LETTING ITEM NO. 8A
JULY 29, 2016 LETTING

TOTAL SHEETS: 31
QU023

CONSTRUCTION PLANS FOR

QUAD CITY INTERNATIONAL AIRPORT

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
MOLINE, ILLINOIS

MLI-4532
3-17-0068-XX

RECONSTRUCT TAXIWAY G

06/03/2016

TAXIWAY G
GEOMETRIC DESIGN CRITERIA

AIRCRAFT DESIGN GROUP IV
DESIGN APPROACH CATEGORY C & D
TAXIWAY DESIGN GROUP 5

811 Know what's below. Call before you dig.

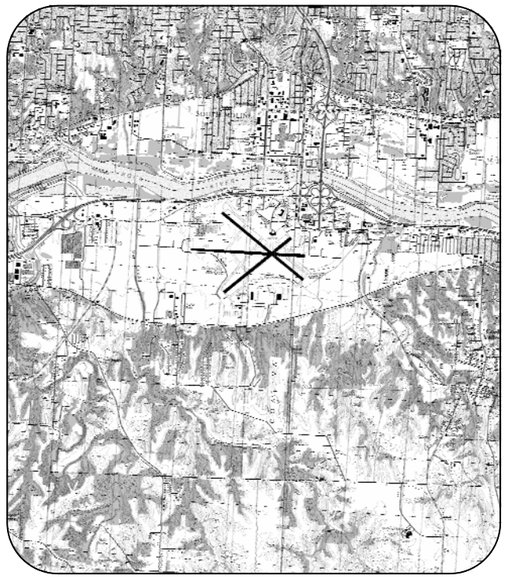
J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES, PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

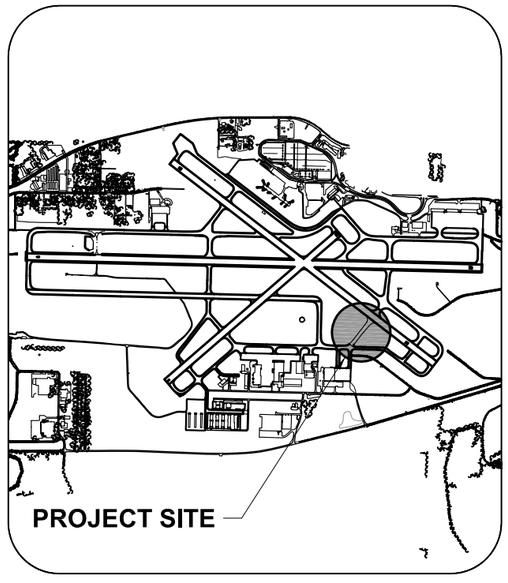
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

TOWNSHIP: 17 NORTH
RANGE: 1 WEST
SECTION: 20
COUNTY: ROCK ISLAND
CIVIL TOWNSHIP: UNINCORPORATED
ROCK ISLAND COUNTY



LOCATION MAP



SITE PLAN

SEAN M. SMITH
062-057627
LICENSED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

MAXIMUM EQUIPMENT HEIGHT - 25'
UNICOM FREQUENCY - 122.95

METROPOLITAN AIRPORT AUTHORITY
OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

APPROVED Bruce Carter
DATE 6/1/2016

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

SUBMITTED BY
DATE 01 JUNE 2016

CMT JOB NUMBER: 15014-05-00

K:\Moline\p\15014-05_Rehabilitate_Taxiway_N\Draw\Sheets
FILE: 01 COVER.dwg
UPDATE BY: Sean Smith
PLOT DATE: 6/1/2016 1:33 PM

INDEX TO SHEETS

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	3,600	
AR108258	2/C #8 5 KV UG CABLE IN UD	LF	165	
AR110501	1-WAY CONC. ENCASED DUCT	LF	55	
AR110504	4-WAY CONCRETE ENCASED DUCT	LF	95	
AR125416	MITL-BASE MOUNTED-LED	EACH	23	
AR125525	HIRL, INPAVEMENT	EACH	1	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	21	
AR125903	REMOVE INPAVEMENT LIGHT	EACH	1	
AR125915	RELOCATE RGL	PAIR	1	
AR125964	RELOCATE TAXI GUIDANCE SIGN	EACH	1	
AR150520	MOBILIZATION	LS	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	1,902	
AR156510	SILT FENCE	LF	500	
AR156520	INLET PROTECTION	EACH	20	
AR208515	POROUS GRANULAR EMBANKMENT	CY	75	
AR209650	AGGREGATE BASE PREPARATION	SY	7,400	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	7,305	
AR501512	12" PCC PAVEMENT	SY	7,235	
AR605510	JOINT SEALING FILLER	LF	9,800	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	3,605	
AR620900	PAVEMENT MARKING REMOVAL	SF	2,215	
AR800116	PAVEMENT MARKING - PREFORMED THERMOPLASTIC	SF	1,555	
AR901510	SEEDING	ACRE	2	
AR908510	MULCHING	ACRE	2	

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FILE: 02 INDEX.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 10:12 AM

QU023

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

INDEX TO SHEETS AND SUMMARