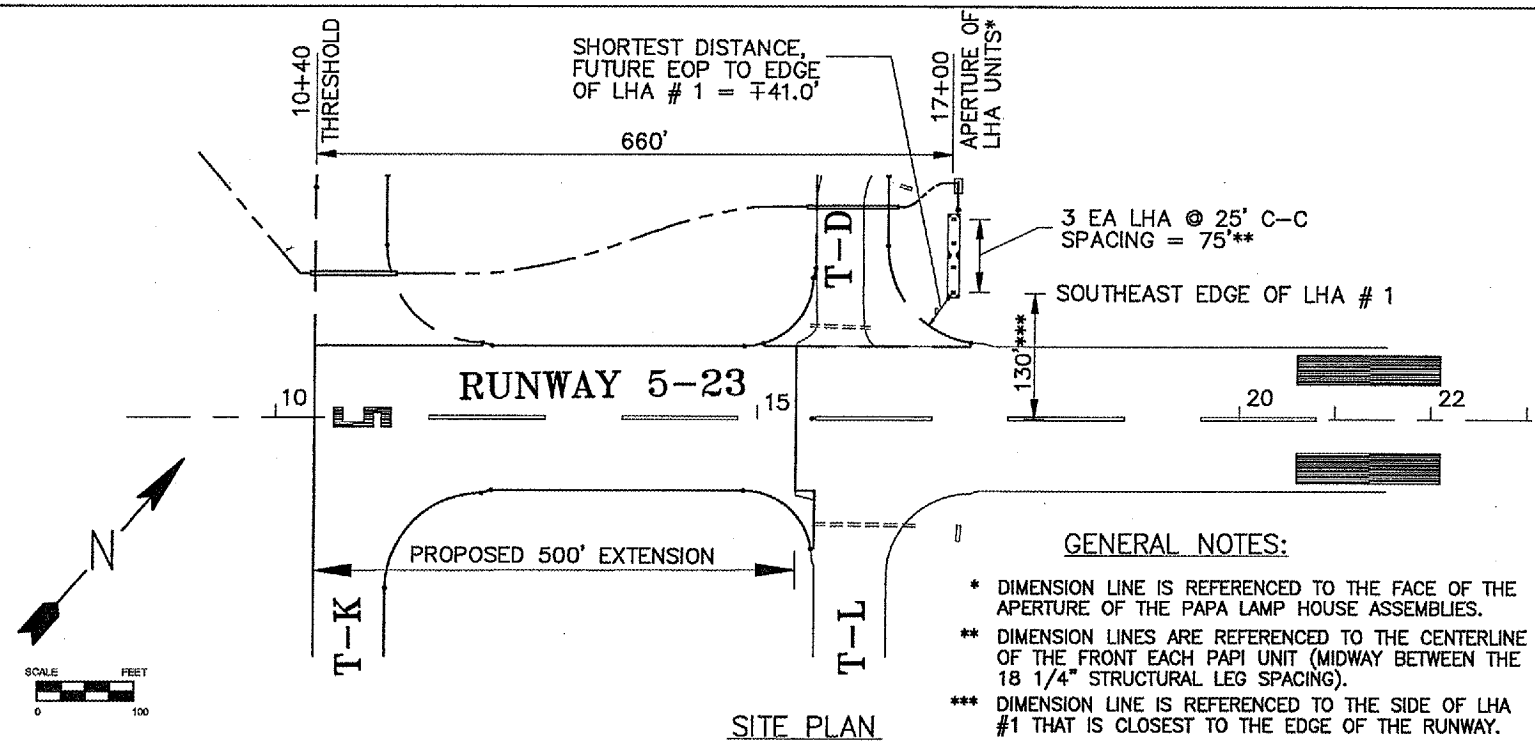
PAPI (LHA) LAYOUT DETAIL

LEGEND:

- ☼ EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- - - EXISTING UG VASI CABLES
- - - DRAINAGE DITCH
- - - CONDUIT OR DUCT BANK
- - - FUTURE PAVEMENT
- - - PROPOSED CONDUIT OR DUCT BANK
- - - PROPOSED UG PAPI CABLES



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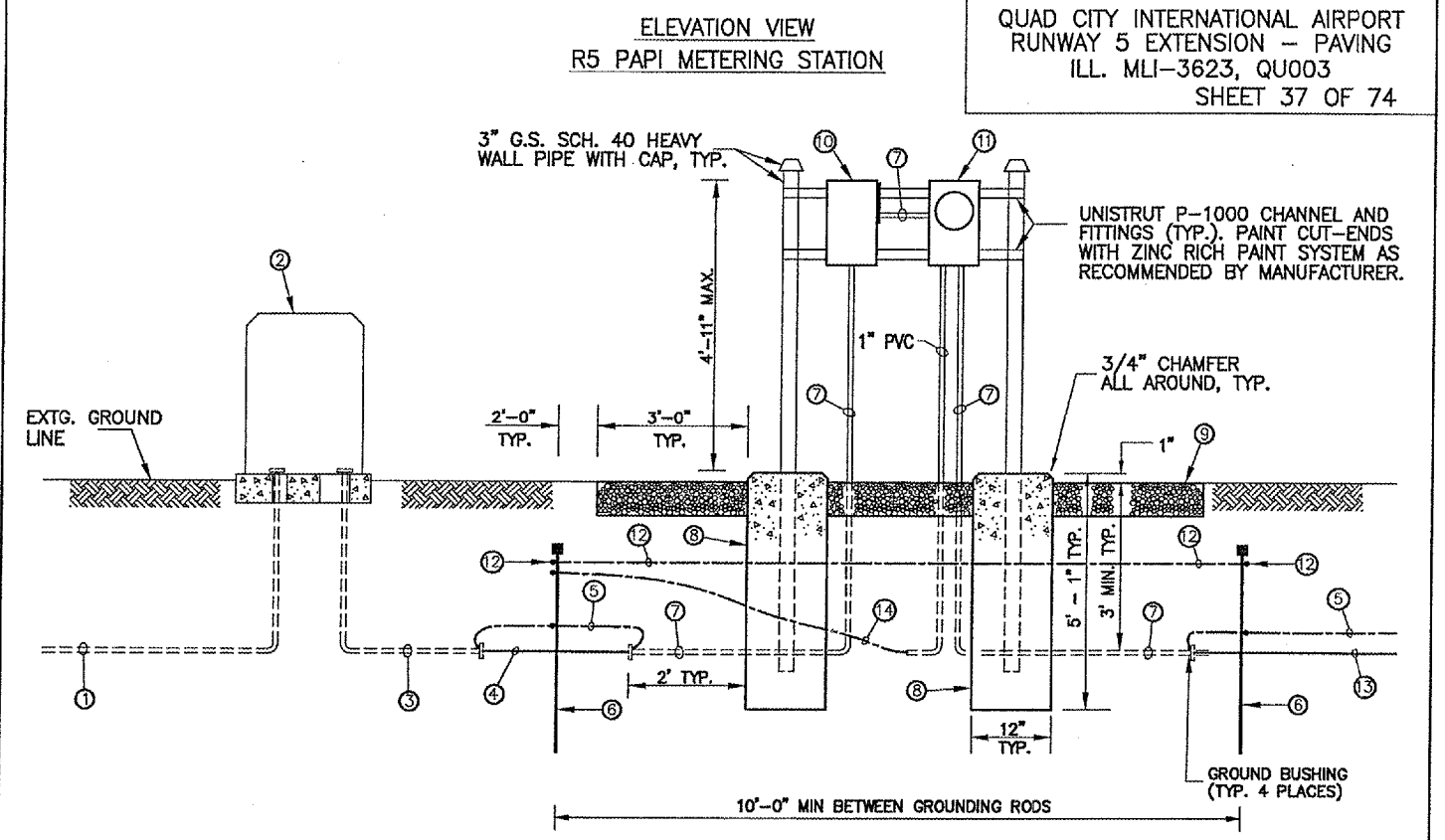


CENTERLINE PROFILE

	PAPI LHA # 1	PAPI LHA # 2	PAPI LHA # 3	PAPI LHA # 4
LOCATION OF LHA	55' OFF PVMT.***	25' FROM LHA #1**	25' FROM LHA #2**	25' FROM LHA #3**
EXISTING OR PROPOSED RUNWAY CENTERLINE ELEVATION	578.64'	578.64'	578.64'	578.64'
APPROXIMATE EXISTING GROUND ELEV. AT PAPI LHA UNIT	575.95'	575.92'	575.76'	575.57'
PROPOSED PAPI LHA APERTURE CENTERLINE ELEVATION	579.64'	579.64'	579.64'	579.64'
PROPOSED LAMP AIMING ANGLE	4' 30'	4' 10'	3' 50'	3' 30'

EFFECTIVE VISUAL GLIDE PATH = 4.0%
 RESULTING THRESHOLD CROSSING HEIGHT = 46.22'

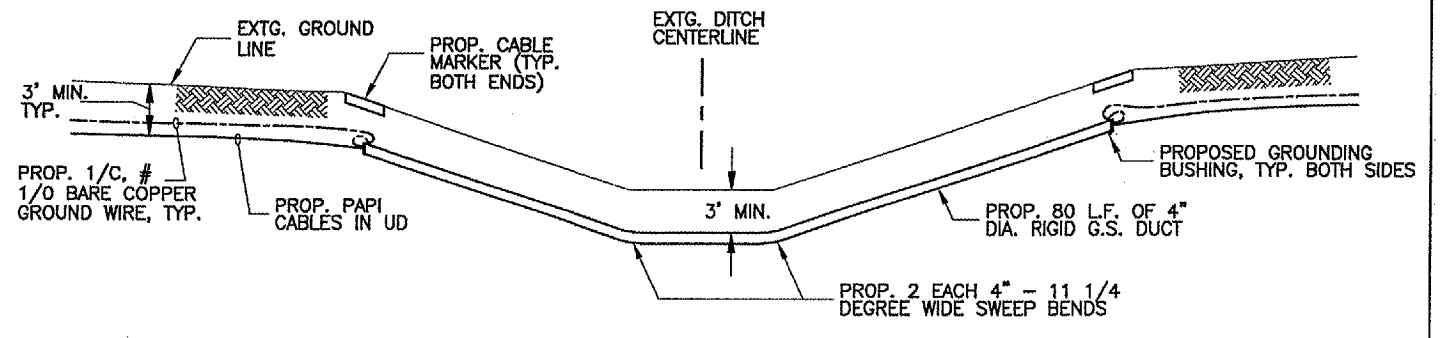
CONTRACTOR SHALL AIM THE PROPOSED PAPI UNITS TO THE PROPOSED LAMP AIMING ANGLE AS INDICATED ON THIS DRAWING AND DIRECTED BY THE FAA. THERE SHALL BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND AND WHERE THEY ENTER THE EQUIPMENT ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE, WATERTIGHT CONDUIT WITH BREAKABLE COUPLINGS AT THE GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAIL.



NUMBERED LEGEND:

- ① EXTG. MIDAMERICAN (MEC) 277/480V PRIMARY POWER CABLES.
- ② EXTG. MIDAMERICAN (MEC) 277/480V PAD MOUNTED 277 / 480V-3 PHASE-4W TRANSFORMER.
- ③ PROPOSED 2" G.S. STEEL CONDUIT WITH WIDE SWEEP ELBOW, GROUNDING BUSHINGS, AND RIGID STL. TO PVC FITTING. GROUND PER MIDAMERICAN REQUIREMENTS.
- ④ PROPOSED 4-1/C #2, 600V UNDERGROUND POWER CABLES IN 2" PVC CONDUIT BETWEEN ② AND ①. CABLES CONNECTED TO TRANSFORMER PER MIDAMERICAN REQUIREMENTS. CONTRACTOR SHALL COORDINATE WITH MEC AND MEET MEC REQUIREMENTS.
- ⑤ 1/C, #1/0 BARE COPPER GROUND WIRE. CADWELD CONNECTIONS ARE REQUIRED TO ALL GROUND RODS, GROUND BUSHINGS, ETC.
- ⑥ 3/4"x10' COPPER CLAD GROUND RODS 1'-6" MIN. COVER.
- ⑦ PROPOSED 2" G.S. STEEL CONDUIT WITH WIDE SWEEP ELBOW, GROUNDING BUSHING, AND RIGID STL. TO PVC FITTING.
- ⑧ PROPOSED P-610 SPEC. 12" DIA. CONCRETE FOUNDATION.
- ⑨ PROPOSED IDOT CA-6 COMPACTED CRUSHED ROCK, 6" MIN. DEPTH, ON GEOTEXTILE FABRIC.
- ⑩ PROPOSED NEW 277 / 480V SERVICE DISCONNECT SWITCH (100 / 3 PHASE, 4 WIRE @ 100A - NEMA 4 OR TYPE & STYLE AS SPECIFIED BY MEC). CONTRACTOR SHALL COORDINATE WITH MEC AND MEET MEC REQUIREMENTS. LABEL BOX: 277/480V POWER FEED FOR R5 L-880 PAPI
- ⑪ PROPOSED NEW METER & SOCKET (7 PIN, 200 AMP, 3 PHASE, 277 / 480V OR TYPE & STYLE AS SPECIFIED BY MEC). CONTRACTOR SHALL COORDINATE WITH MEC AND MEET MEC REQUIREMENTS.
- ⑫ 1/C, #4/0 BARE COPPER PERIMETER GROUND WIRE ALL AROUND CRUSHED ROCK AREA. INSTALL GROUND WIRE AT 2' BELOW GROUND. CAD WELDED CONNECTIONS TO ALL GROUND RODS, GROUND BUSHINGS, ETC.
- ⑬ PROPOSED 3-1/C #6, 600V UNDERGROUND POWER CABLES IN 2" UNIT DUCT BETWEEN ① AND THE POWER AND CONTROL STATION (17+06, LT. 240').
- ⑭ 1/C, #2 BARE COPPER GROUND WIRE IN 1" PVC.

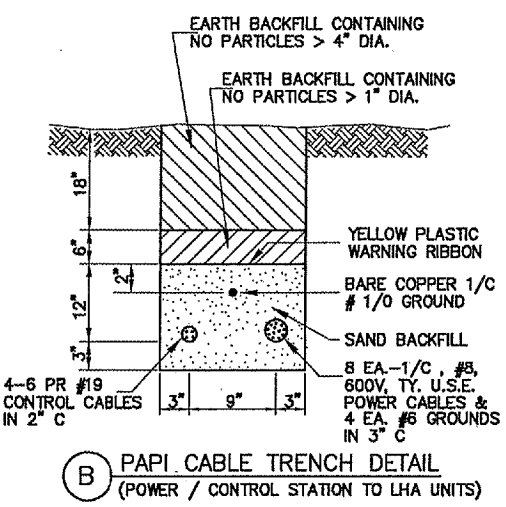
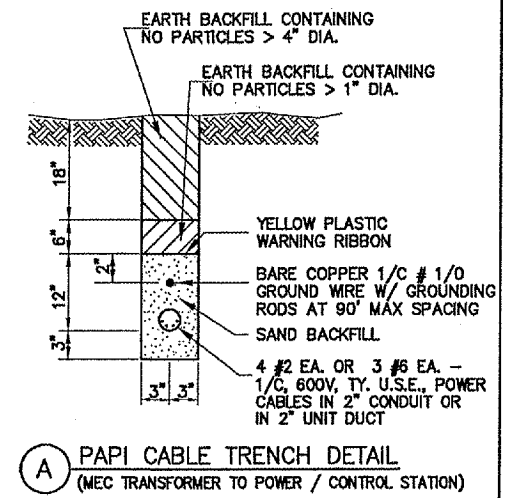
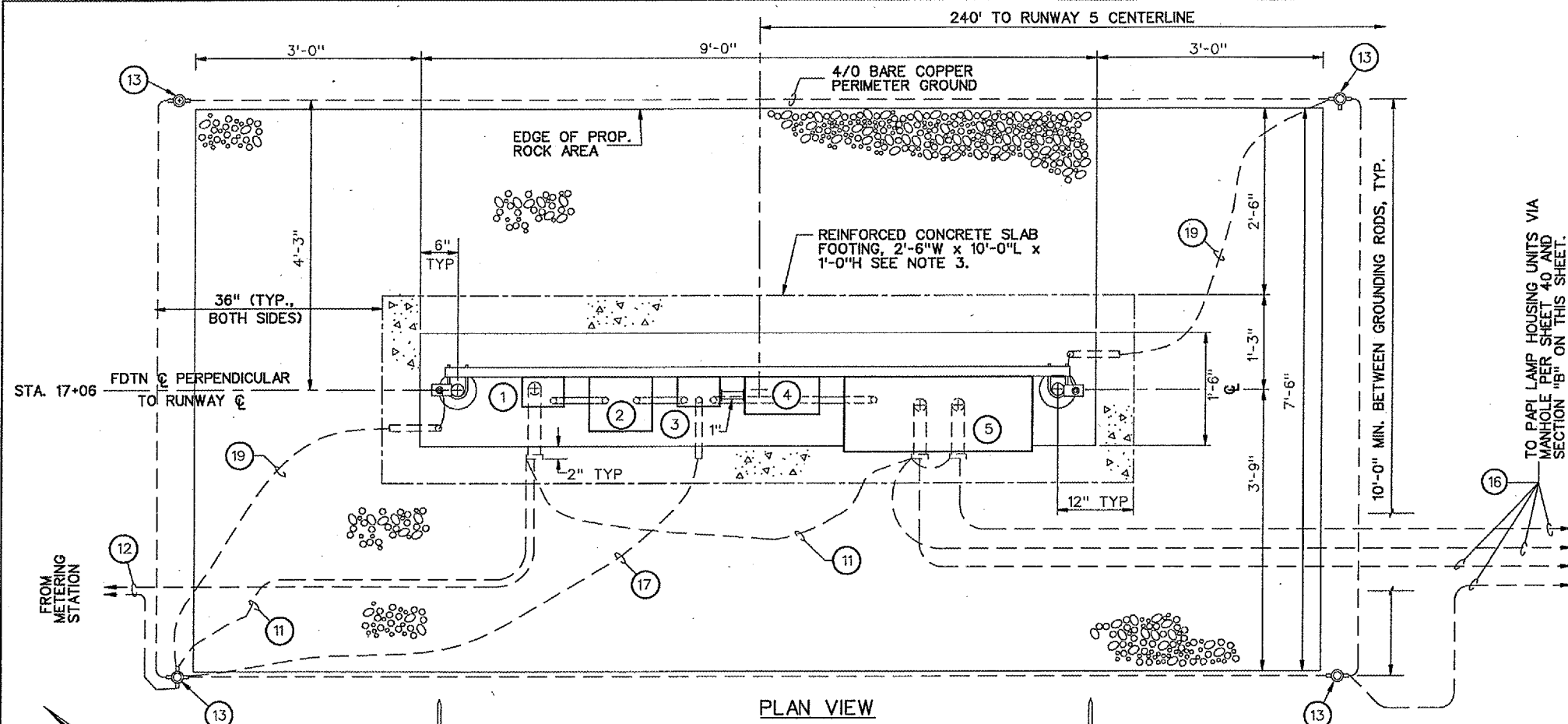
THE COST OF ABOVE ITEMS SHALL BE INCLUDED IN CONTRACT ITEM AR801622.



DITCH CROSSING DETAIL
 PROFILE VIEW
 (AT LOCATION ③)

THE COST OF ABOVE ITEMS SHALL BE INCLUDED IN CONTRACT ITEM AR801622.

QUAD CITY INTERNATIONAL AIRPORT
 RUNWAY 5 EXTENSION - PAVING
 ILL. MLI-3623, QU003
 SHEET 38 OF 74

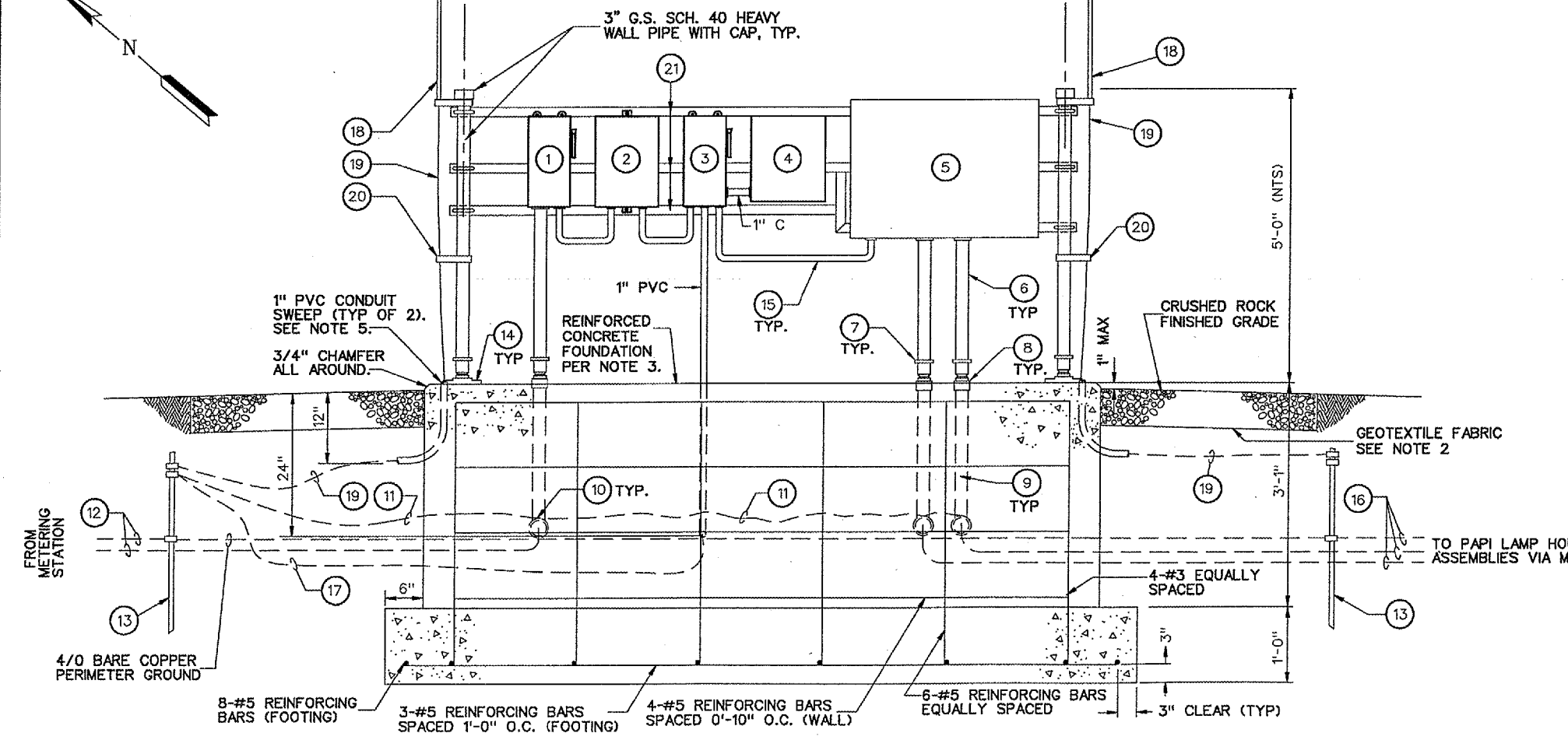


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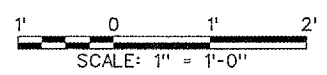
- ① 277/480V SERVICE DISCONNECT SWITCH: FUSIBLE, HD, 600V, 30A, 3P, NEMA 3R, WITH GROUND BUS, SQUARE D CAT NO. H361AWK. LABEL BOX: 277/480V POWER FEED FOR R5 L-880 PAPI.
- ② 5 KVA DRY TRANSFORMER (480V 1 PHASE INPUT AND 120 / 240V 1 PHASE OUTPUT), 60 HZ, SQUARE "D" CAT. NO. 5S40F, TAP AS REQUIRED TO YIELD 120 /240V ON SECONDARY SIDE WITH FULL PAPI LOAD APPLIED.
- ③ 240V SERVICE DISCONNECT SWITCH, 1 PHASE, 3 WIRE @ 25A, SQUARE D CAT. NO. H221AWK.
- ④ SURGE ARRESTER: LPC 20206-7.
- ⑤ PAPI POWER AND CONTROL ASSEMBLY CABINET.
- ⑥ 2" EMT CONDUIT.
- ⑦ 2" FRANGIBLE COUPLING.
- ⑧ 2" RIGID STEEL CONDUIT COUPLING, SEE NOTE 5.
- ⑨ 2" GALVANIZED RIGID STEEL CONDUIT, AFTER GROUNDING BUSHING TRANSITION TO PVC CONDUIT.
- ⑩ GROUNDING BUSHING WITH CADWELD CONNECTIONS.
- ⑪ #2 BARE COPPER GROUND WIRE. CADWELD ALL GROUNDING CONNECTIONS.
- ⑫ THREE 1/C #6, 600V TYPE U.S.E. POWER CABLES IN 2" UNIT DUCT AND 1/C - #1/0 BARE COPPER GROUND WIRE PER SECTION (A) ON THIS SHEET.
- ⑬ 3/4" X 10' COPPERCLAD GROUND ROD WITH CONDUCTORS CONNECTED PER PARAGRAPH 16A.4C OF SPECIFICATION FAA-GL-918C. GROUND RODS ARE SPACED AT MINIMUM OF 10' APART.
- ⑭ GALV. THREADED FLOOR FLANGE WITH MIN. 4 ANCHORS PER EACH.
- ⑮ 1" SEAL TIGHT.
- ⑯ FOUR EACH 6 PR # 19 SH CONTROL CABLES IN 2" C; 4- #6 GRN & 8 - 1/C, #8 POWER CABLES IN SECOND 3" C; ALONG WITH 1/C #1/0 COPPER GROUND WIRE PER SECTION (B) ON THIS SHEET.
- ⑰ #2 GROUNDING ELECTRODE.
- ⑱ THOMPSON NO. 660 AIR TERMINAL, THOMPSON NO 27 SWIVEL AND THOMPSON NO. 240XP-4 PIPE BRACKET, 2 PLACES.
- ⑲ THOMPSON NO. 32 DOWN CONDUCTOR.
- ⑳ THOMPSON NO. 238 PIPE CLAMP.
- ㉑ UNISTRUT 3000 SERIES CHANNEL AND FITTINGS (TYP.). PAINT CUT-ENDS WITH ZINC RICH PAINT SYSTEM AS RECOMMENDED BY MANUFACTURER.

NOTES:

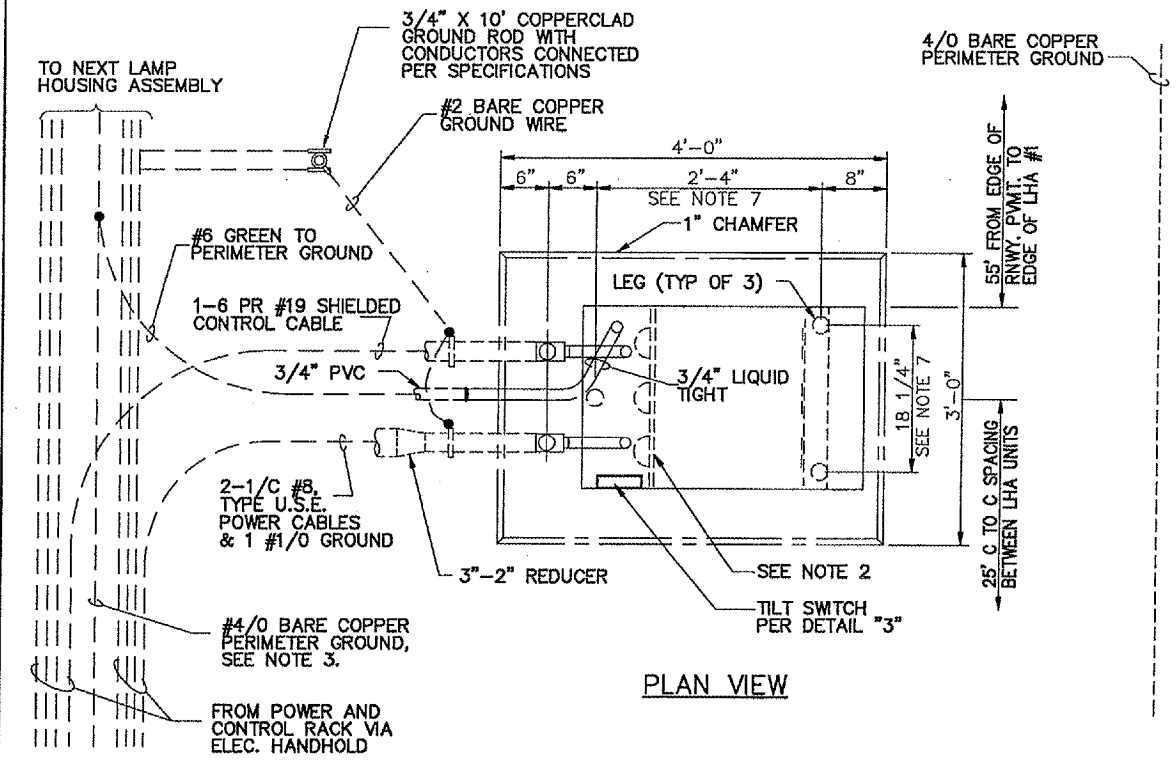
1. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING UTILITIES. THE CONTRACTOR SHALL HAND-DIG THE TRENCH IN THE VICINITY OF UNDERGROUND UTILITIES. ANY DAMAGE DONE TO UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE GOVERNMENT.
2. CONTRACTOR SHALL REMOVE 6" OF TOPSOIL, COMPACT THE SUBGRADE, AND PLACED GEOTEXTILE FABRIC CONFORMING TO SECTION 2B.3 OF SPECIFICATION FAA-GL-918C OVER SUBGRADE PRIOR TO PLACING 6" COMPACTED DEPTH OF IDOT CA-6 CRUSHED ROCK OVER EXCAVATED AREA.
3. P-610 SPEC. CONCRETE SHALL BE PLACED AND CURED IN ACCORDANCE WITH SECTION 3B.2 OF THE SPECIFICATION FAA-GL-918C.
4. FOR WIRING DIAGRAM, SEE SHEET 40.
5. TOPS OF COUPLINGS (G) AND PVC CONDUITS FOR THOMPSON DOWN CONDUCTORS SHALL BE NO MORE THAN 1/4" ABOVE FOUNDATION TOP.
6. THE COST OF ABOVE ITEMS SHALL BE INCLUDED IN THE CONTRACT ITEM AR801622.



DETAIL: PAPI POWER AND CONTROL RACK

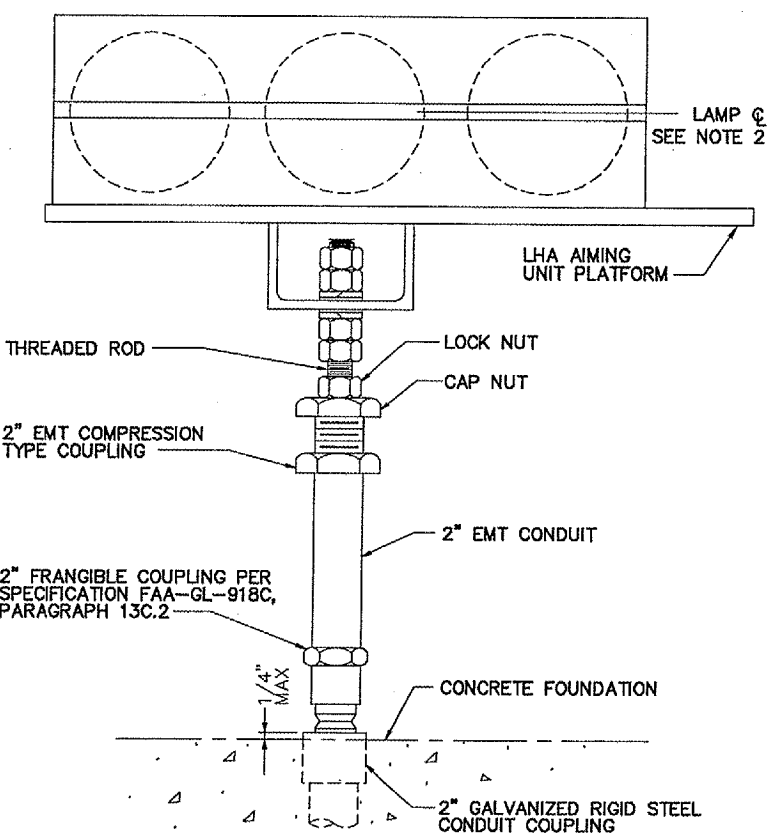


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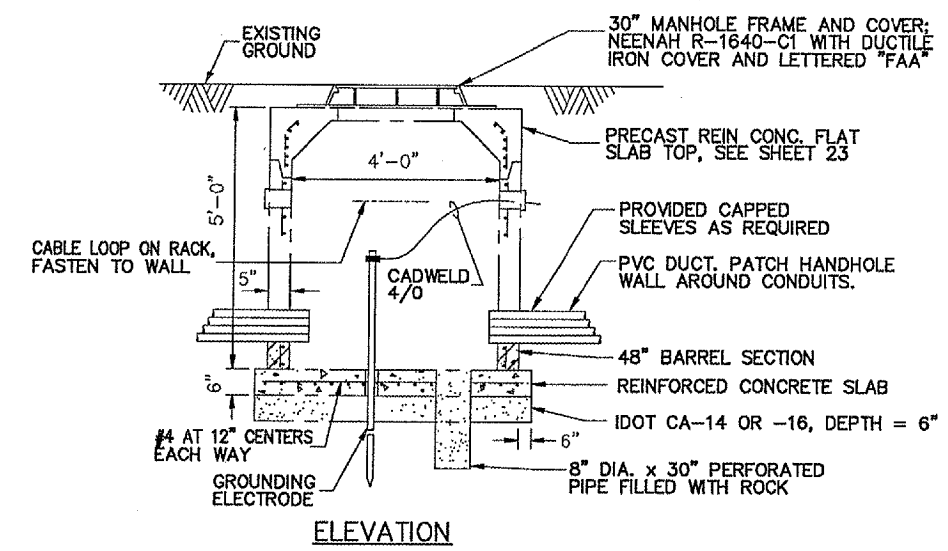


PLAN VIEW

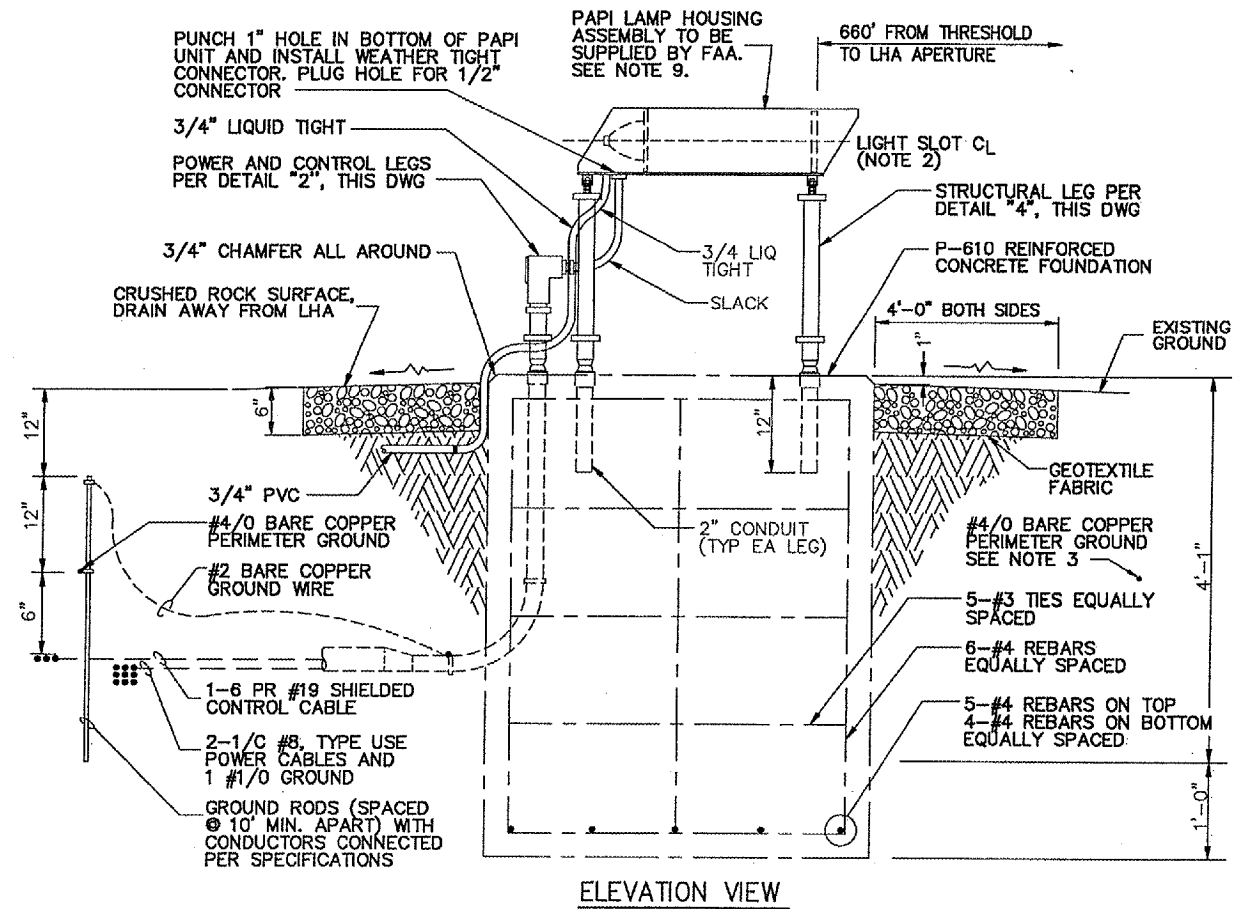
THE FAA SUPPLIED PAPI LHA UNITS SHALL BE BEDFORD PANORAMIC TYPE AS MANUFACTURED BY GODFREY.



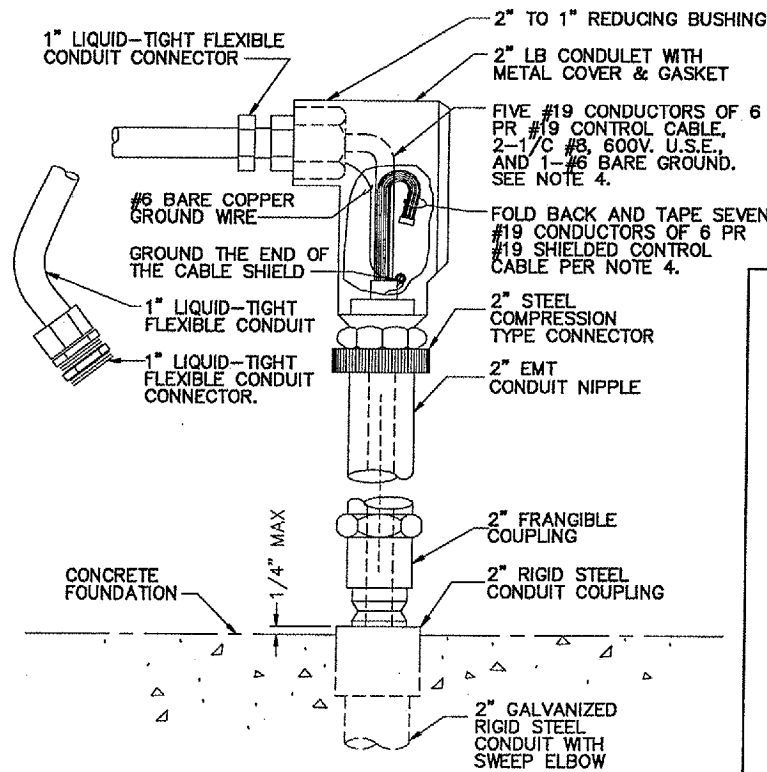
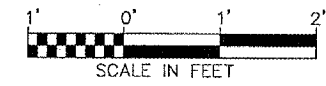
4 LAMP HOUSING ASSEMBLY STRUCTURAL LEG
 (THREE PER LHA, TYPICAL OF ONE LEG)
 SCALE: NONE



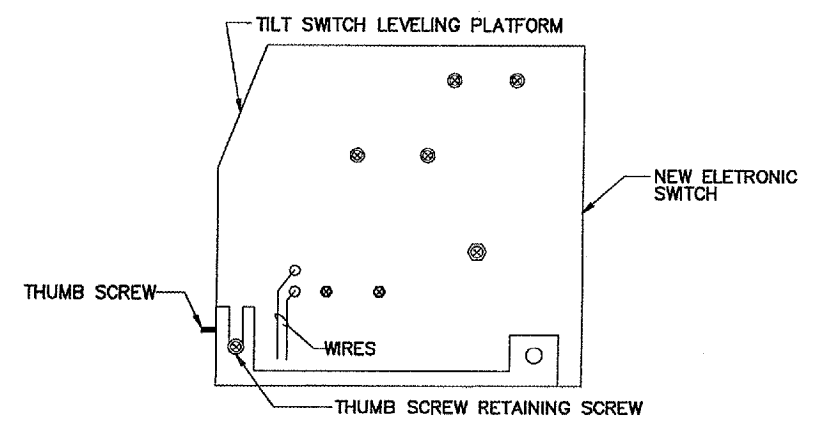
6 ELECTRICAL HANDHOLE
 SCALE: NONE



1 PAPI LAMP HOUSING ASSEMBLY (LHA)



2 POWER & CONTROL LEG
 SCALE: NONE



3 TILT SWITCH DETAILS
 SCALE: NONE

GENERAL NOTES:

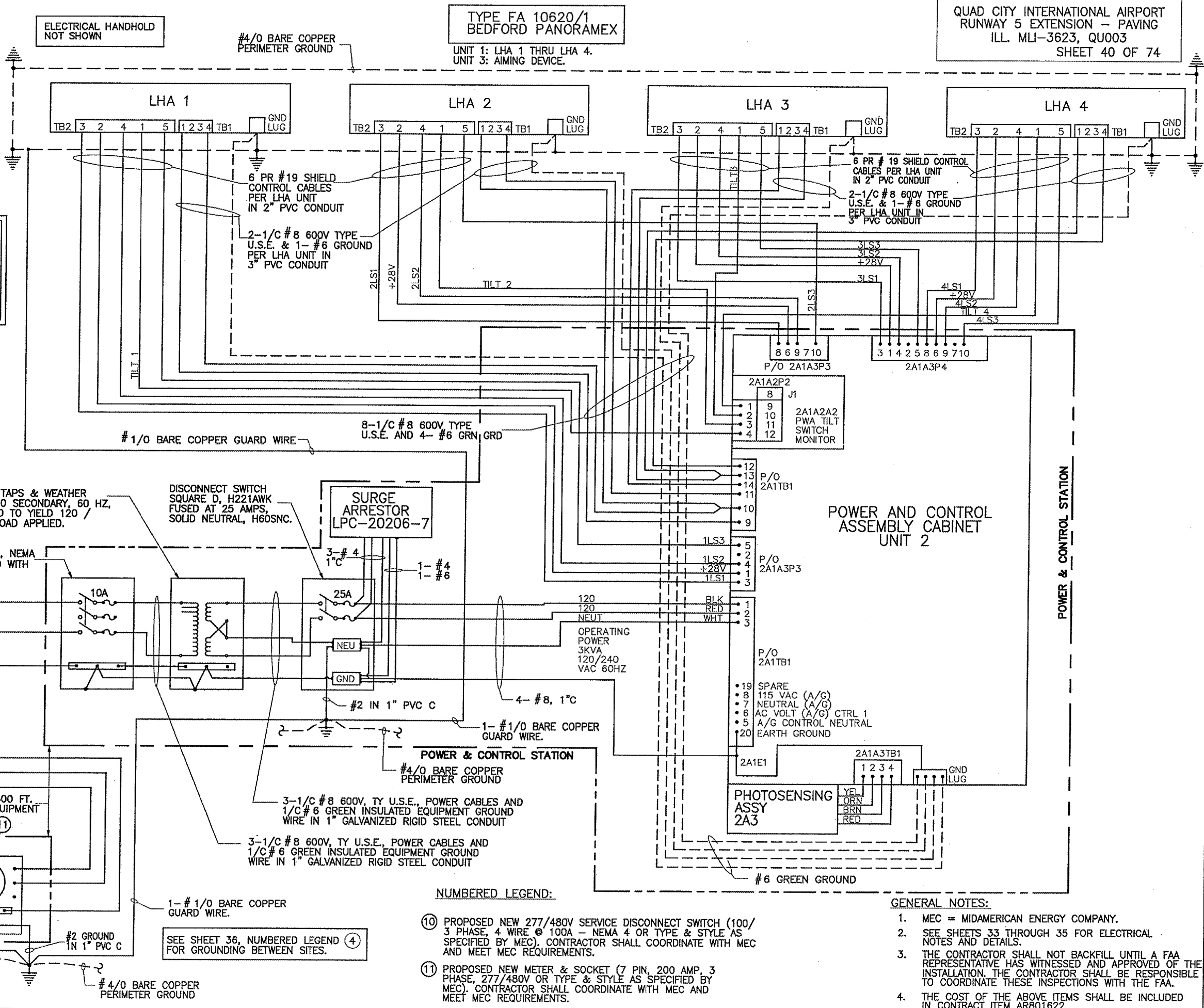
1. INSTALLATION SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE NATIONAL ELECTRICAL CODES AND LOCAL CODES.
2. FOR LAMP HOUSING ASSEMBLY LAMP CENTERLINE ELEVATION AND AIMING ANGLE, SEE TABLE "A", SHEET 37. THE LAMP HOUSING UNITS ARE INSTALLED SUCH THAT THE BEAM CENTERS OF ALL THE UNITS ARE WITHIN 1 INCH (+/-) OF ELEVATION FROM UNIT TO UNIT.
3. THE #4/0 AWG BARE COPPER PERIMETER GROUND (INSTALL IN A CLOSED LOOP) SHALL ENCOMPASS ALL FOUR LAMP HOUSING ASSEMBLIES. GROUNDING RODS SHALL BE INSTALLED AT THE FOUR CORNERS. THE #2 BURIED GUARD WIRE SHALL BE CAD WELDED WITH THE #4/0 TO A GROUND ROD. SEE SYSTEM WIRING DIAGRAM, SHEET 40.
4. INSULATION AND SHIELD SHALL BE REMOVED FROM A LENGTH OF 6 PR #19 SH CONTROL CABLE SUFFICIENT TO PERMIT 5 CONDUCTORS TO REACH THEIR TERMINATIONS IN THE PAPI LAMP HOUSING UNIT WITHOUT STRAIN. INSIDE THE CONDULET, THE END OF THE CABLE SHIELD SHALL BE GROUNDED TO THE #6 BARE COPPER GROUND WIRE AND FOLDED BACK WITHOUT CUTTING. THE ENDS OF THE UNUSED SEVEN #19 CONDUCTORS TAPED.
5. ALL OF THE RIGID CONDUIT CONNECTORS SHALL BE MADE WITH WATER TIGHT HUBS OR SEALING LOCK NUTS.
6. SEE SHEET 40 FOR PAPI SYSTEM SCHEMATIC WIRING DIAGRAM.
7. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS. CONTRACTOR SHALL VERIFY AND ADJUST LEG SPACING & LENGTHS AS NECESSARY TO INSTALL FAA SUPPLIED EQUIPMENT AS SHOWN.
8. 2" E.M.T. - LENGTH AS REQUIRED TO HOLD PAPI APERTURE SLOT AS REQUIRED. ELEVATION OF SLOT SHALL BE LEVEL AND ONE (1') FOOT ABOVE THE ELEVATION OF THE RUNWAY CROWN AS INDICATED ON SHEET 37.
9. THE FAA SHALL SUPPLY TO THE CONTRACTOR FOUR LHA UNITS. THE CONTRACTOR SHALL INSTALL THE FOUR FAA SUPPLIED LHA UNITS. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL OTHER NECESSARY ELECTRICAL EQUIPMENT AND CABLES, AS DETAILED, TO PRODUCE A COMPLETE AND OPERATIONAL SYSTEM. THE CONTRACTOR SHALL RUN ALL CABLES INTO THE LHA UNITS AND LEAVE 3' OF SLACK WITHOUT MAKING FINAL CONNECTIONS. THE FAA SHALL MAKE THE FINAL CONNECTIONS IN THE LHA UNITS.
10. THE COST OF THESE ITEMS SHALL BE INCLUDED IN CONTRACT ITEM AR801622.

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TYPE FA 10620/1
 BEDFORD PANORAMEX
 UNIT 1: LHA 1 THRU LHA 4.
 UNIT 3: AIMING DEVICE.

ELECTRICAL HANDHOLD
 NOT SHOWN

THE FAA SHALL SUPPLY TO THE CONTRACTOR FOUR LHA UNITS. THE CONTRACTOR SHALL INSTALL THE FOUR FAA SUPPLIED LHA UNITS. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL OTHER NECESSARY ELECTRICAL EQUIPMENT AND CABLES, AS DETAILED, TO PRODUCE A COMPLETE AND OPERATIONAL SYSTEM. THE CONTRACTOR SHALL RUN ALL CABLES INTO THE LHA UNITS AND LEAVE 3' OF SLACK WITHOUT MAKING FINAL CONNECTIONS. THE FAA SHALL MAKE THE FINAL CONNECTIONS IN THE LHA UNITS.



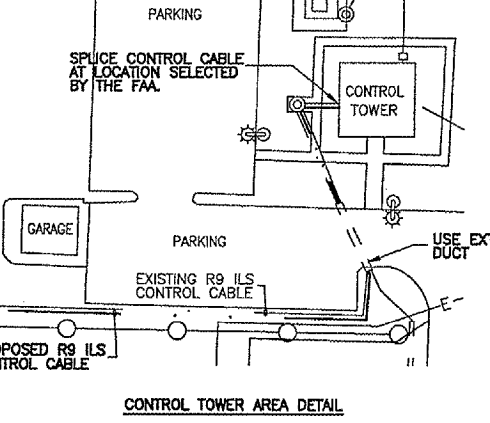
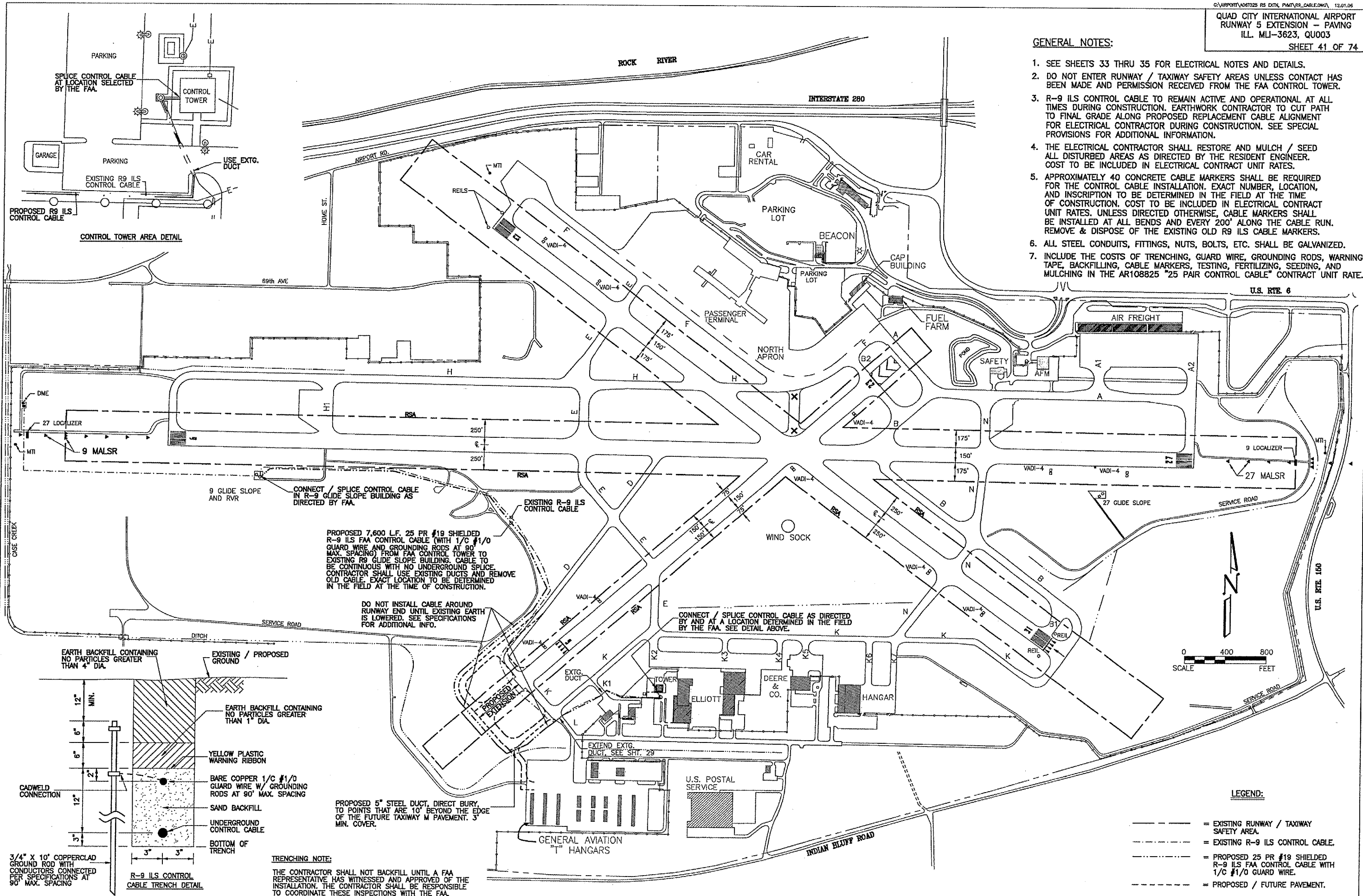
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- NUMBERED LEGEND:**
- ⑩ PROPOSED NEW 277/480V SERVICE DISCONNECT SWITCH (100/3 PHASE, 4 WIRE @ 100A - NEMA 4 OR TYPE & STYLE AS SPECIFIED BY MEC). CONTRACTOR SHALL COORDINATE WITH MEC AND MEET MEC REQUIREMENTS.
 - ⑪ PROPOSED NEW METER & SOCKET (7 PIN, 200 AMP, 3 PHASE, 277/480V OR TYPE & STYLE AS SPECIFIED BY MEC). CONTRACTOR SHALL COORDINATE WITH MEC AND MEET MEC REQUIREMENTS.

- GENERAL NOTES:**
1. MEC = MIDAMERICAN ENERGY COMPANY.
 2. SEE SHEETS 33 THROUGH 35 FOR ELECTRICAL NOTES AND DETAILS.
 3. THE CONTRACTOR SHALL NOT BACKFILL UNTIL A FAA REPRESENTATIVE HAS WITNESSED AND APPROVED OF THE INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE THESE INSPECTIONS WITH THE FAA.
 4. THE COST OF THE ABOVE ITEMS SHALL BE INCLUDED IN CONTRACT ITEM AR801622.

GENERAL NOTES:

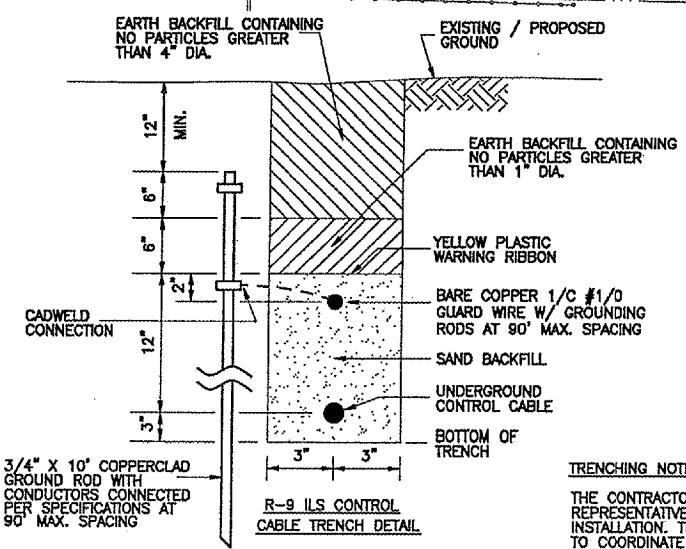
1. SEE SHEETS 33 THRU 35 FOR ELECTRICAL NOTES AND DETAILS.
2. DO NOT ENTER RUNWAY / TAXIWAY SAFETY AREAS UNLESS CONTACT HAS BEEN MADE AND PERMISSION RECEIVED FROM THE FAA CONTROL TOWER.
3. R-9 ILS CONTROL CABLE TO REMAIN ACTIVE AND OPERATIONAL AT ALL TIMES DURING CONSTRUCTION. EARTHWORK CONTRACTOR TO CUT PATH TO FINAL GRADE ALONG PROPOSED REPLACEMENT CABLE ALIGNMENT FOR ELECTRICAL CONTRACTOR DURING CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. THE ELECTRICAL CONTRACTOR SHALL RESTORE AND MULCH / SEED ALL DISTURBED AREAS AS DIRECTED BY THE RESIDENT ENGINEER. COST TO BE INCLUDED IN ELECTRICAL CONTRACT UNIT RATES.
5. APPROXIMATELY 40 CONCRETE CABLE MARKERS SHALL BE REQUIRED FOR THE CONTROL CABLE INSTALLATION. EXACT NUMBER, LOCATION, AND INSCRIPTION TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION. COST TO BE INCLUDED IN ELECTRICAL CONTRACT UNIT RATES. UNLESS DIRECTED OTHERWISE, CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN. REMOVE & DISPOSE OF THE EXISTING OLD R9 ILS CABLE MARKERS.
6. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
7. INCLUDE THE COSTS OF TRENCHING, GUARD WIRE, GROUNDING RODS, WARNING TAPE, BACKFILLING, CABLE MARKERS, TESTING, FERTILIZING, SEEDING, AND MULCHING IN THE AR108825 "25 PAIR CONTROL CABLE" CONTRACT UNIT RATE.



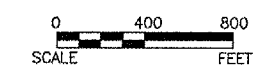
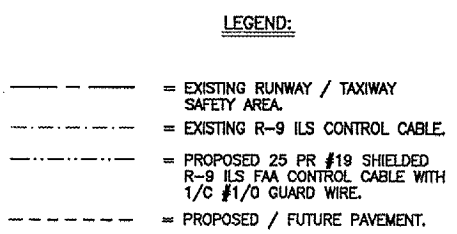
PROPOSED 7,600 L.F. 25 PR #19 SHIELDED R-9 ILS FAA CONTROL CABLE (WITH 1/C #1/0 GUARD WIRE AND GROUNDING RODS AT 90' MAX. SPACING) FROM FAA CONTROL TOWER TO EXISTING R9 GLIDE SLOPE BUILDING. CABLE TO BE CONTINUOUS WITH NO UNDERGROUND SPLICE. CONTRACTOR SHALL USE EXISTING DUCTS AND REMOVE OLD CABLE. EXACT LOCATION TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.

DO NOT INSTALL CABLE AROUND RUNWAY END UNTIL EXISTING EARTH IS LOWERED. SEE SPECIFICATIONS FOR ADDITIONAL INFO.

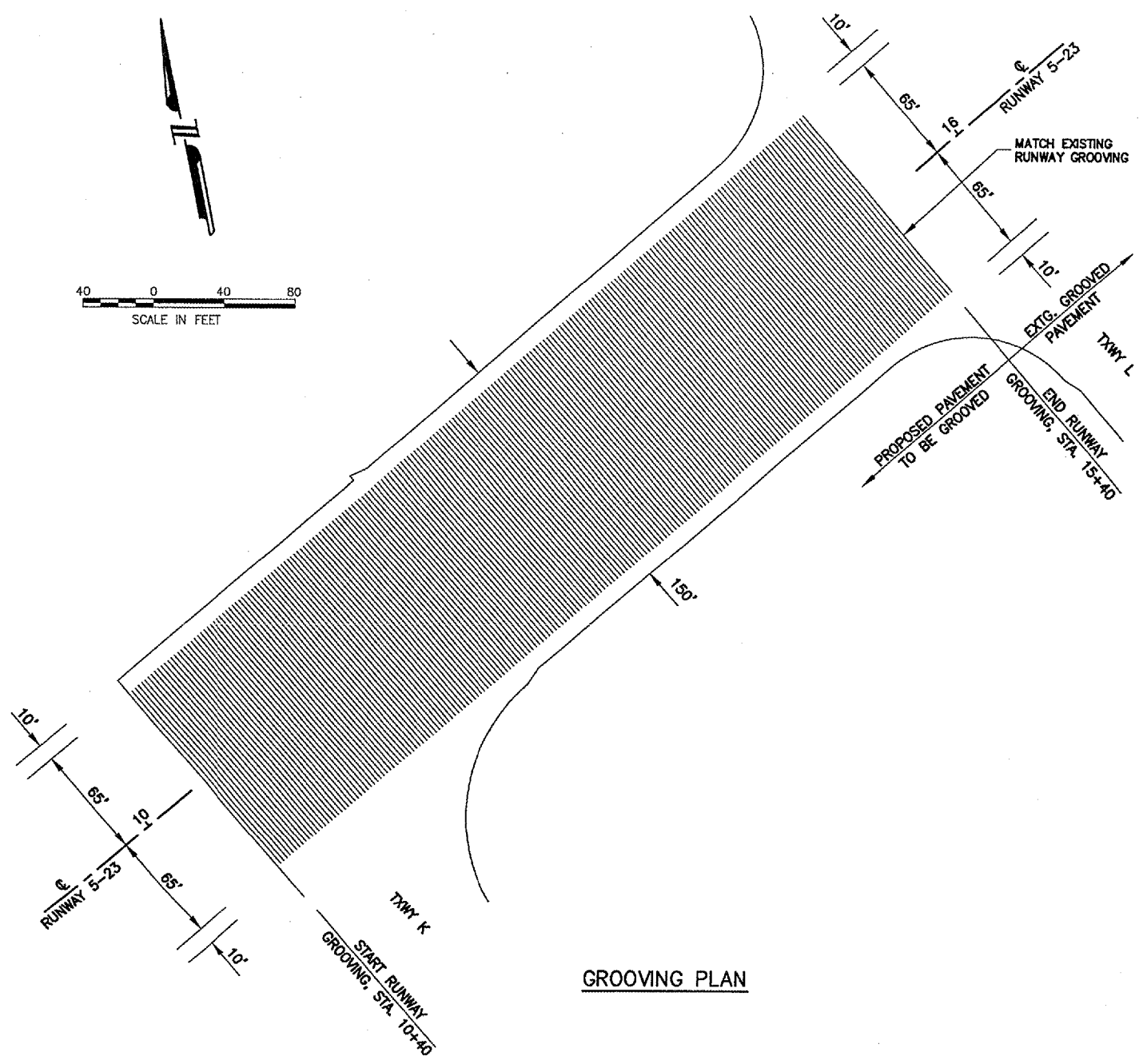
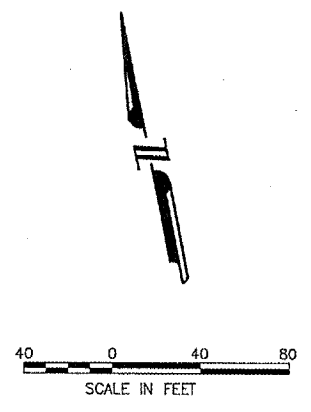
CONNECT / SPLICE CONTROL CABLE AS DIRECTED BY AND AT A LOCATION DETERMINED IN THE FIELD BY THE FAA. SEE DETAIL ABOVE.



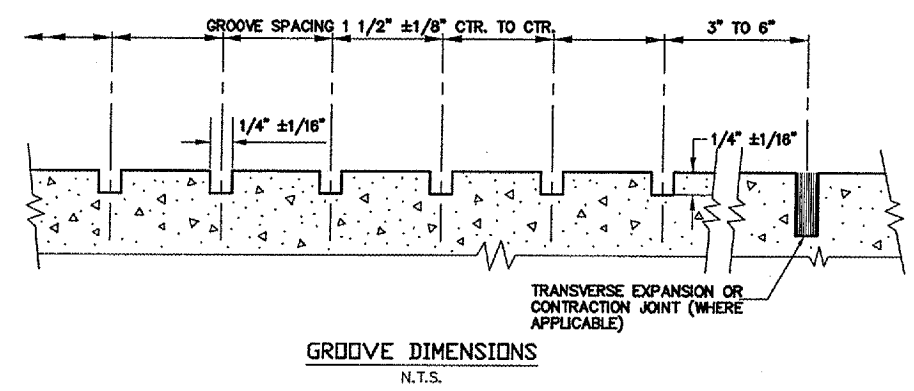
TRENCHING NOTE:
THE CONTRACTOR SHALL NOT BACKFILL UNTIL A FAA REPRESENTATIVE HAS WITNESSED AND APPROVED OF THE INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE THESE INSPECTIONS WITH THE FAA.



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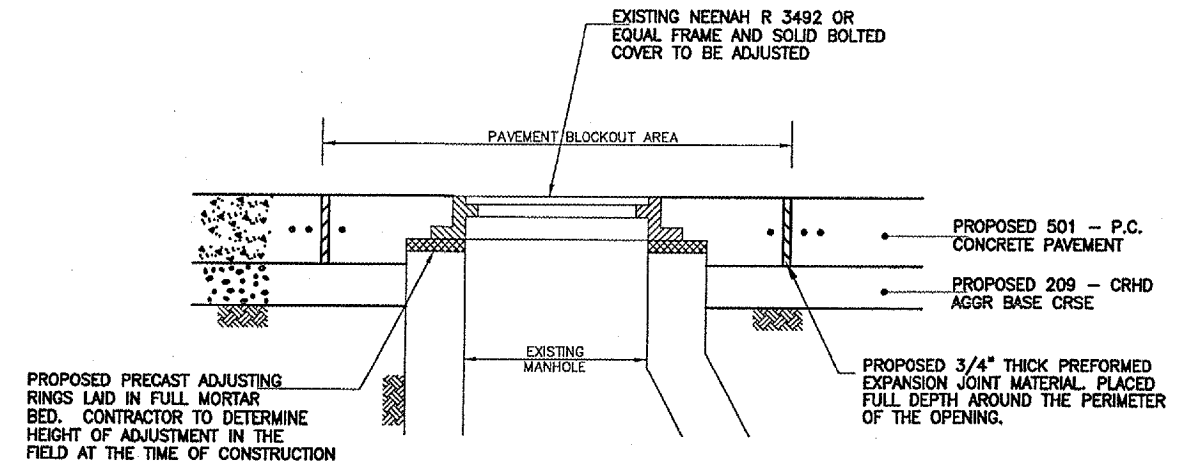
GROOVING PLAN



GROOVE DIMENSIONS
 N.T.S.

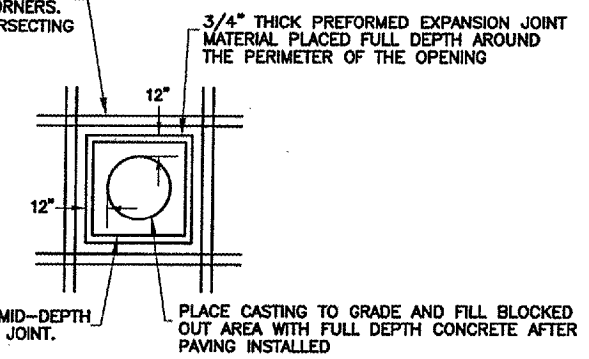
NOTES:

1. GROOVING EXTENDS OUTWARD 65' FROM C OF RUNWAY UNLESS OTHERWISE NOTED.
2. SUCCESSIVE PASSES OF THE GROOVING MACHINE SHALL NOT OVERLAP.
3. CONTRACTOR SHALL NOT ALLOW ACCUMULATION OF CUTTINGS IN TURFED AREAS. THE GROOVING MACHINE SHALL BE EQUIPPED WITH AUTOMATIC CUTTING PICK-UP FEATURES TO PREVENT ACCUMULATION OF CUTTINGS IN THE TURFED AREAS.
4. GROOVING SHALL BE COMPLETED PRIOR TO THE INSTALLATION OF NEOPRENE COMPRESSION SEALS IN THE LONGITUDINAL JOINTS.
5. CONTRACTOR SHALL REPLACE AND / OR RE-SEAL ALL EXISTING JOINTS THAT ARE DAMAGED BY THE PAVEMENT GROOVING OPERATIONS. COSTS TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT.



TYPICAL DETAIL - MANHOLE
 ADJUSTMENT IN P.C.C. PAVEMENT
 NO SCALE

2 - #6 REBARS (8 TOTAL) PLACED AT MID-DEPTH OF PAVEMENT 3" FROM EXPANSION JOINT ON 6" C TO C. EXTEND BARS 2'-0" BEYOND EXPANSION CORNERS. DISCONTINUE BARS 3" EITHER SIDE OF INTERSECTING EXPANSION JOINTS.



#6 REBARS (4 TOTAL) PLACED AT MID-DEPTH OF PAVEMENT 3" FROM EXPANSION JOINT.

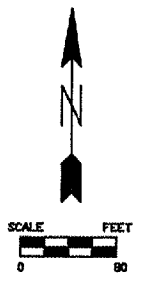
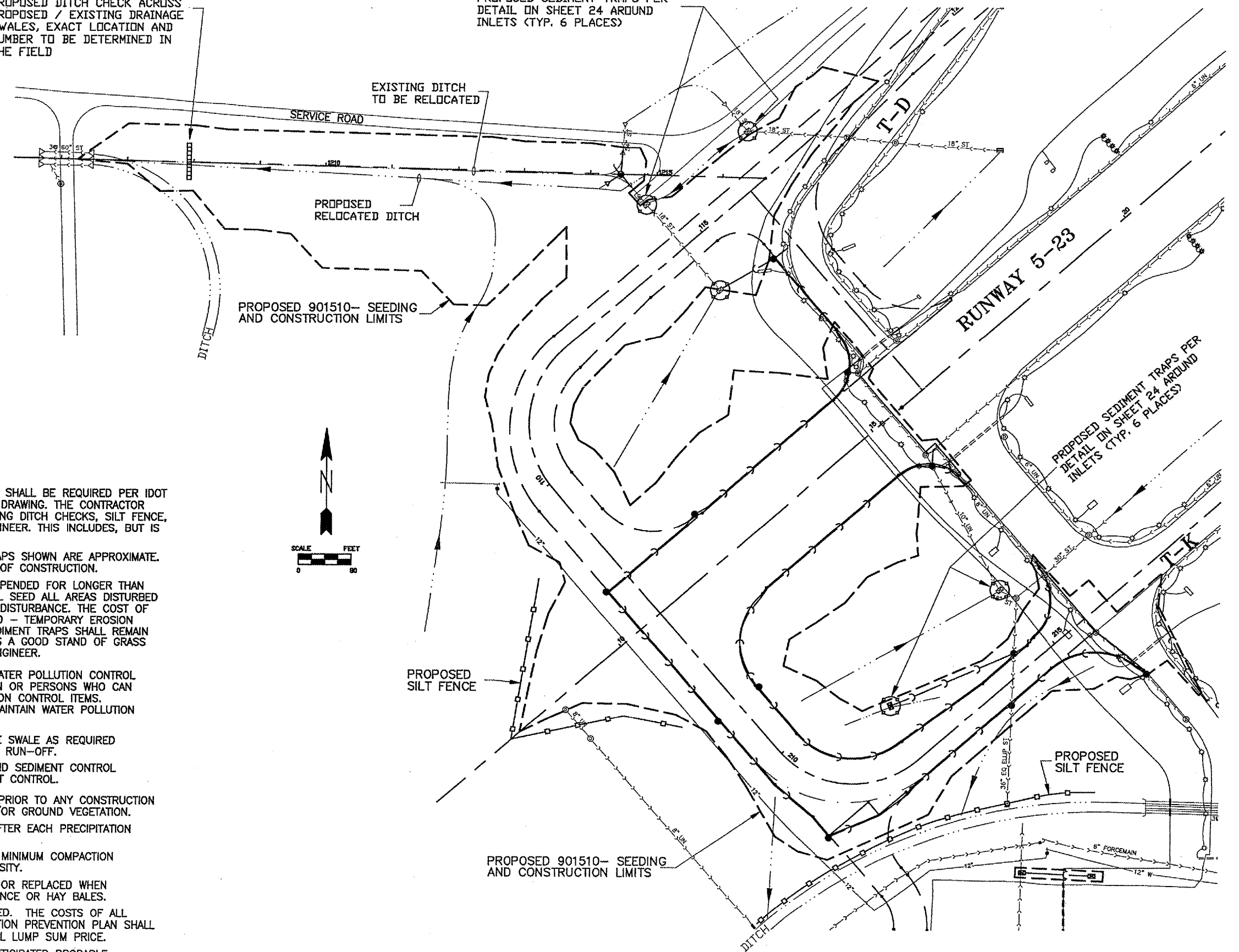
PLACE CASTING TO GRADE AND FILL BLOCKED OUT AREA WITH FULL DEPTH CONCRETE AFTER PAVING INSTALLED

PAVEMENT SQUARE BLOCKOUT
 FOR CIRCULAR CASTING
 NO SCALE

- LEGEND:**
- EXTG. EDGE LIGHT
 - EXTG. GUIDANCE SIGN
 - EXTG. ELECTRICAL CABLE
 - EXTG. STORM SEWER OR UNDERDRAIN
 - EXTG. INLET
 - EXTG. OUTLET
 - EXTG. MANHOLE
 - EXTG. DRAINAGE DITCH
 - PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
 - EXISTING FENCE
 - EXISTING OR PROPOSED DRAINAGE SWALE
 - PROPOSED SILT FENCE
 - PROPOSED TEMPORARY STRAW BALE DITCH CHECK
 - PROPOSED SEDIMENT TRAP

PROPOSED DITCH CHECK ACROSS PROPOSED / EXISTING DRAINAGE SWALES, EXACT LOCATION AND NUMBER TO BE DETERMINED IN THE FIELD

PROPOSED SEDIMENT TRAPS PER DETAIL ON SHEET 24 AROUND INLETS (TYP. 6 PLACES)

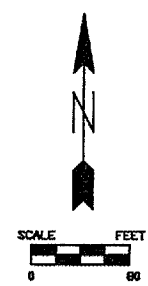
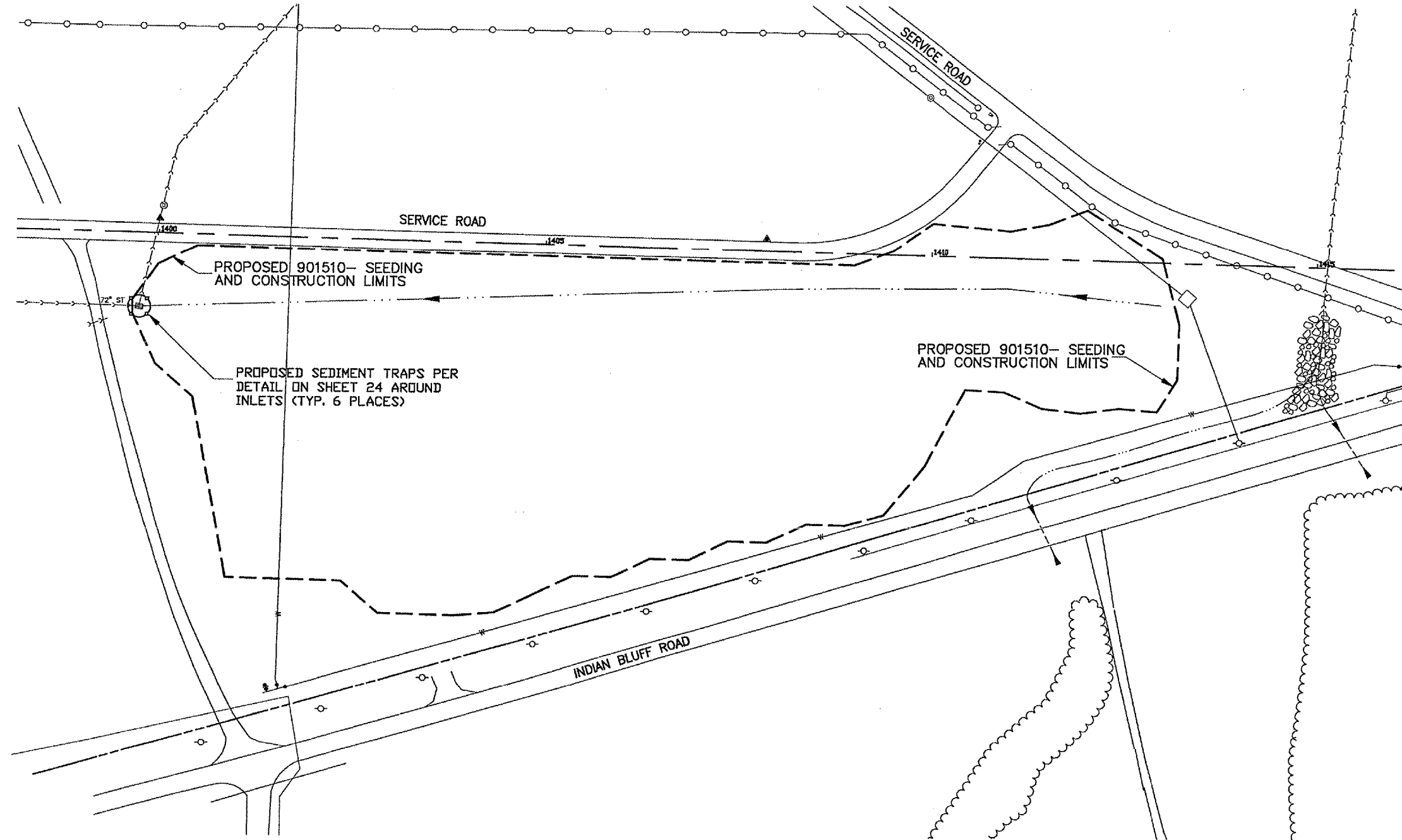


GENERAL NOTES:

1. TEMPORARY DITCH CHECKS - TWO BALES HIGH WITH SILT FENCING SHALL BE REQUIRED PER IDOT STANDARD 280001 - TEMPORARY EROSION SITE CONTROL SYSTEM DRAWING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MAINTAINING, AND REMOVING DITCH CHECKS, SILT FENCE, AND SEDIMENT TRAPS TO THE SATISFACTION OF THE RESIDENT ENGINEER. THIS INCLUDES, BUT IS NOT LIMITED TO, CLEANING EROSION SOILS AS REQUIRED.
2. LOCATION OF THE DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.
3. ONCE CONSTRUCTION HAS BEEN COMPLETED, OR TEMPORARILY SUSPENDED FOR LONGER THAN 21 DAYS (SUCH AS A WINTER SHUTDOWN), THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED IN ACCORDANCE WITH ITEM 901510 WITHIN 14 DAYS OF THE LAST DISTURBANCE. THE COST OF ANY TEMPORARY SEEDING SHALL BE INCLUDED IN THE ITEM 156500 - TEMPORARY EROSION CONTROL LUMP SUM PRICE. DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE CONTRACTOR ESTABLISHES A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR AND EACH SUBCONTRACTOR RESPONSIBLE FOR WATER POLLUTION CONTROL SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WATER POLLUTION CONTROL ITEMS. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE TO REPAIR AND MAINTAIN WATER POLLUTION CONTROL DEVICES ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
5. CONTRACTOR TO EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALE AS REQUIRED TO PREVENT RAIN WATER PONDING AND TO CONTROL STORM WATER RUN-OFF.
6. CONTRACTOR SHALL ADHERE TO THE CITY OF MOLINE'S EROSION AND SEDIMENT CONTROL REGULATIONS AND THE ILLINOIS MANUAL ON EROSION AND SEDIMENT CONTROL.
7. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION THAT DISTURBS EXISTING STORM WATER RUN-OFF CONDITIONS AND/OR GROUND VEGETATION.
8. EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH PRECIPITATION EVENT AND REPLACED OR REPAIRED AS NECESSARY.
9. RESIDENT ENGINEER SHALL CHECK THAT ALL FILL AREAS ARE TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY.
10. SILT FENCE, SEDIMENT TRAPS, AND HAY BALES SHALL BE CLEANED OR REPLACED WHEN SILT BUILDS UP TO WITHIN ONE FOOT OF THE TOP OF THE SILT FENCE OR HAY BALES.
11. ADDITIONAL EROSION CONTROL DEVICES SHALL BE USED AS REQUIRED. THE COSTS OF ALL MEASURES NECESSARY TO COMPLY WITH THIS STORM WATER POLLUTION PREVENTION PLAN SHALL BE INCLUDED IN THE ITEM 156500 - TEMPORARY EROSION CONTROL LUMP SUM PRICE.
12. SEE SHEET 44 FOR STORM WATER MANAGERS SIGNATURE CHART, ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE, AND EROSION / SEDIMENT CONTROL MEASURES LIST.

RUNWAY 5 AREA PLAN

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- LEGEND:**
- EXTG. EDGE LIGHT
 - EXTG. GUIDANCE SIGN
 - EXTG. ELECTRICAL CABLE
 - EXTG. STORM SEWER OR UNDERDRAIN
 - EXTG. INLET
 - EXTG. OUTLET
 - EXTG. MANHOLE
 - EXTG. DRAINAGE DITCH
 - PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
 - EXISTING FENCE
 - EXISTING OR PROPOSED DRAINAGE SWALE
 - PROPOSED SILT FENCE
 - PROPOSED TEMPORARY STRAW BALE DITCH CHECK
 - PROPOSED SEDIMENT TRAP

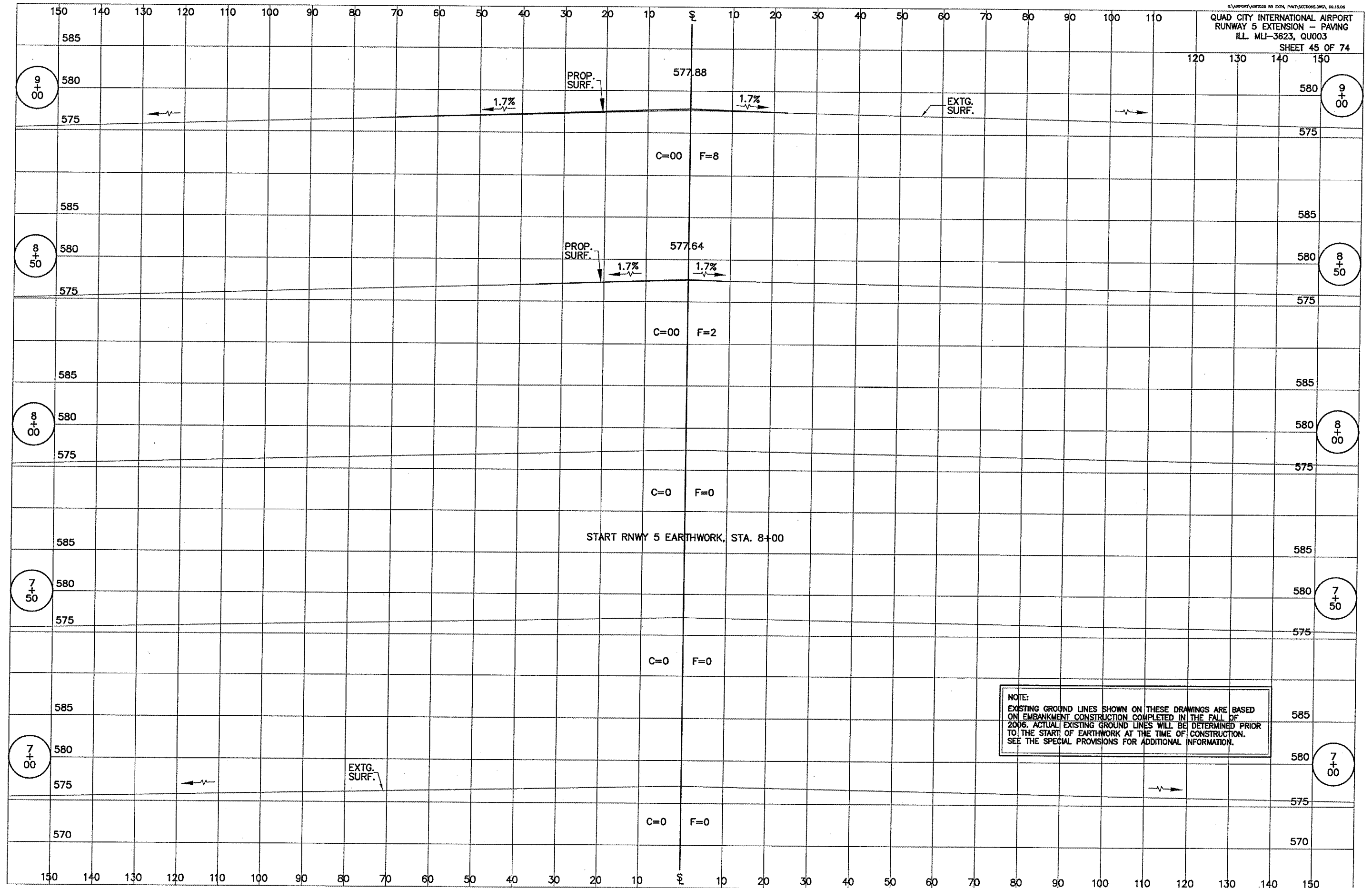
SOIL WASTE AREA PLAN

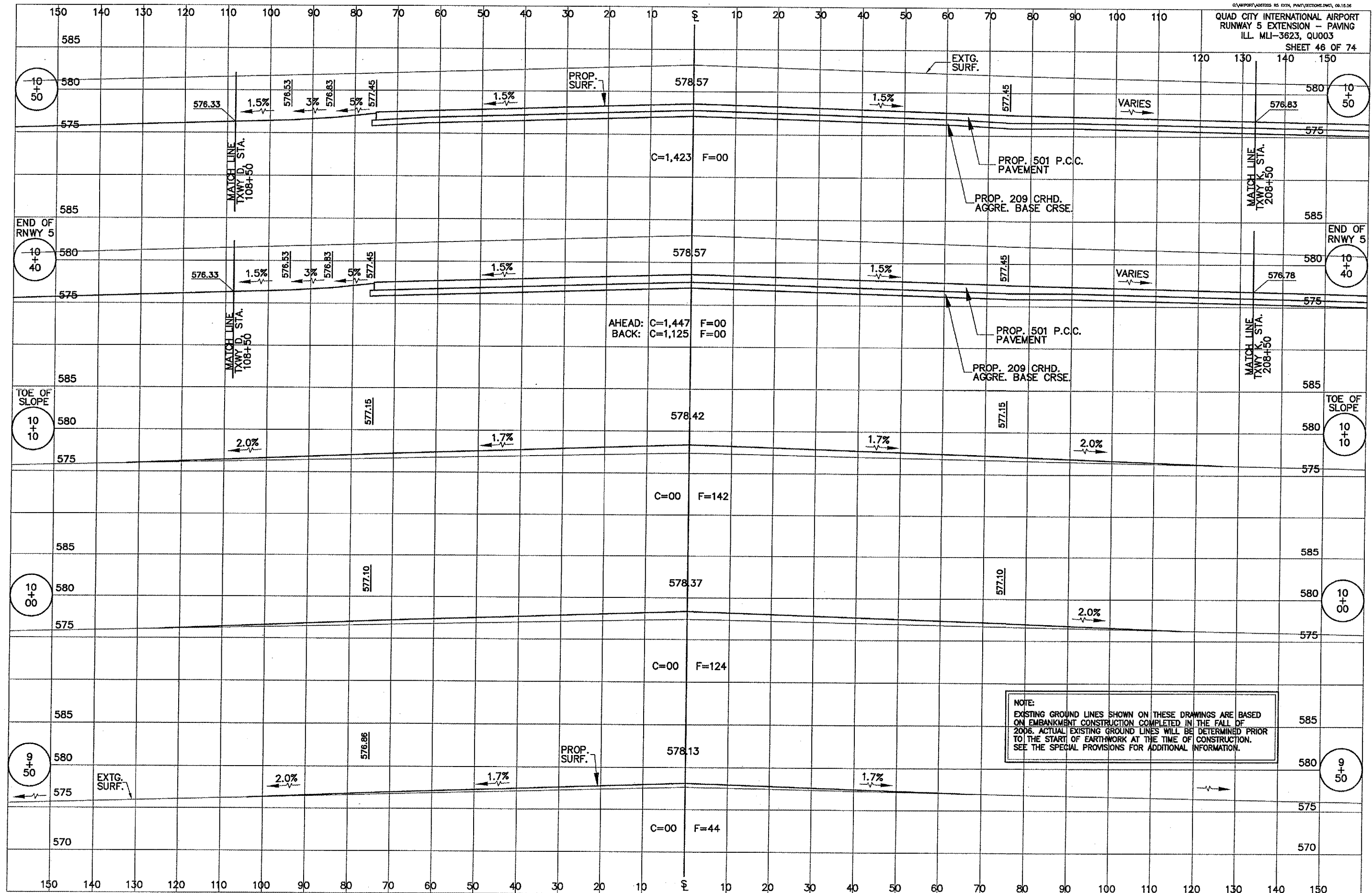
NOTE:
 SEE SHEET 43 FOR STORM WATER POLLUTION PREVENTION GENERAL NOTES.

STORM WATER MANAGERS					
	NAME	ADDRESS	TELEPHONE NUMBER		SIGNATURE
			WORK	HOME	
CONTRACTOR					
SUBCONTRACTOR					
SUBCONTRACTOR					

EROSION AND SEDIMENT CONTROL MEASURES		
ITEM	LOCATION	SPECIAL PROVISION/ PAY ITEM
TEMPORARY DITCH CHECKS	RELOCATED DITCH, STA. 1207+90, LT. & RT.	156500
TEMPORARY SILT FENCE	AT ALL SEDIMENT TRAP & DITCH CHECK LOCATIONS. ALSO NORTH OF EXTG. DITCH, R-5 STA. 8+80 RT. TO T-K STA. 214+00 RT. AND R-5 STA. 7+75 TO STA. 9+90, LT. & RT.	156500
TEMPORARY SEDIMENT TRAPS	TXWY. D, STA. 114+64, LT. & RT.; TXWY. D, STA. 116+50, LT.; TXWY. K, STA. 212+50, LT.; TXWY. K, STA. 214+90, LT.; AND SOIL WASTE AREA, STA. 1399+77, RT.	156500

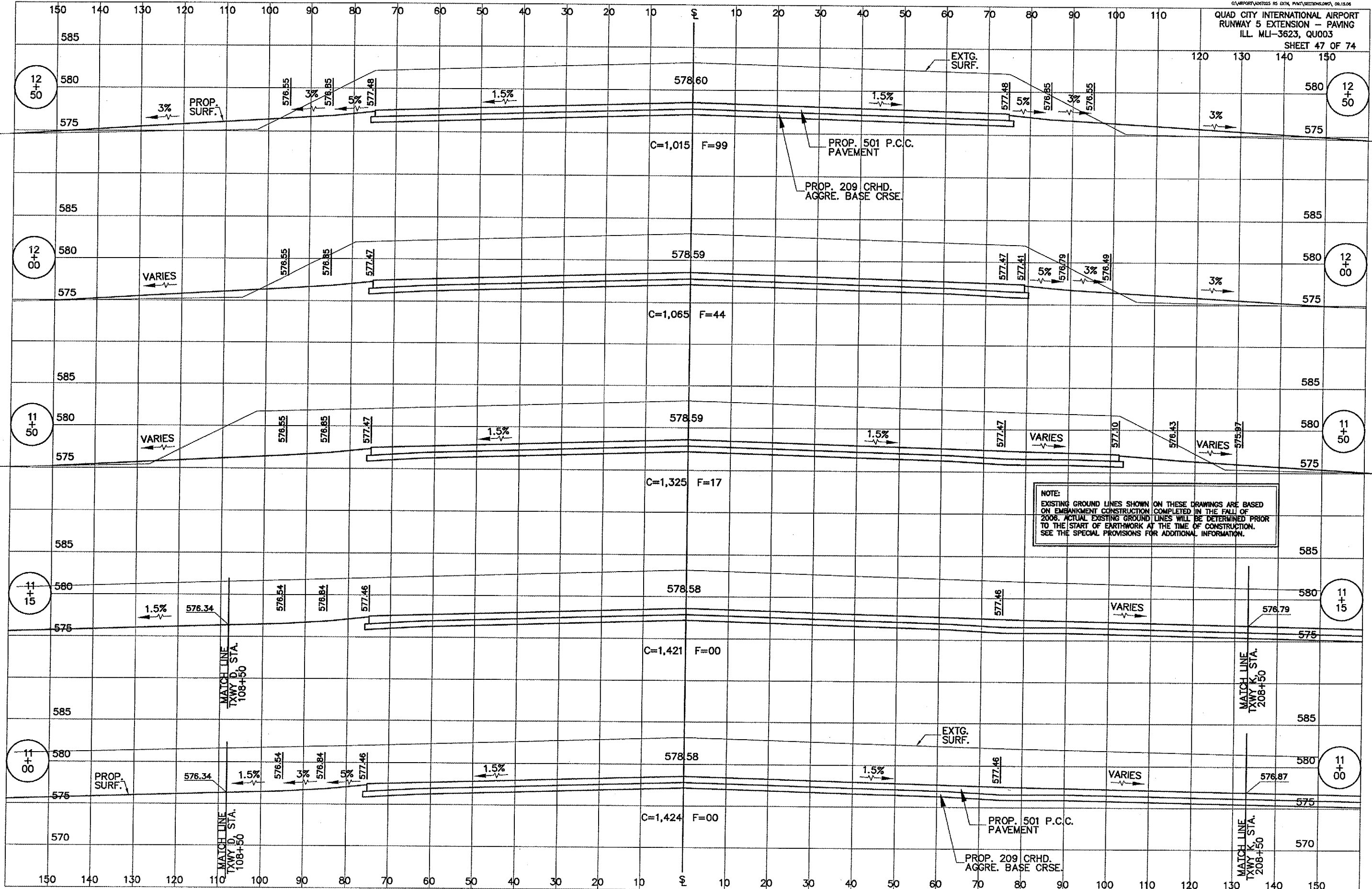
ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE																	
NO.	ITEM DESCRIPTION	WEEK															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	INSTALL SEDIMENT/EROSION CONTROLS	█															
2	CLEARING AND GRADING		█														
3	EXCAVATION AND EMBANKMENT			█													
4	TURFING				█												
5	MAINTAIN SEDIMENT/EROSION CONTROL					█											
6	PAVING						█										
7	CLEAN-UP								█								





NOTE:
 EXISTING GROUND LINES SHOWN ON THESE DRAWINGS ARE BASED ON EMBANKMENT CONSTRUCTION COMPLETED IN THE FALL OF 2006. ACTUAL EXISTING GROUND LINES WILL BE DETERMINED PRIOR TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

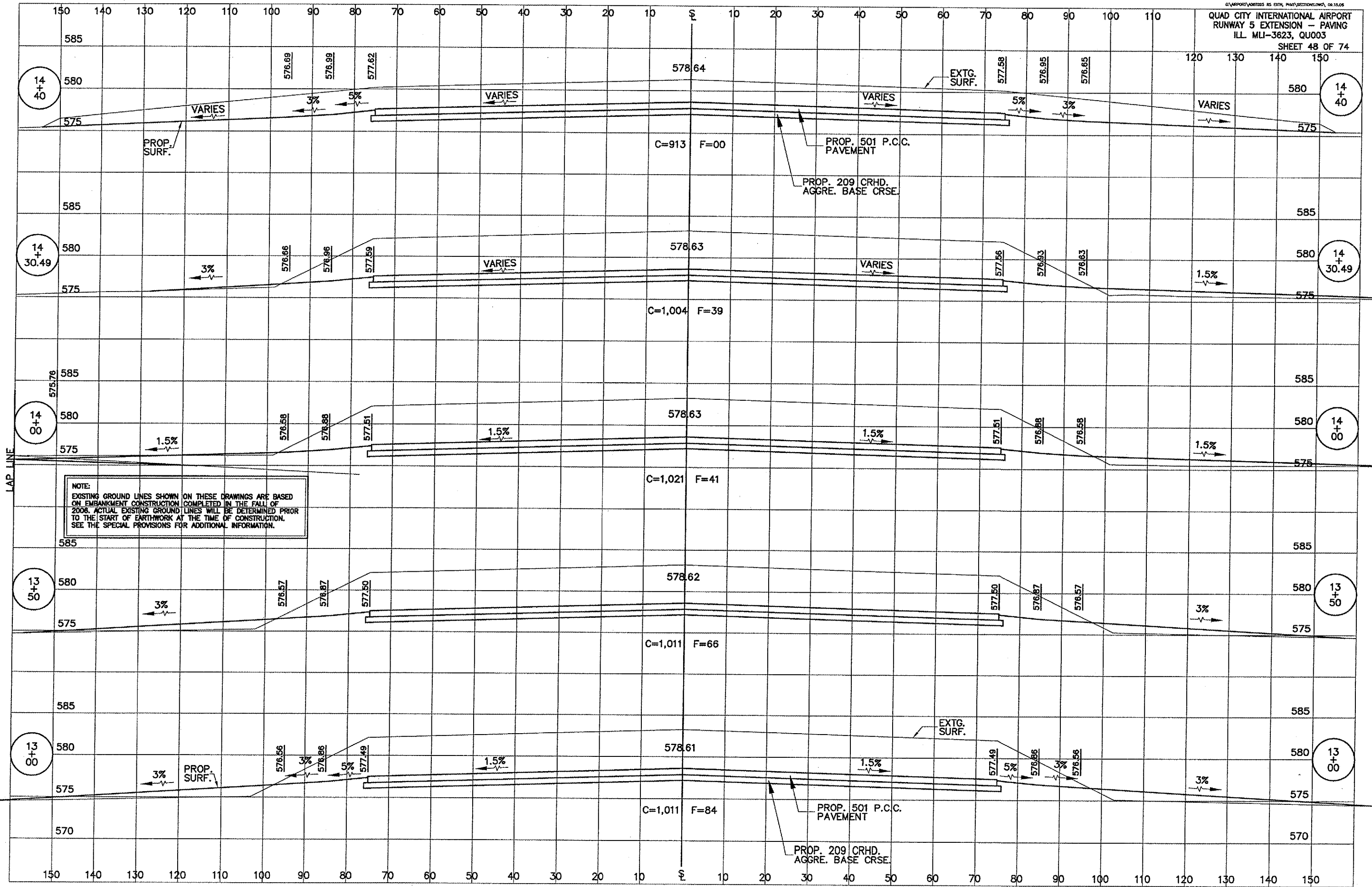
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NOTE:
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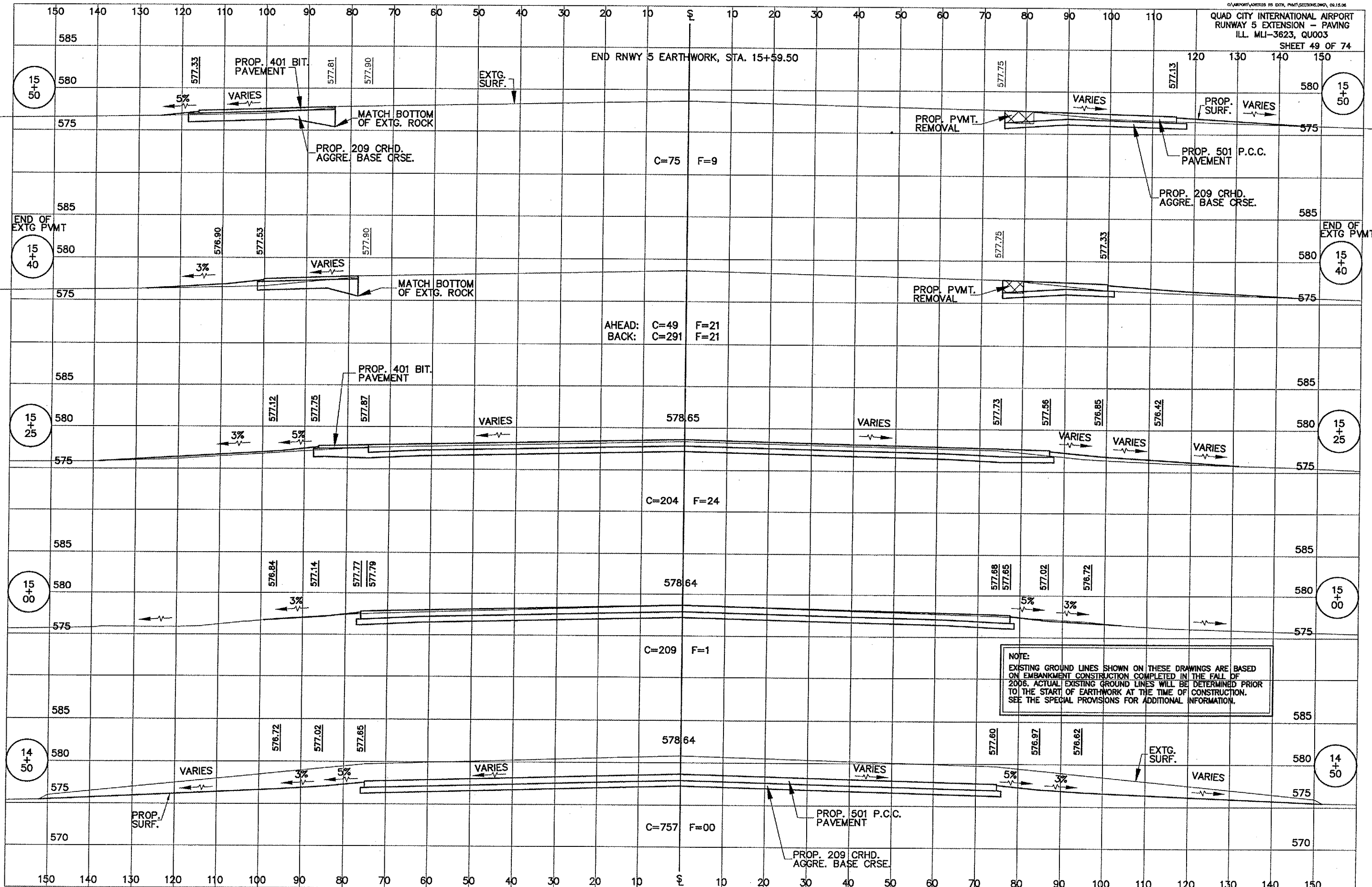
RUNWAY 5 CROSS SECTIONS, STA 11+00 TO STA 12+50

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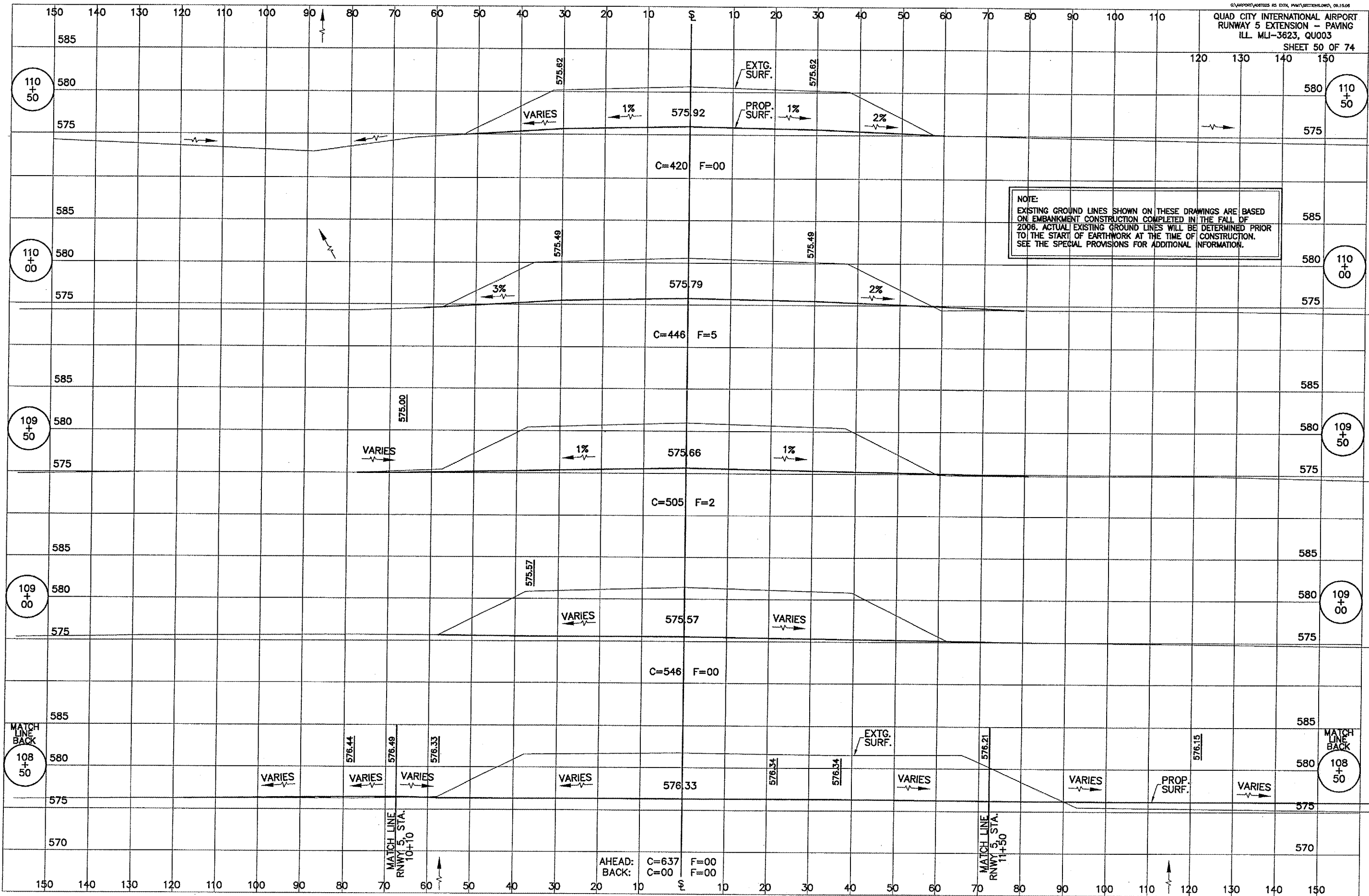
RUNWAY 5 CROSS SECTIONS, STA 13+00 TO STA 14+40

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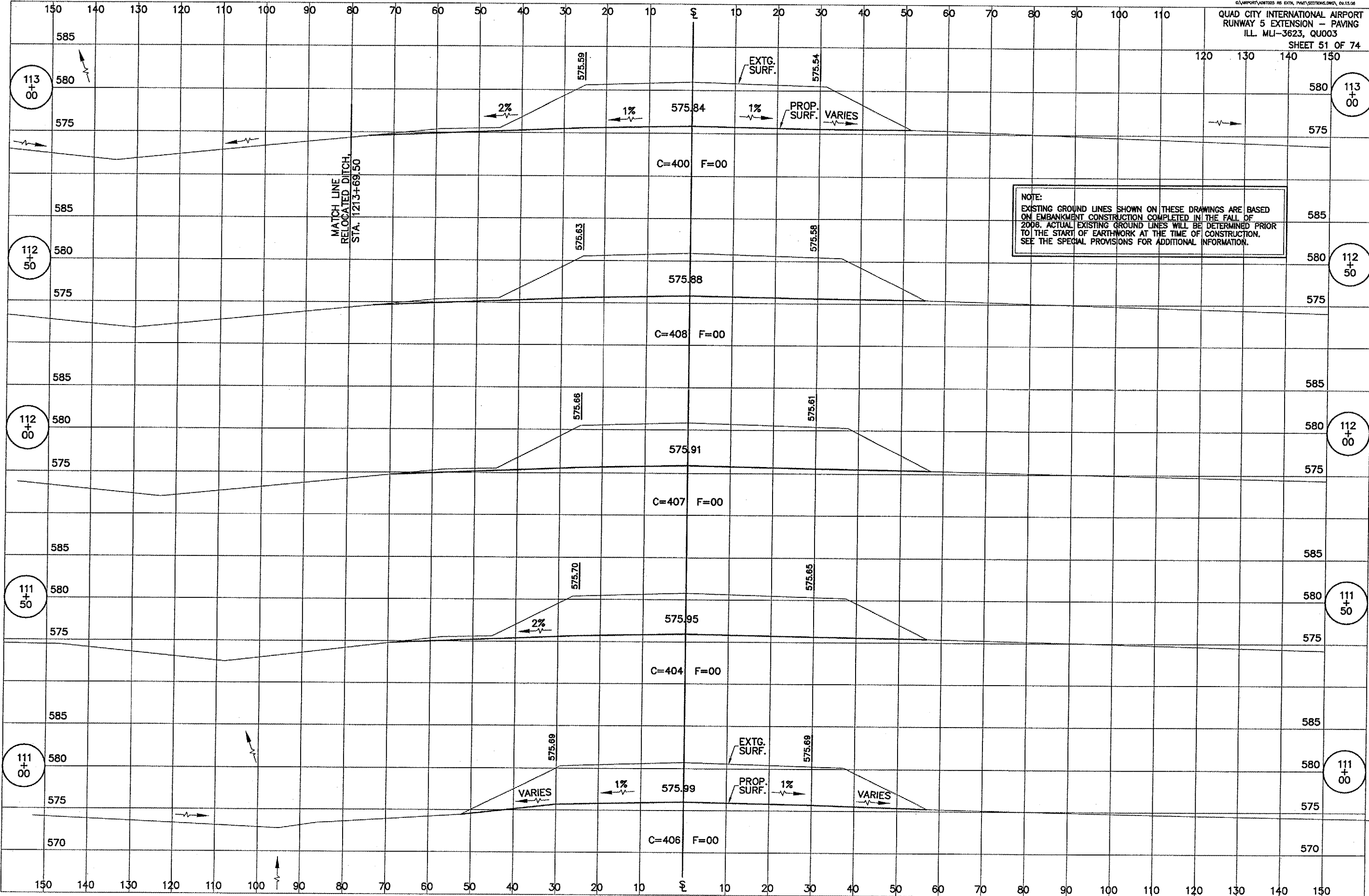
RUNWAY 5 CROSS SECTIONS, STA 14+50 TO STA 15+50

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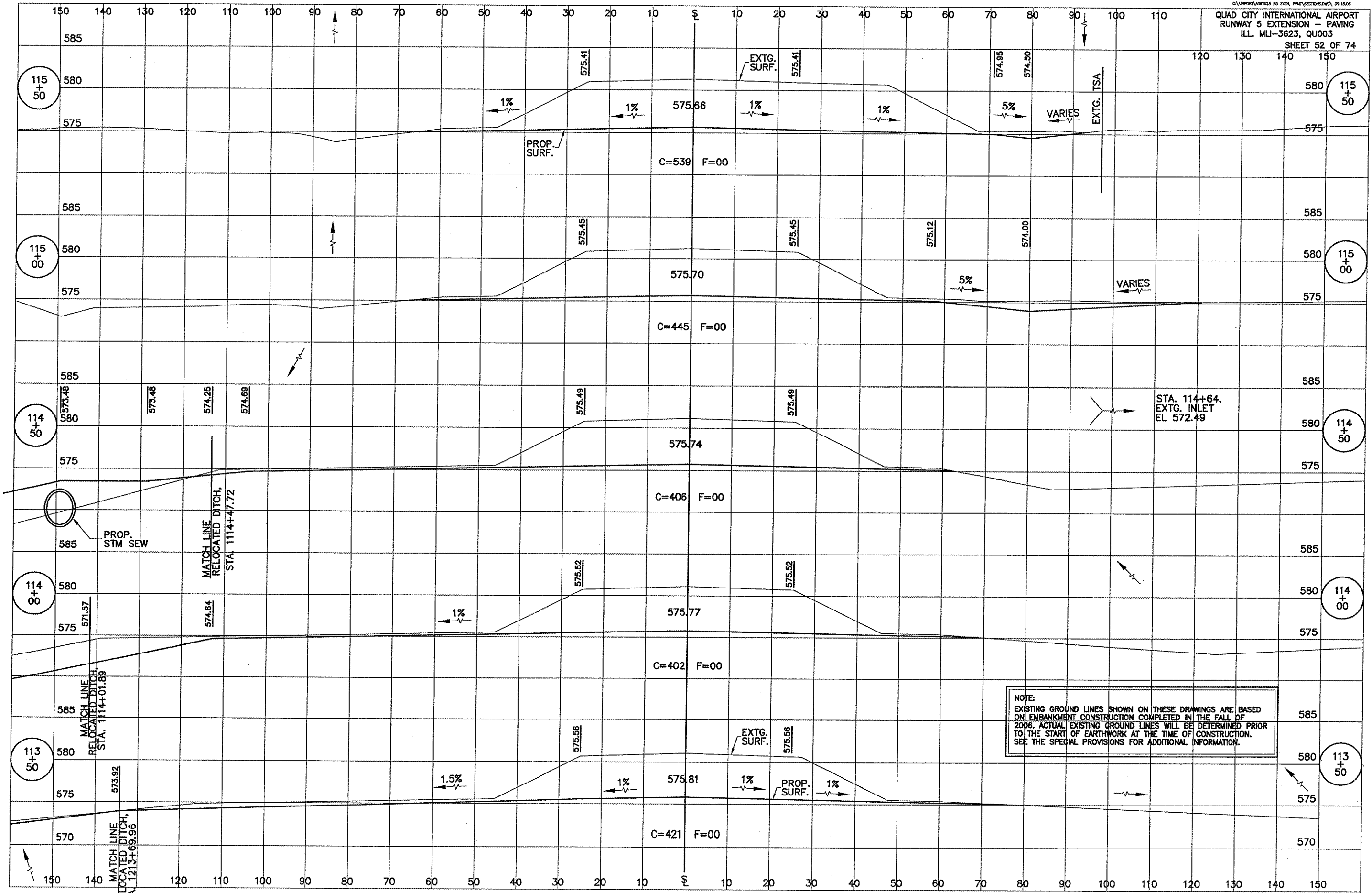


NOTE:
 EXISTING GROUND LINES SHOWN ON THESE DRAWINGS ARE BASED
 ON EMBANKMENT CONSTRUCTION COMPLETED IN THE FALL OF
 2006. ACTUAL EXISTING GROUND LINES WILL BE DETERMINED PRIOR
 TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION.
 SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

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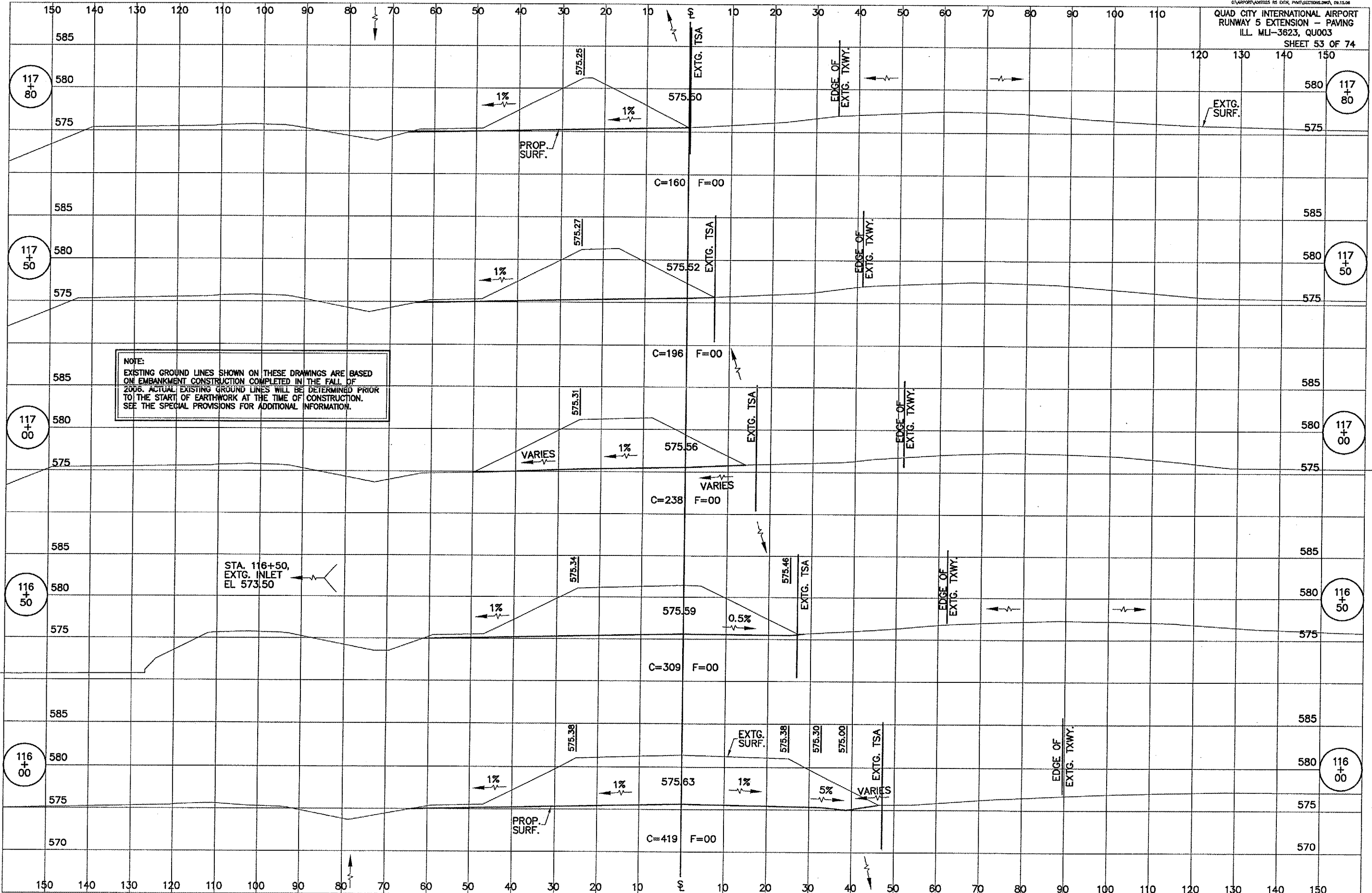


NOTE:
EXISTING GROUND LINES SHOWN ON THESE DRAWINGS ARE BASED ON EMBANKMENT CONSTRUCTION COMPLETED IN THE FALL OF 2006. ACTUAL EXISTING GROUND LINES WILL BE DETERMINED PRIOR TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



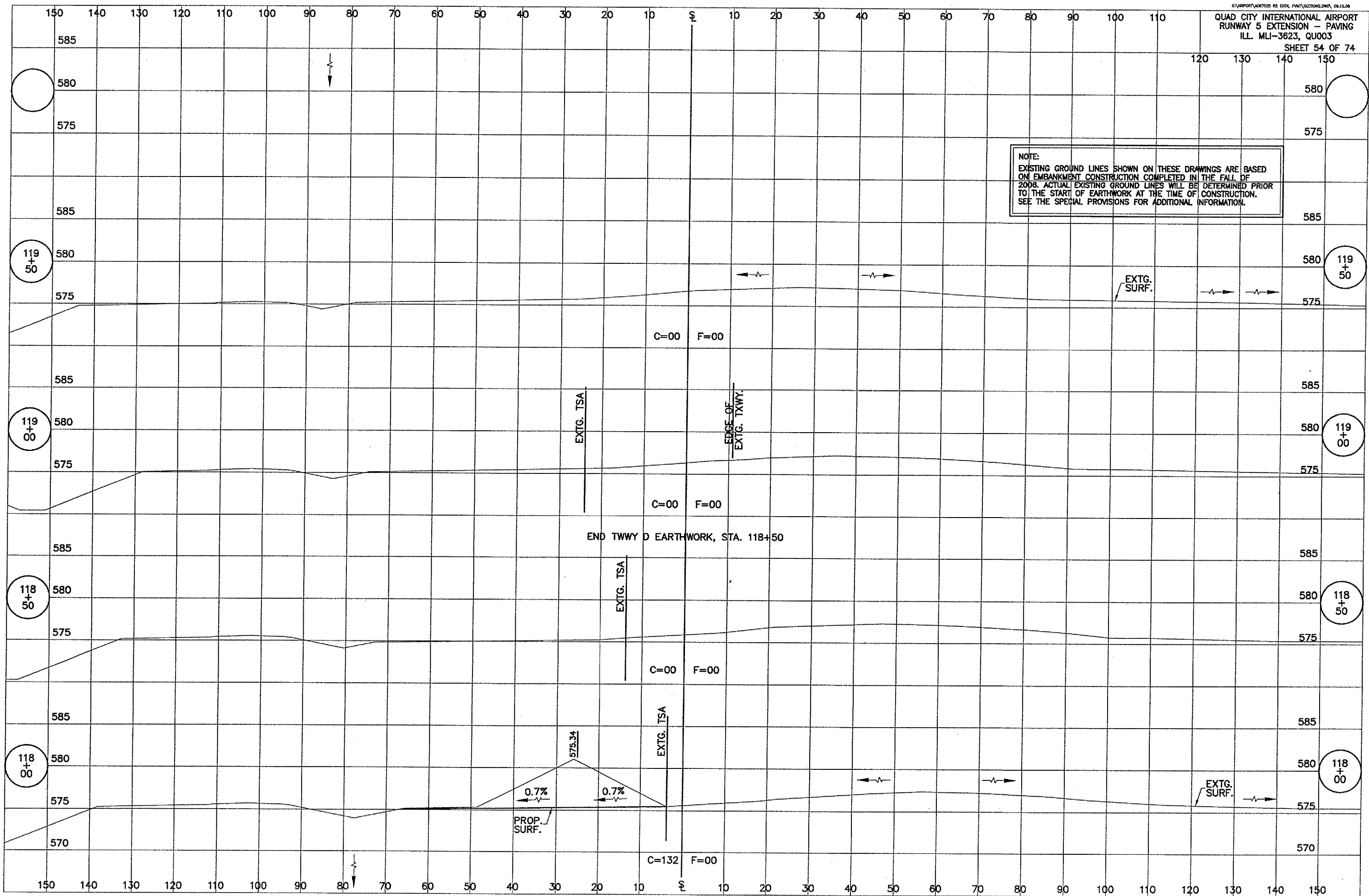
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SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

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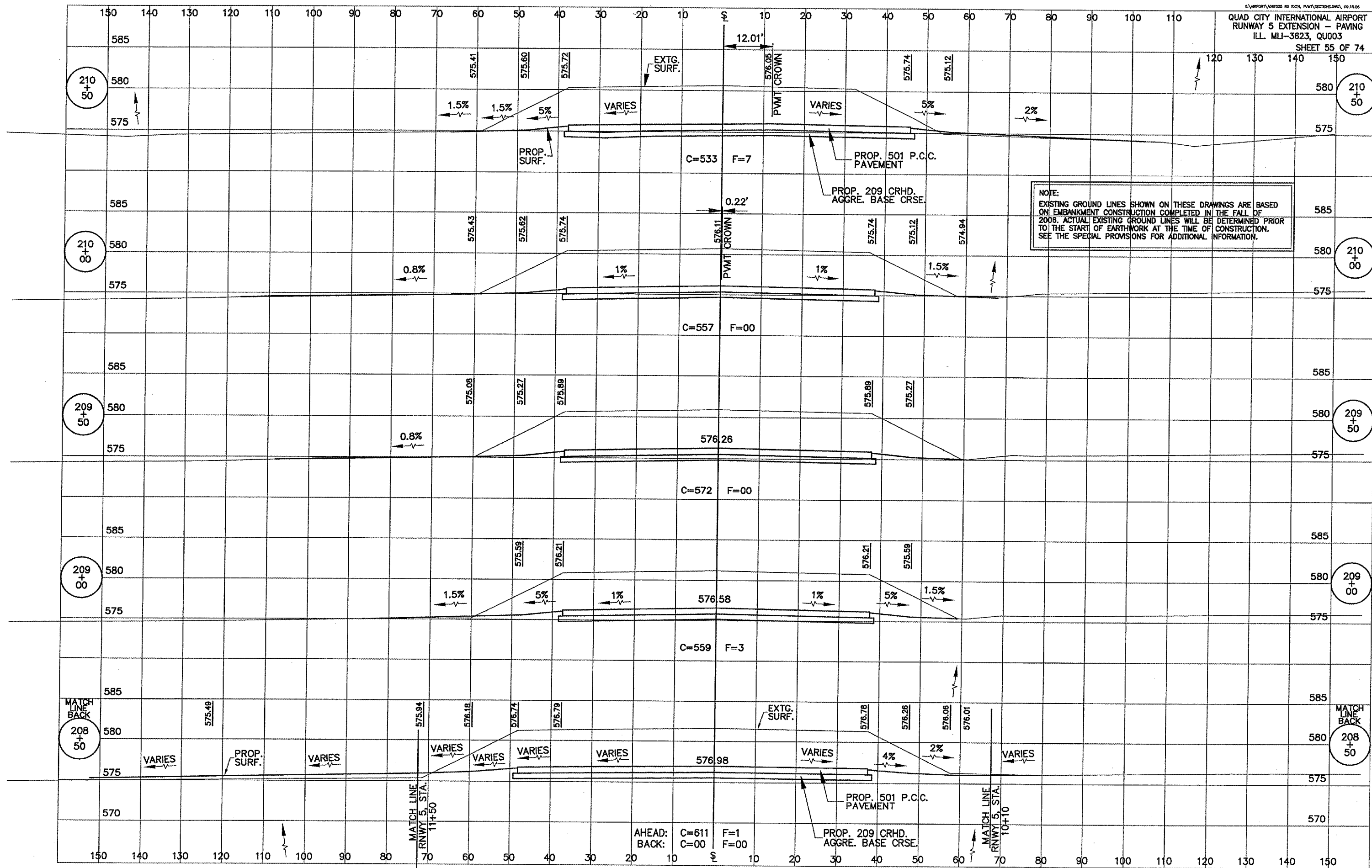
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NOTE:
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 TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION.
 SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

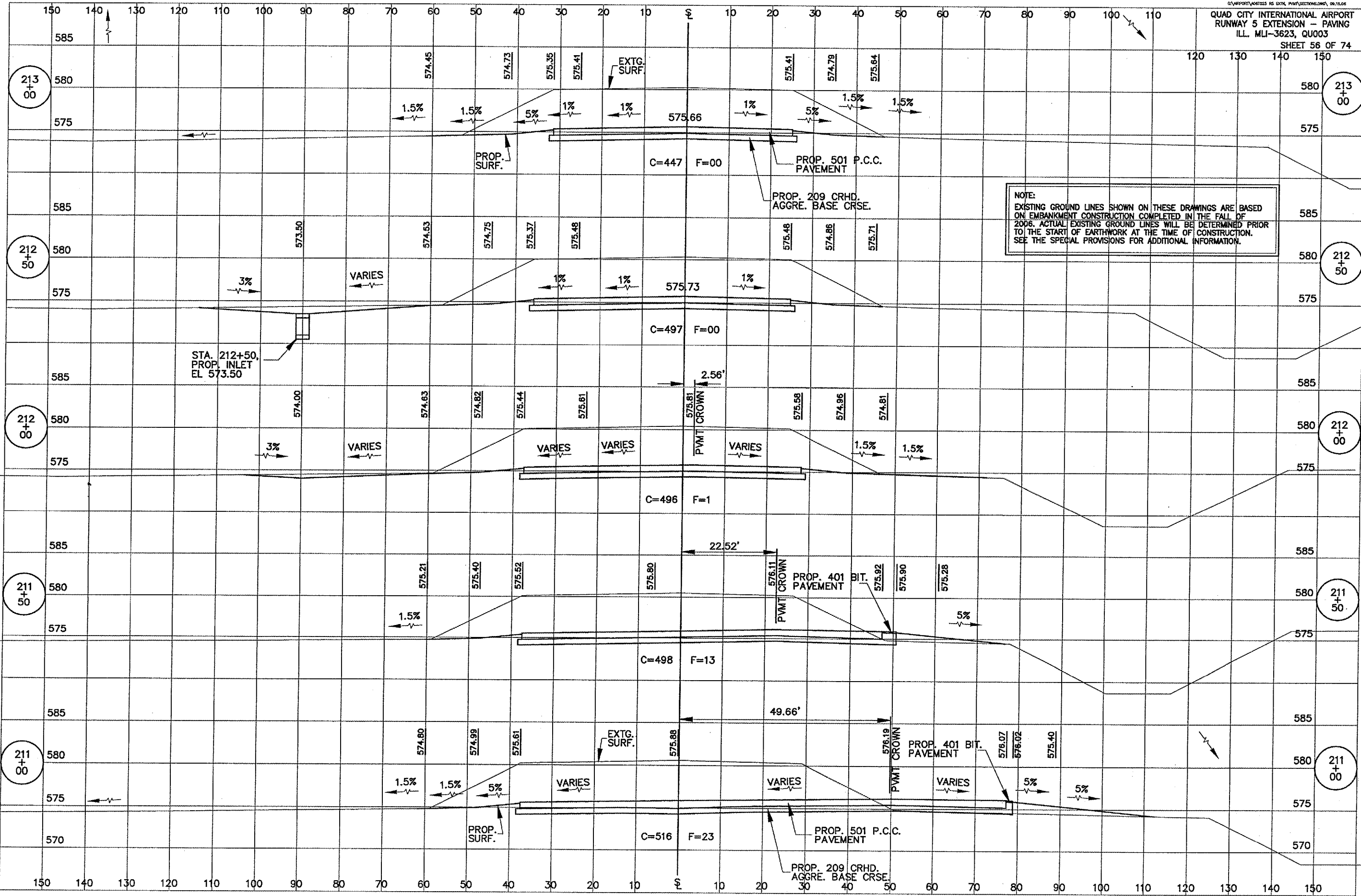
TAXIWAY D CROSS SECTIONS, STA 118+00 TO STA 119+50



NOTE:
 EXISTING GROUND LINES SHOWN ON THESE DRAWINGS ARE BASED ON EMBANKMENT CONSTRUCTION COMPLETED IN THE FALL OF 2008. ACTUAL EXISTING GROUND LINES WILL BE DETERMINED PRIOR TO THE START OF EARTHWORK AT THE TIME OF CONSTRUCTION. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

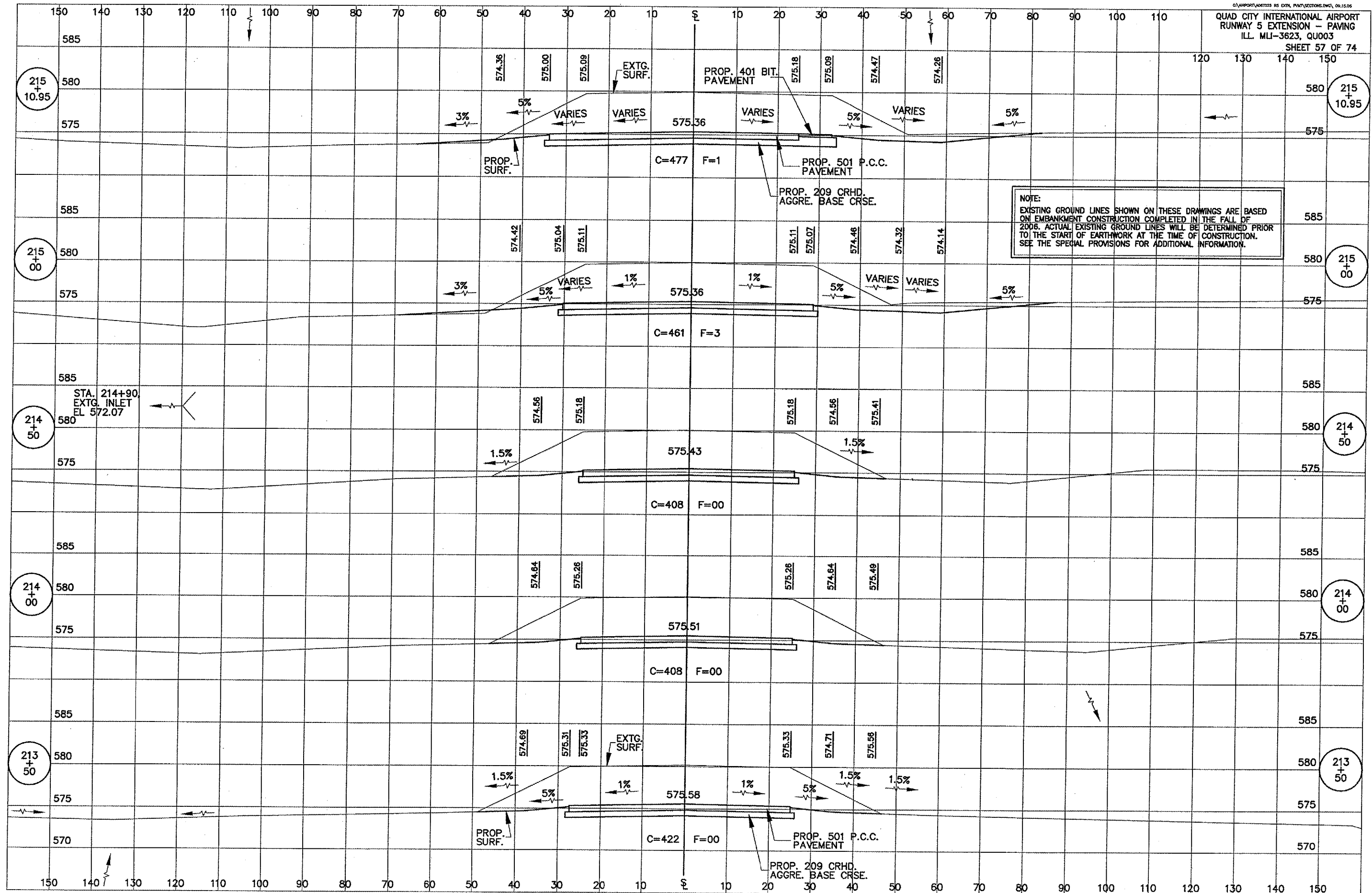
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 BACK: C=00 F=00

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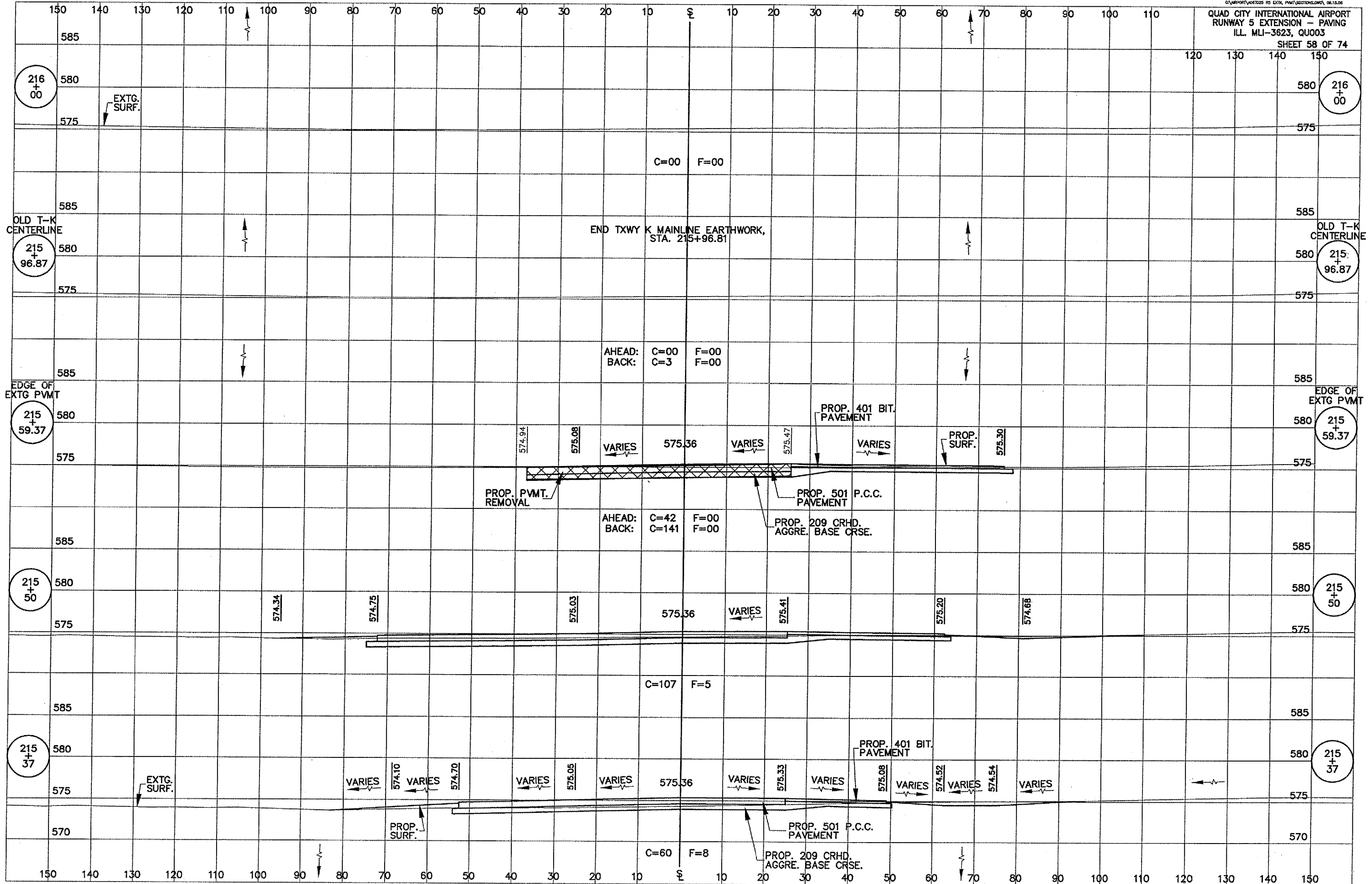
TAXIWAY K CROSS SECTIONS, STA 211+00 TO STA 213+00

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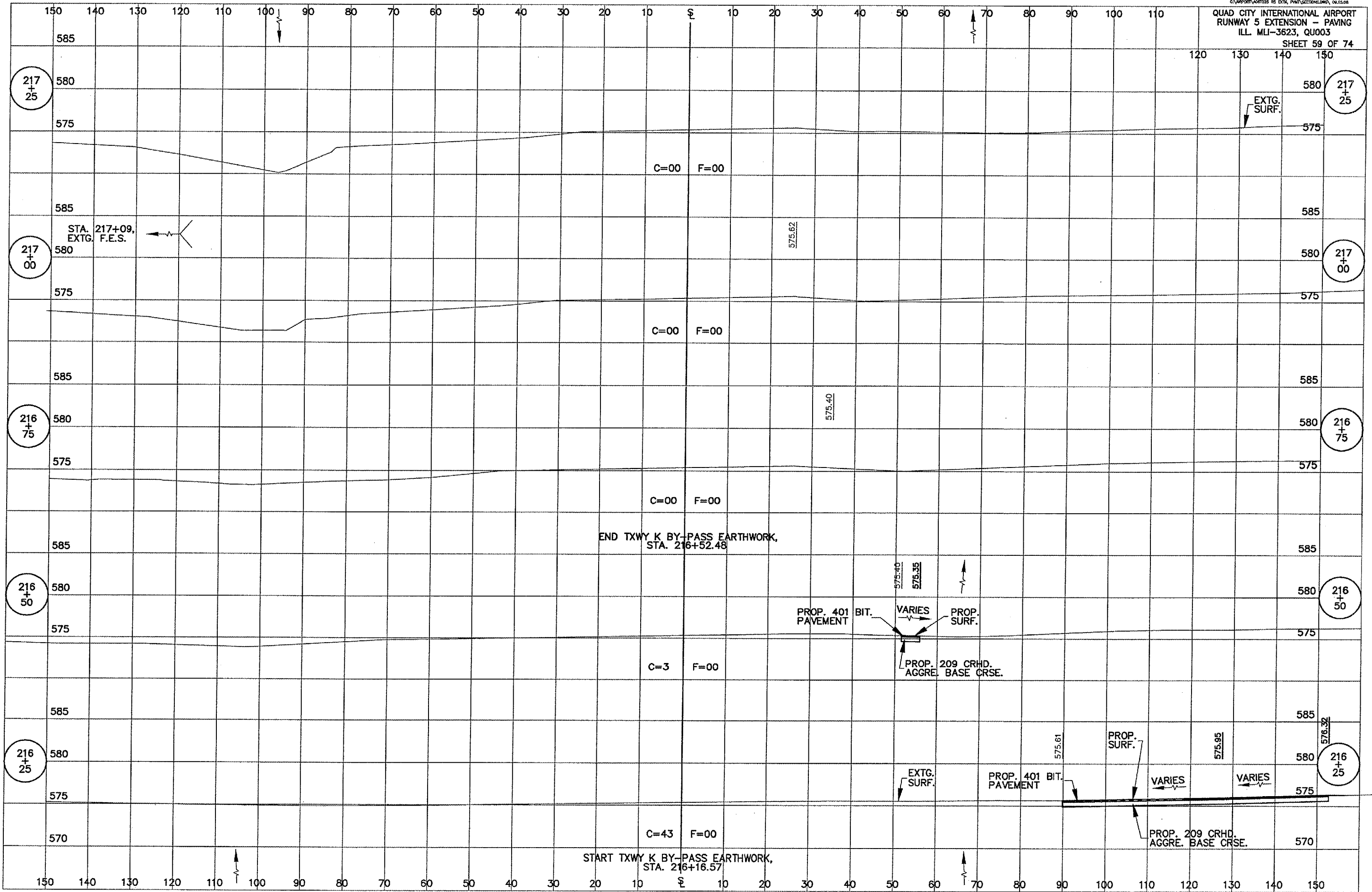
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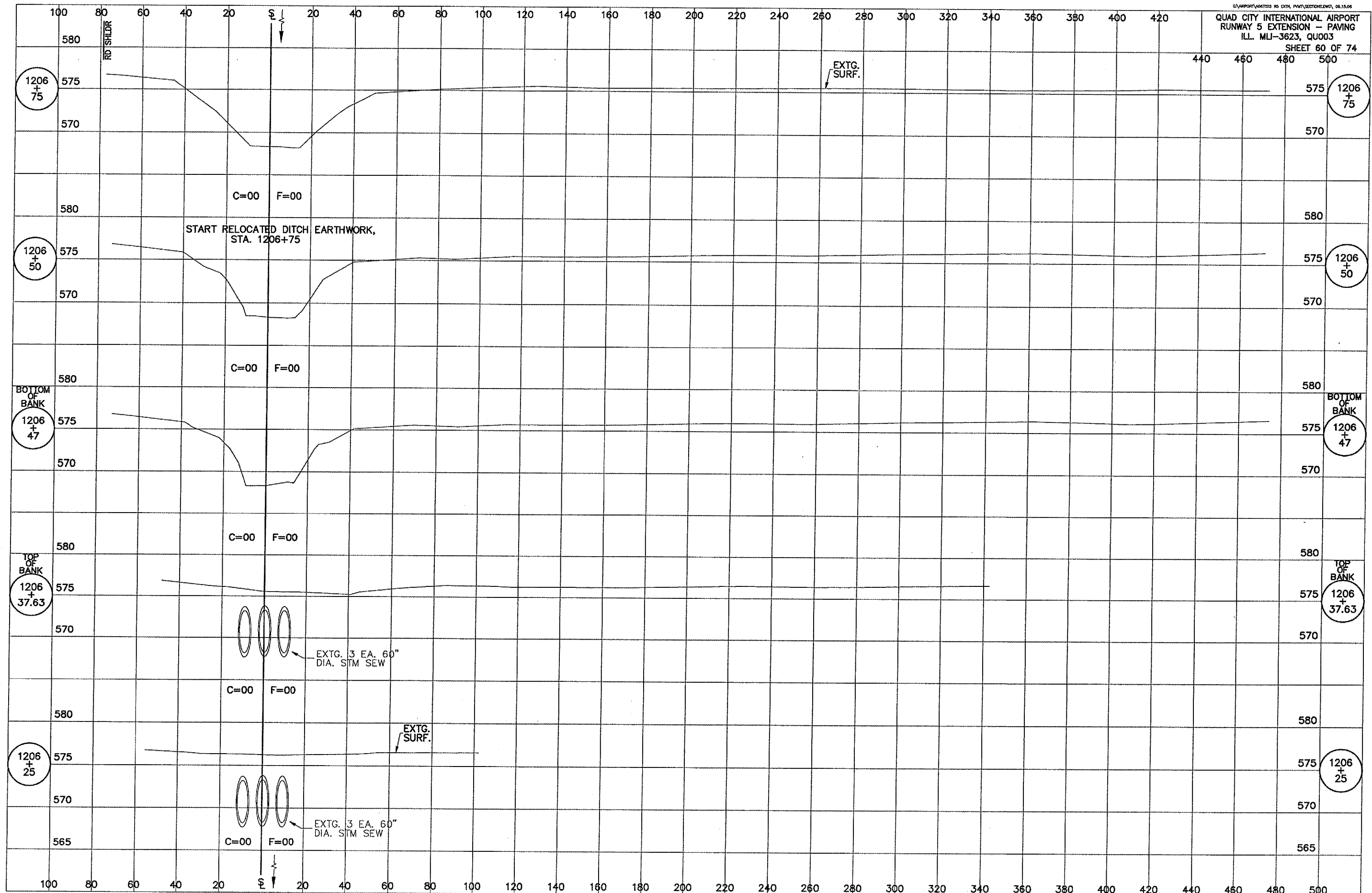
TAXIWAY K CROSS SECTIONS, STA 215+37 TO STA 216+00

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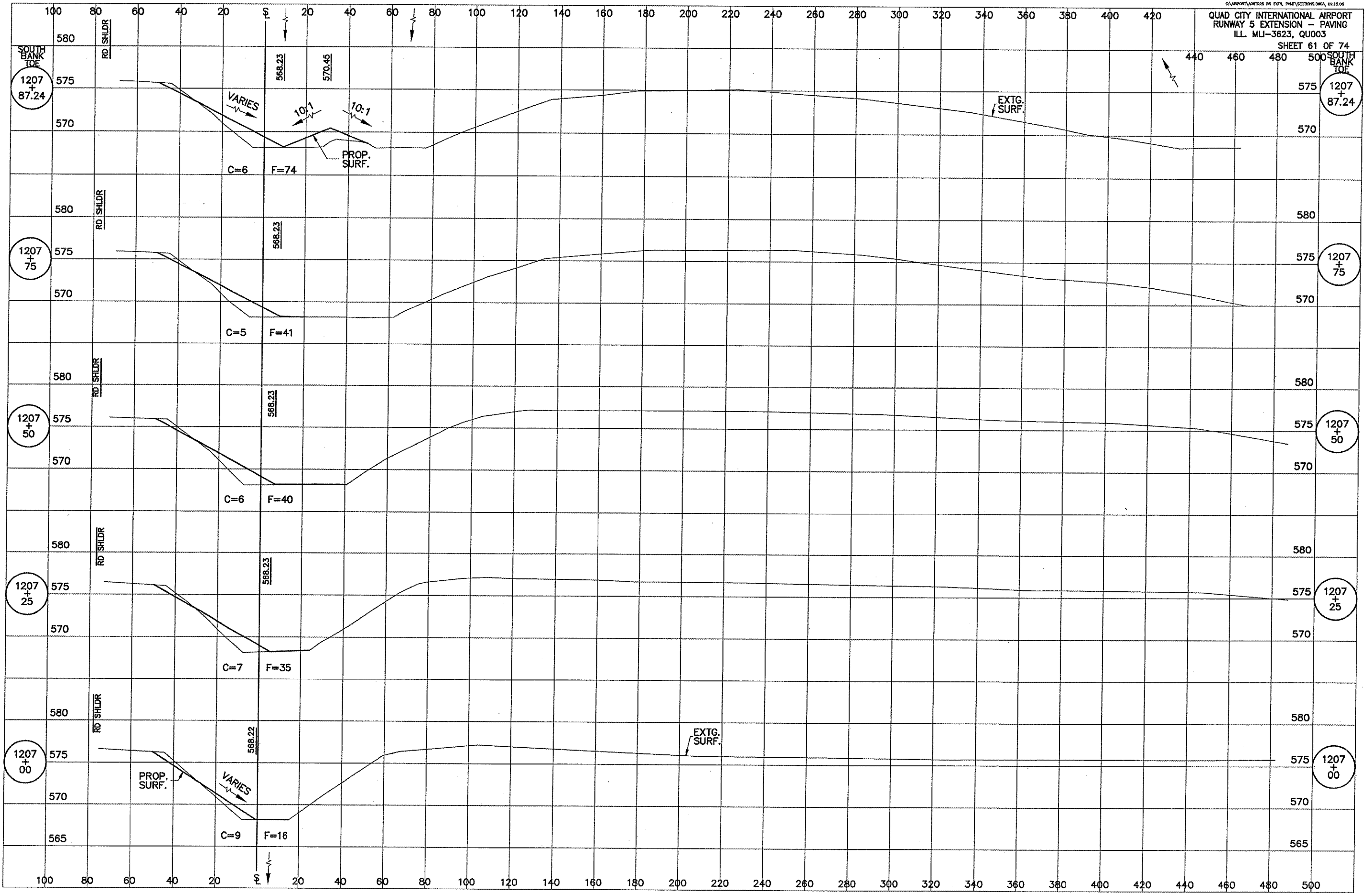
TAXIWAY K CROSS SECTIONS, STA 216+25 TO STA 217+25

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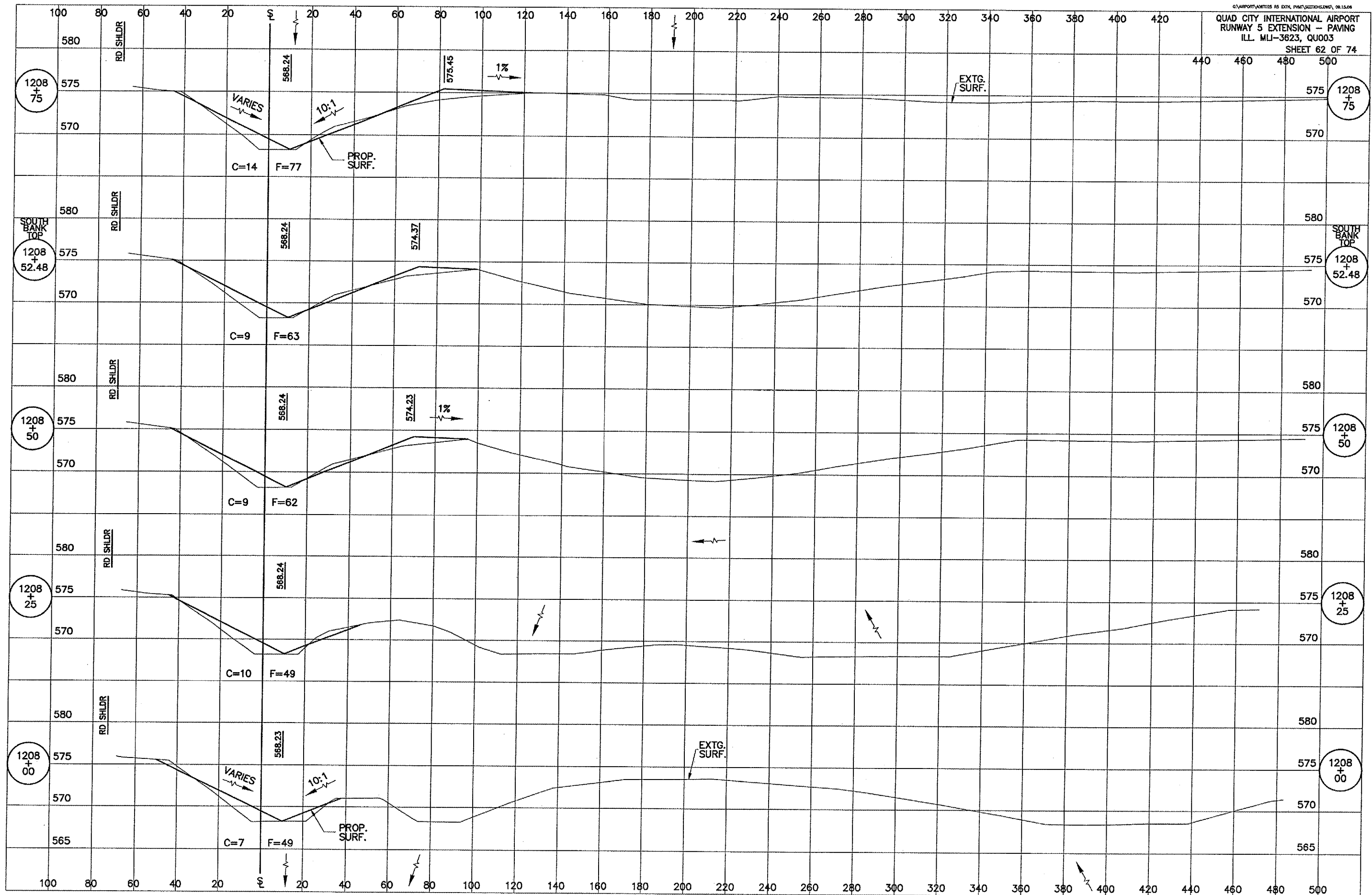
RELOCATED DITCH CROSS SECTIONS, STA 1206+25 TO STA 1206+75

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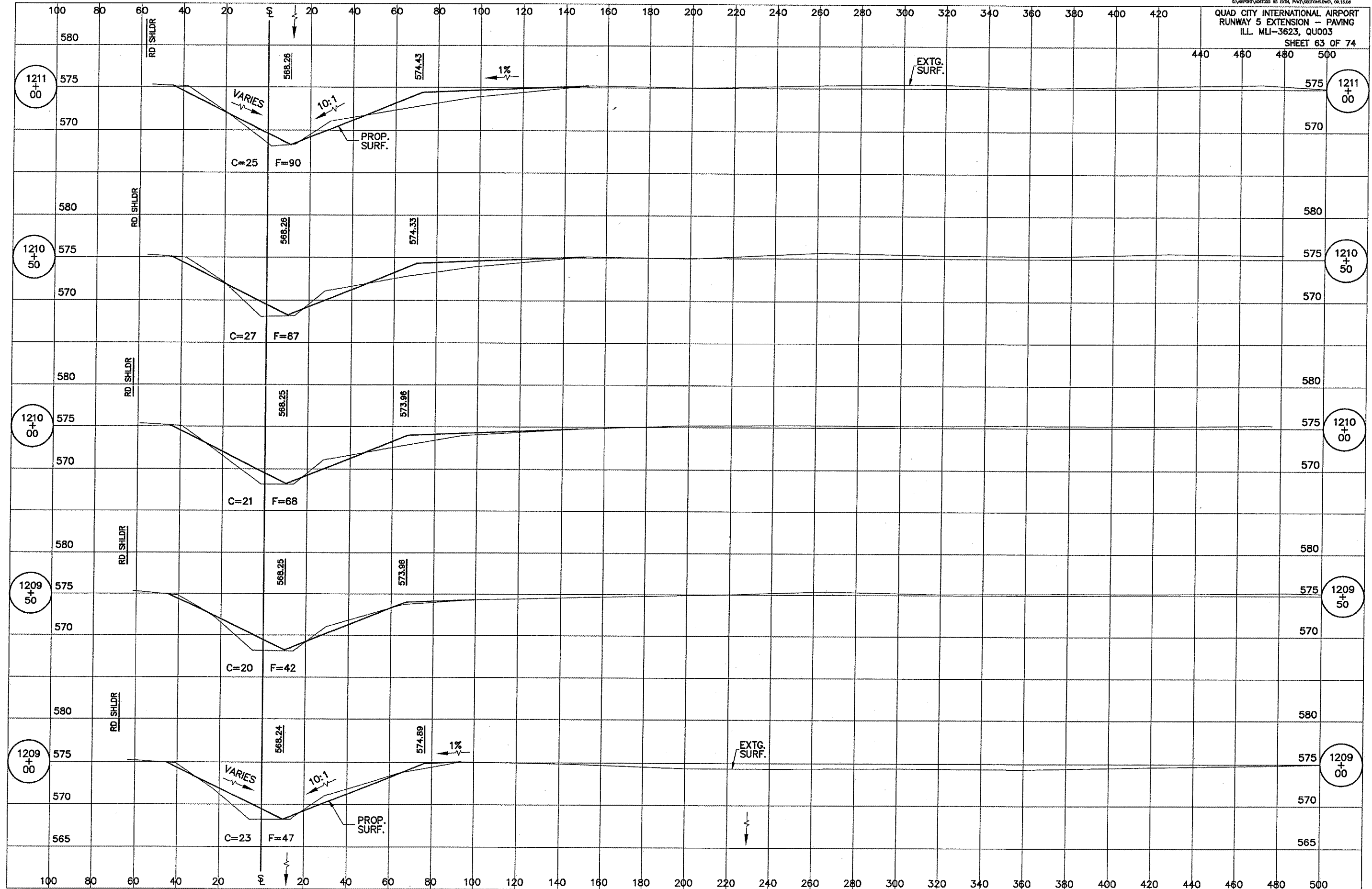


RELOCATED DITCH CROSS SECTIONS, STA 1207+00 TO STA 1207+87.24

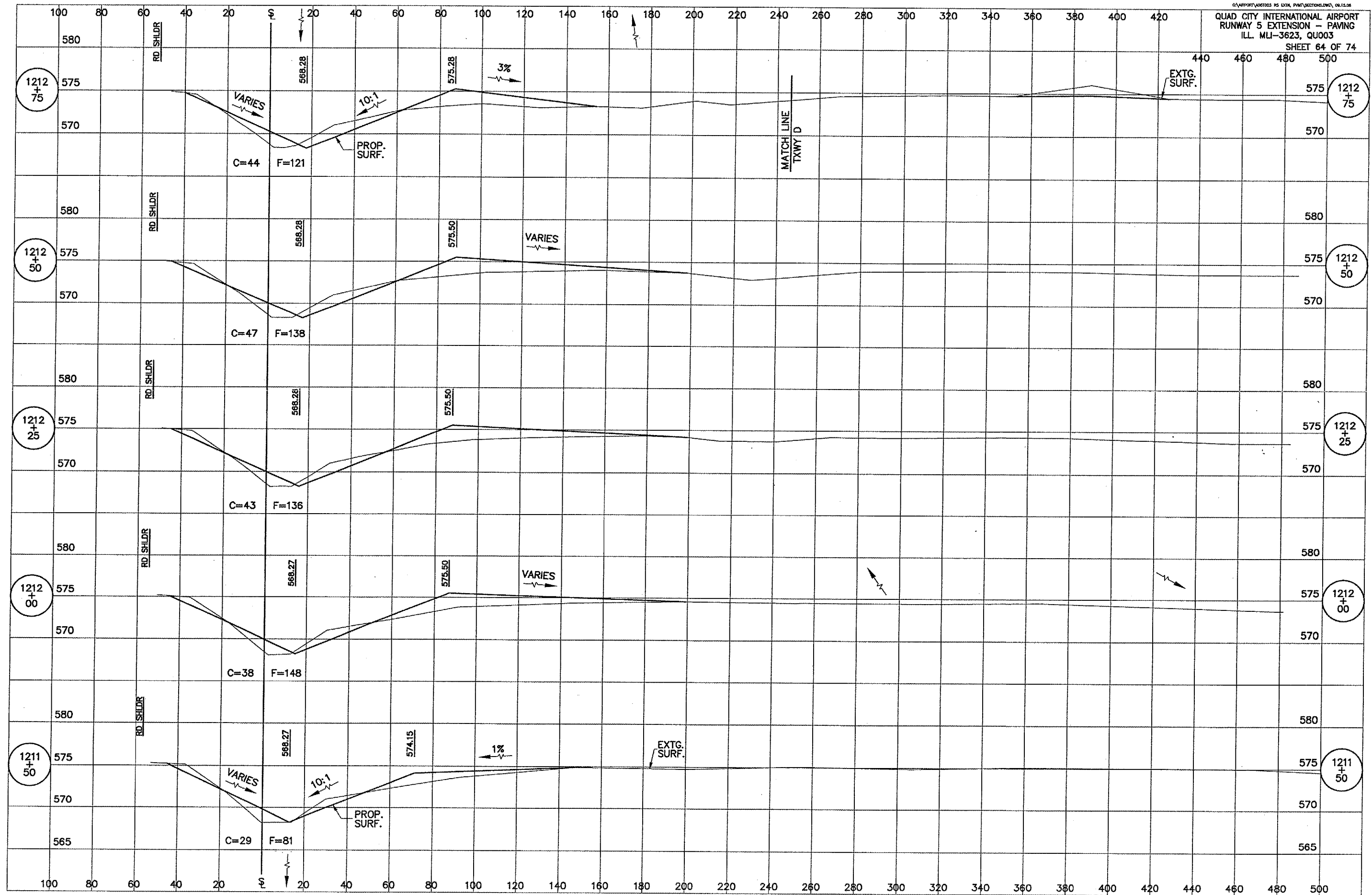
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RELOCATED DITCH CROSS SECTIONS, STA 1208+00 TO STA 1208+75

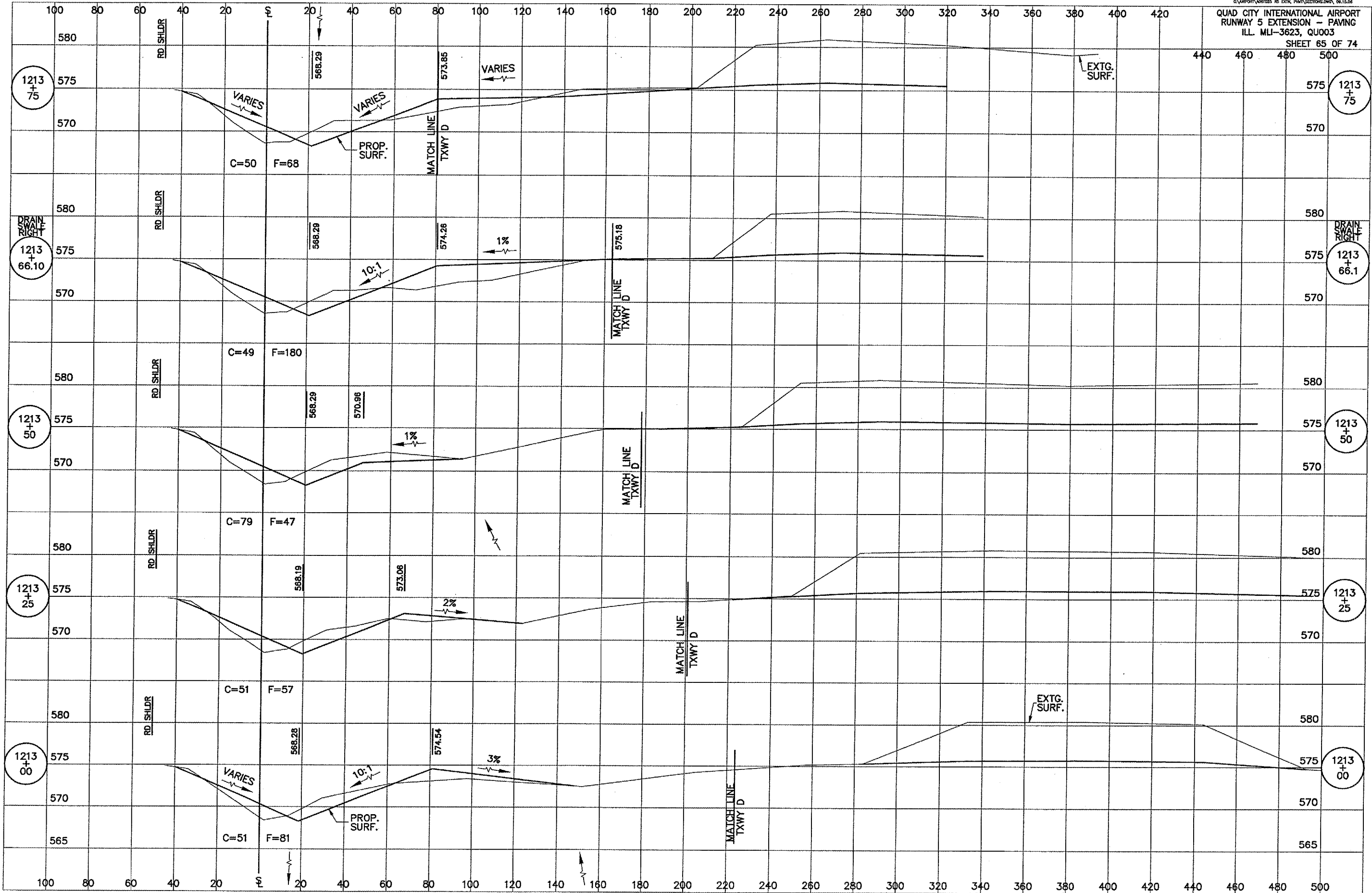


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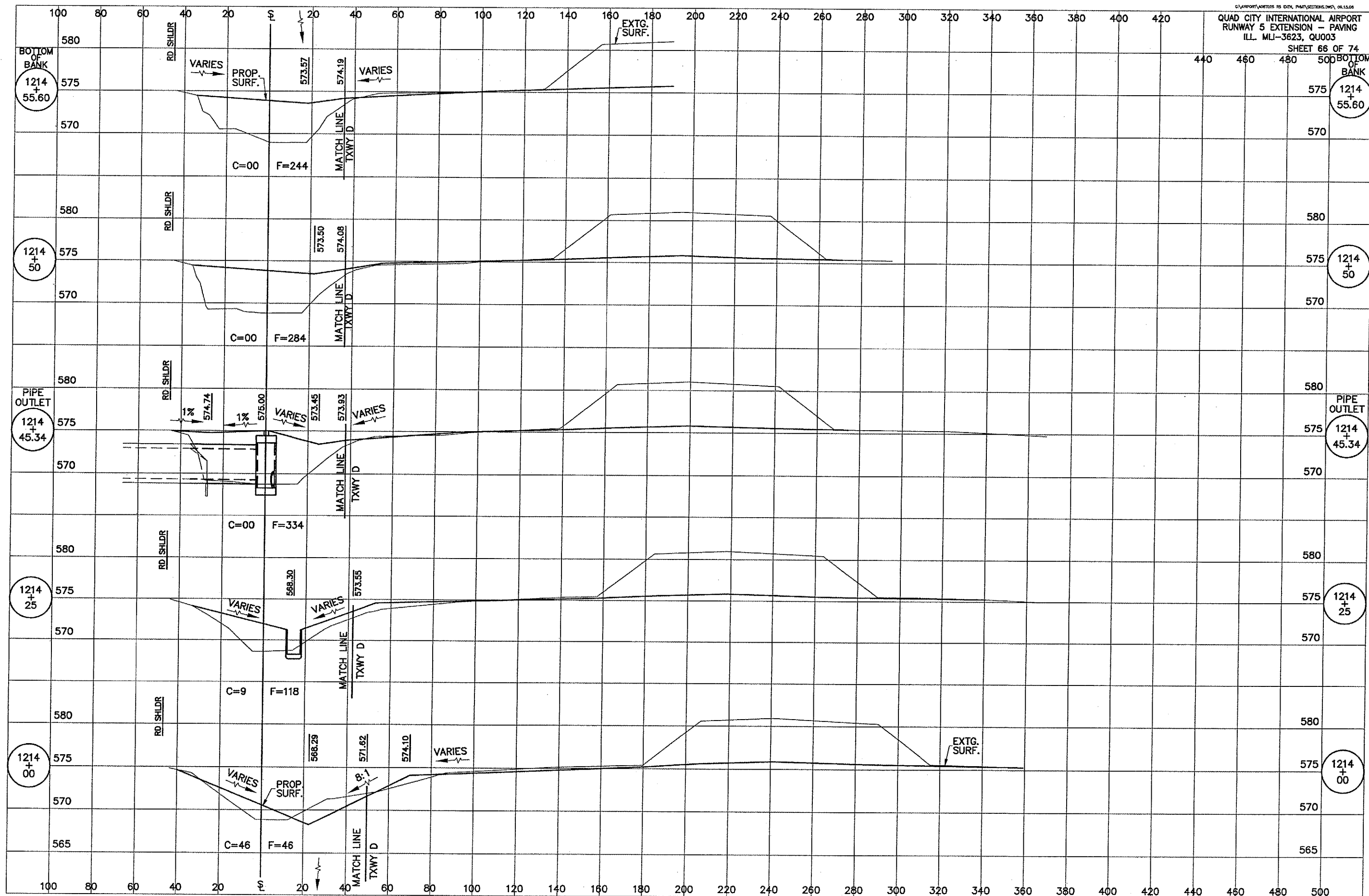
RELOCATED DITCH CROSS SECTIONS, STA 1211+50 TO STA 1212+75

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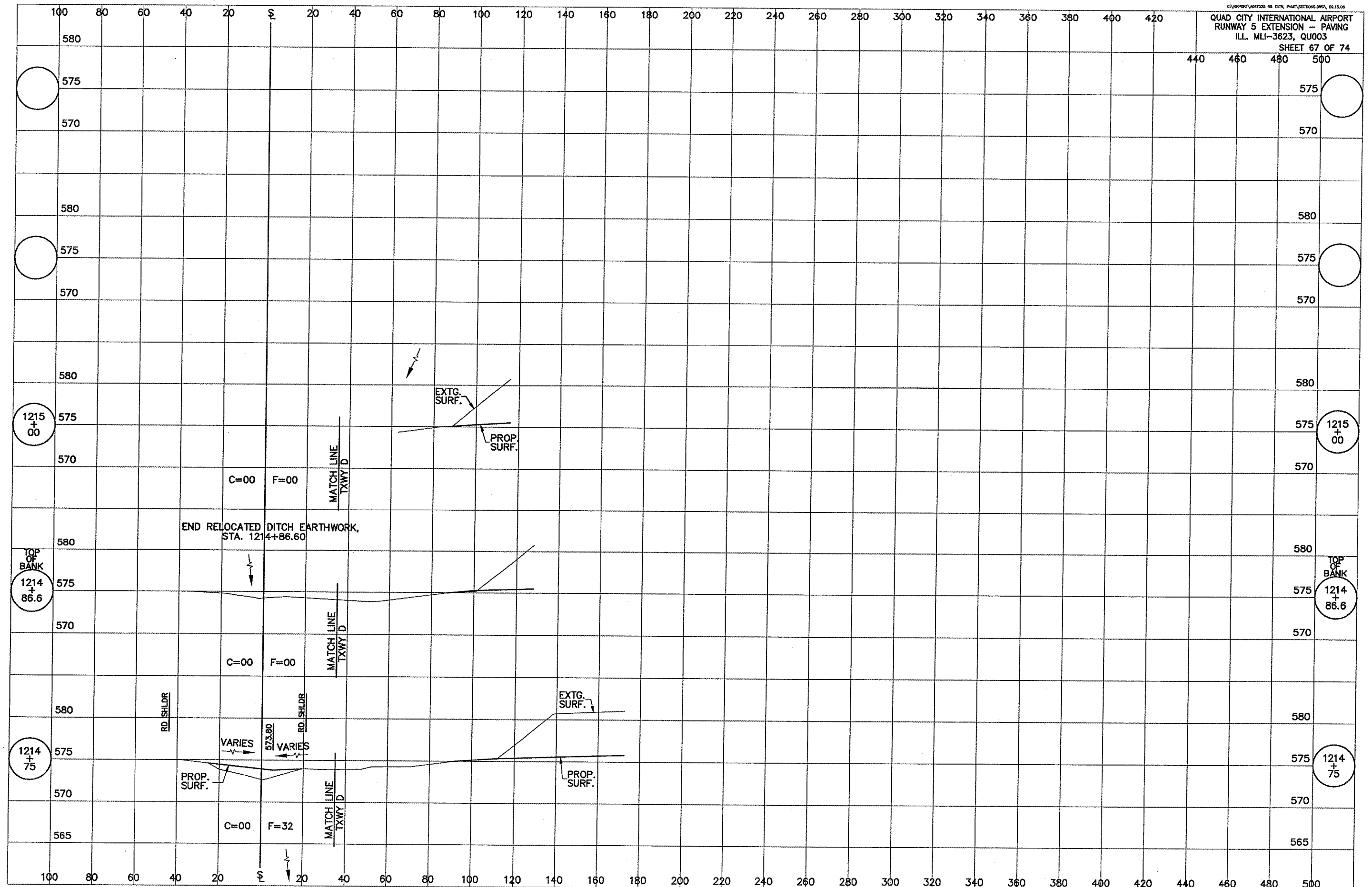
RELOCATED DITCH CROSS SECTIONS, STA 1213+00 TO STA 1213+75

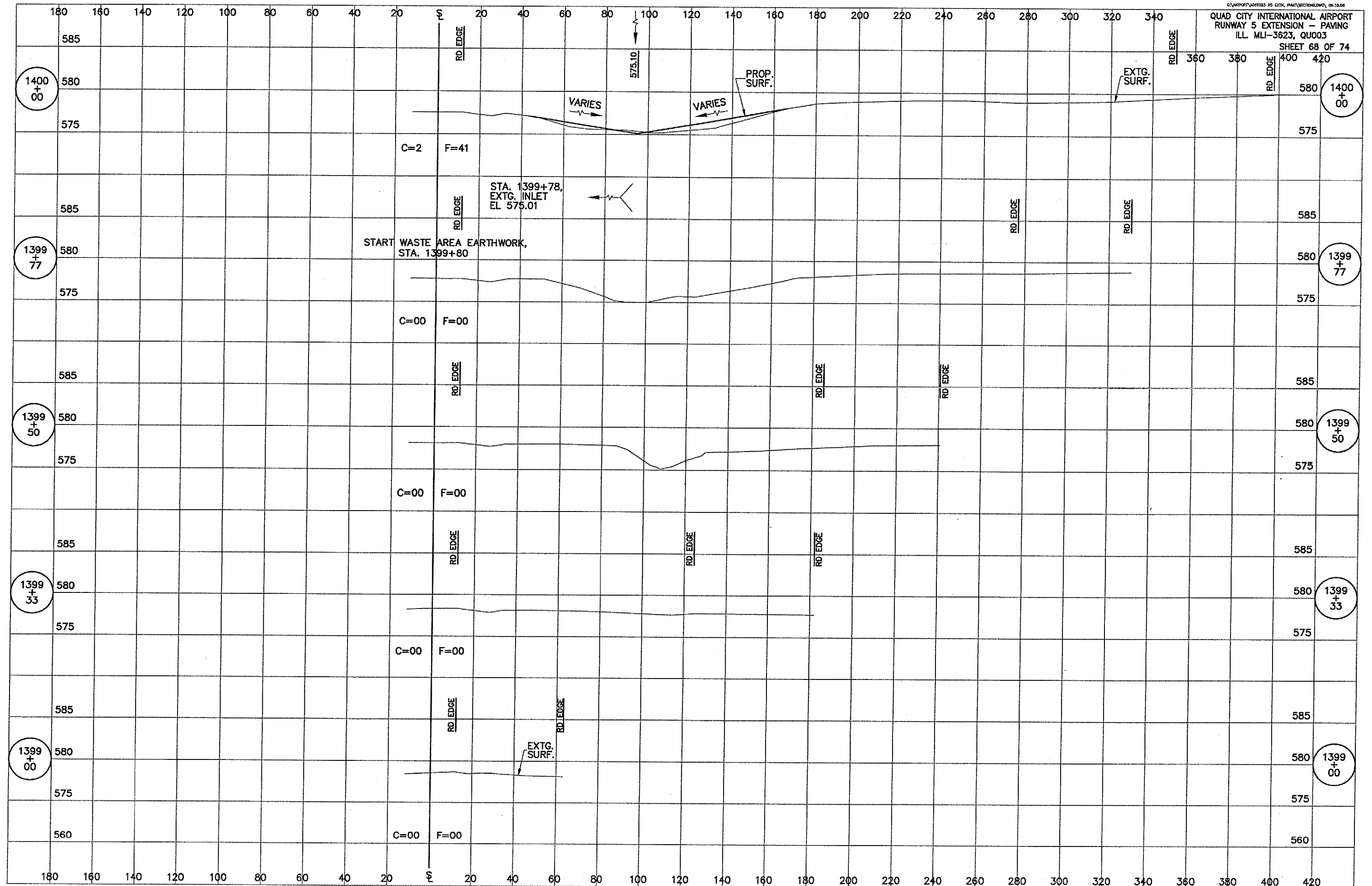
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RELOCATED DITCH CROSS SECTIONS, STA 1214+00 TO STA 1214+55.6

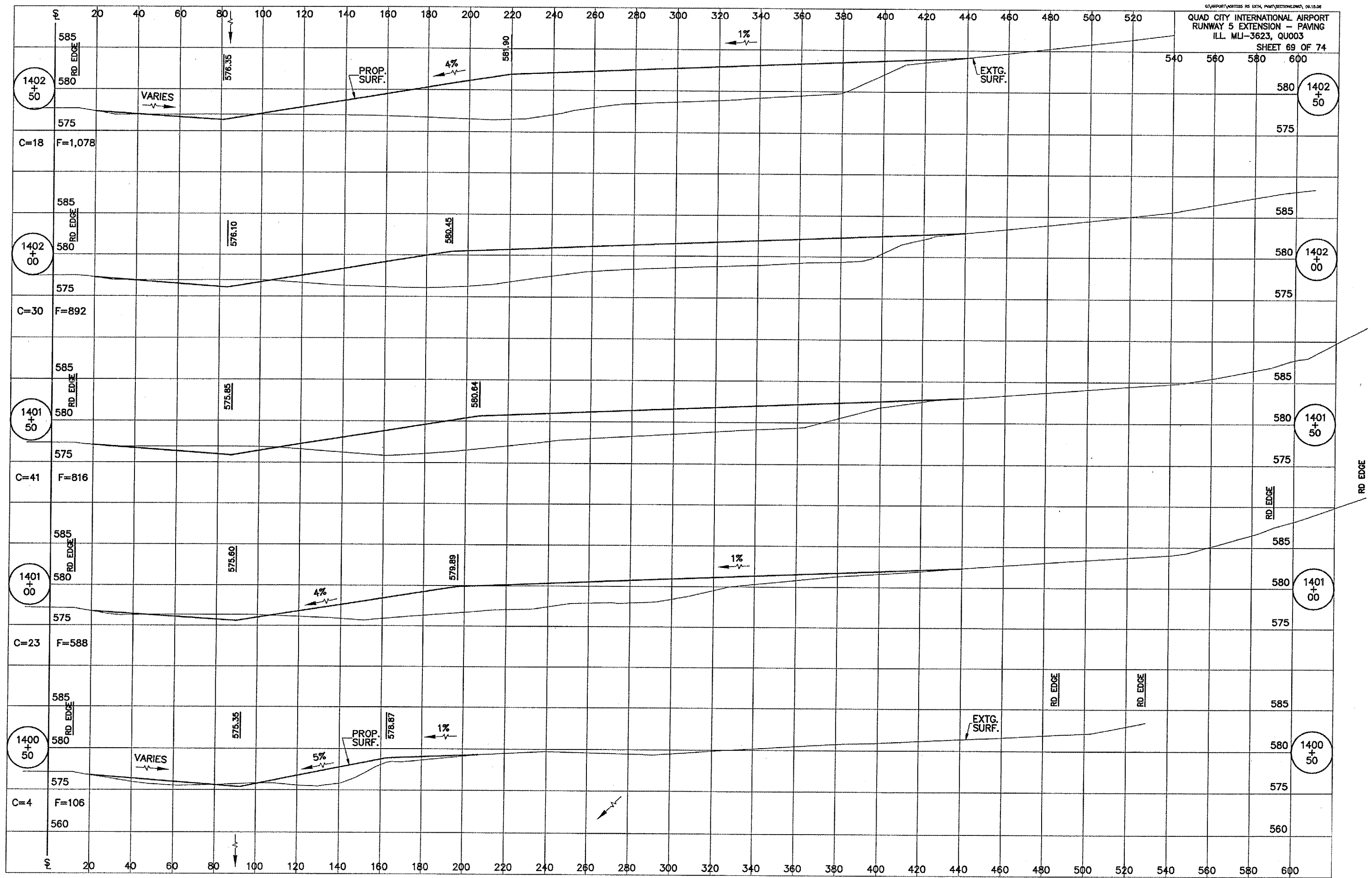
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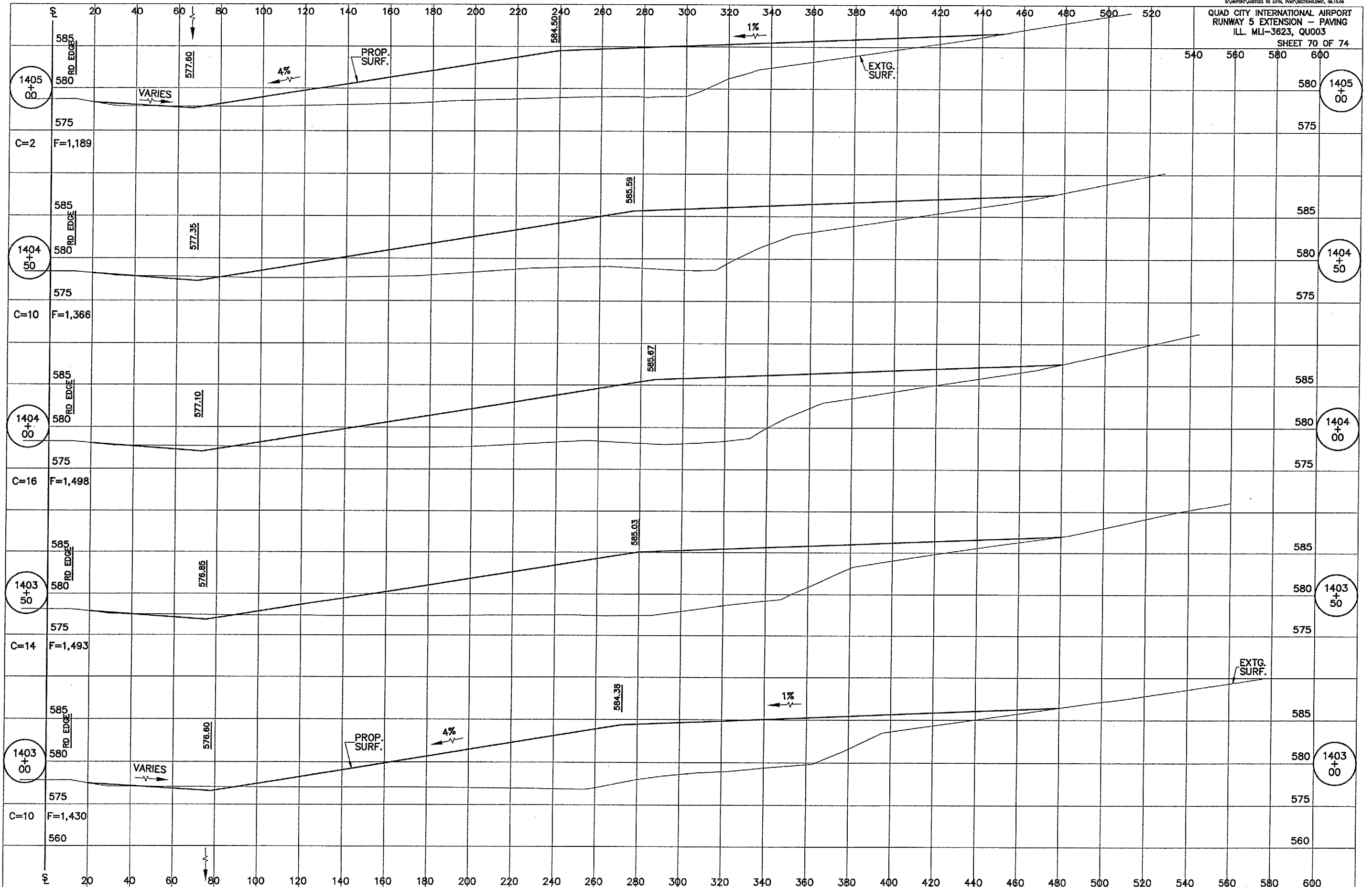
SOIL WASTE CROSS SECTIONS, STA 1399+00 TO STA 1400+00

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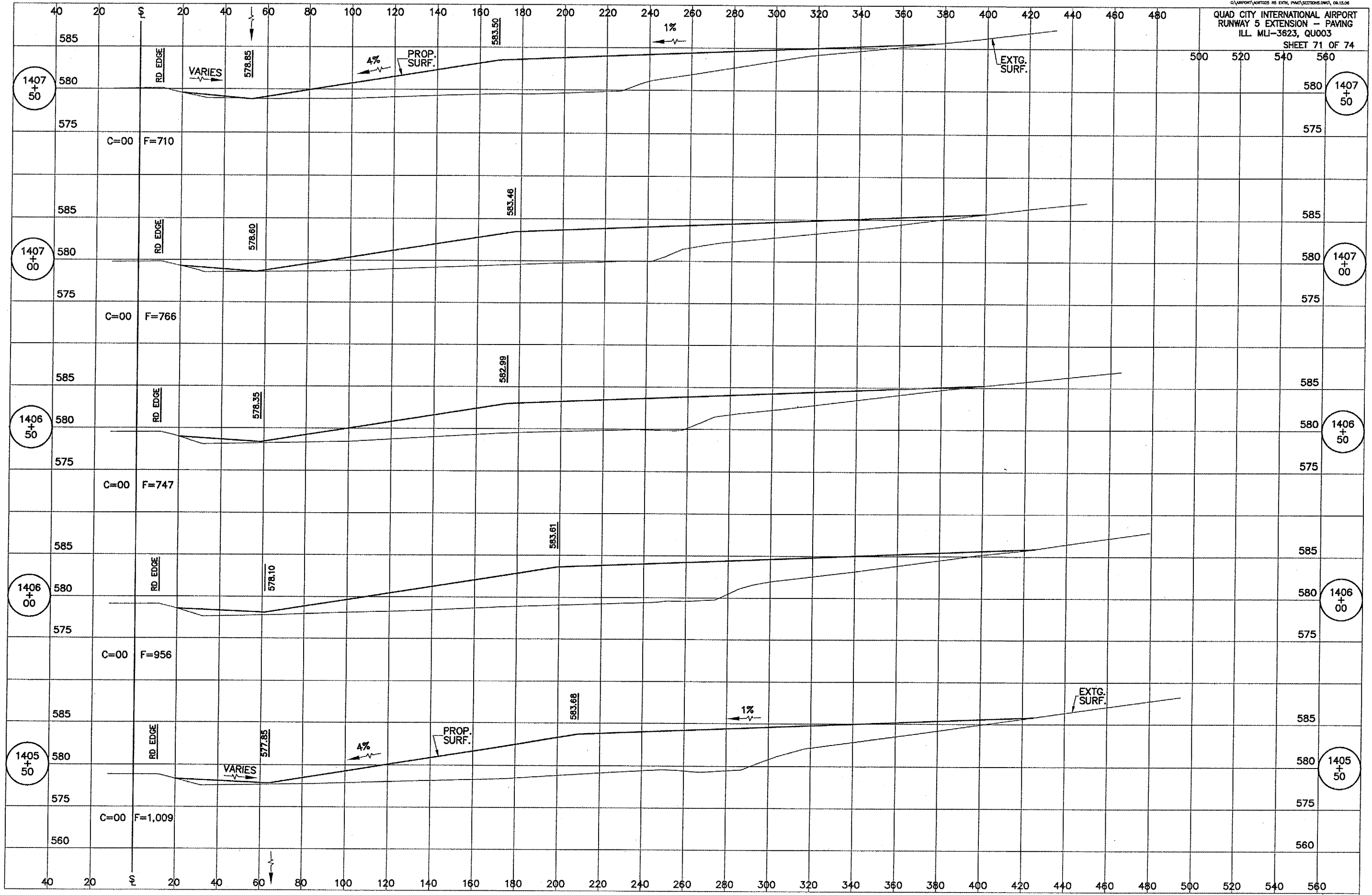
SOIL WASTE CROSS SECTIONS. STA 1400+50 TO STA 1402+50

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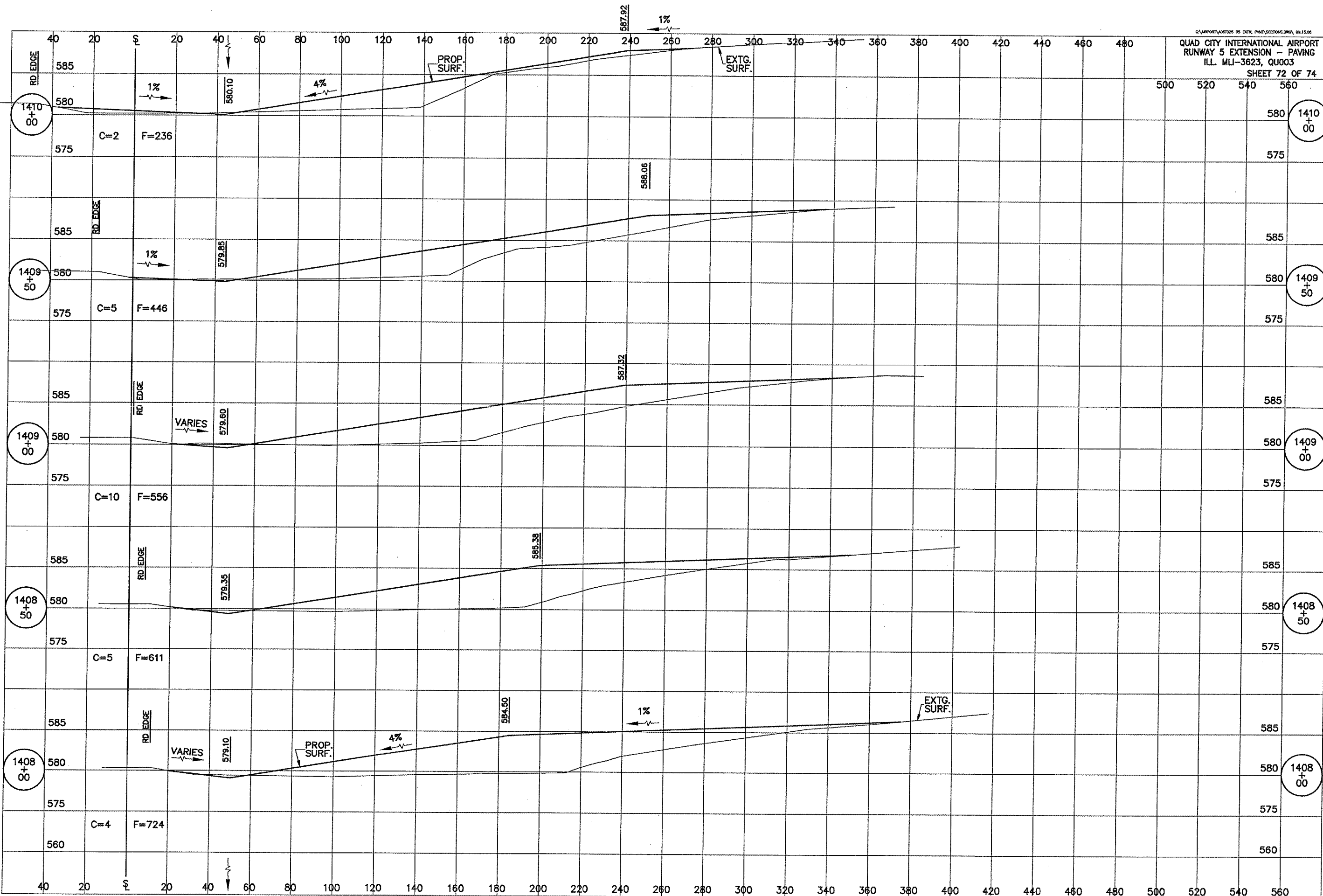
SOIL WASTE CROSS SECTIONS, STA 1403+00 TO STA 1405+00 70/74

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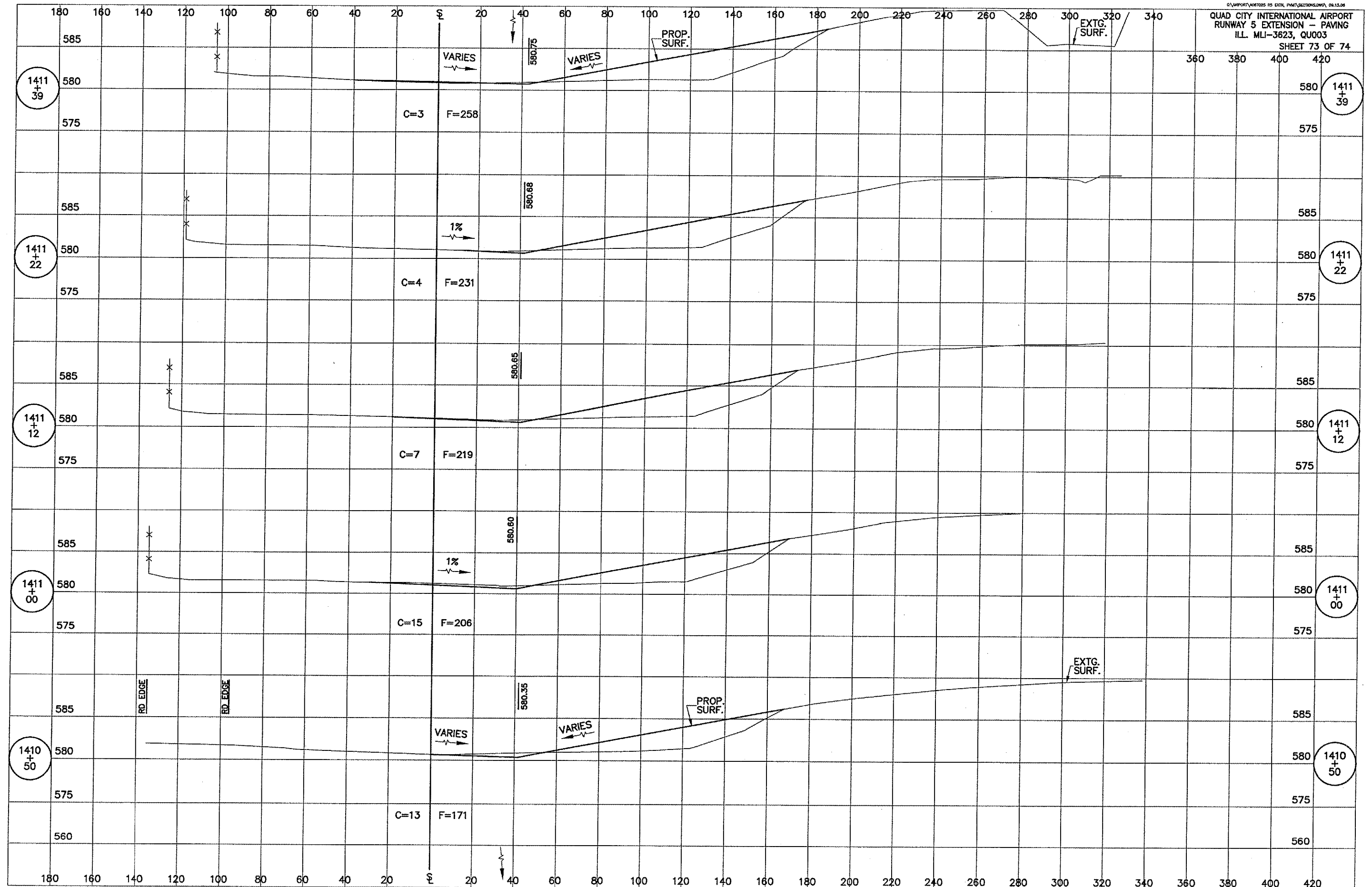


SOIL WASTE CROSS SECTIONS, STA 1405+50 TO STA 1407+50

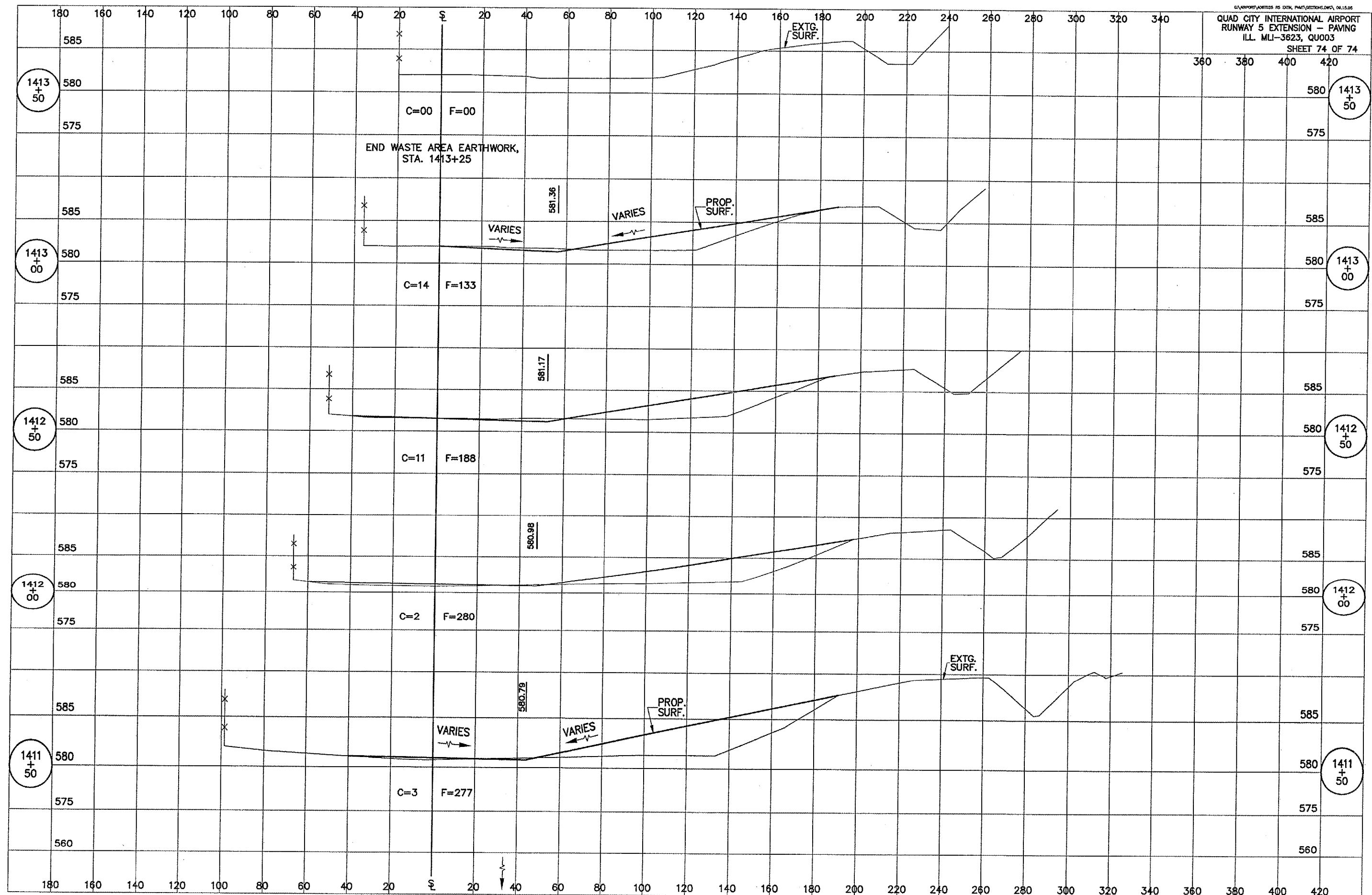
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3:\airport\A061025 RE EXTN, P\MT\Sections.dwg, 5/8/2007 9:36:18 AM, srfm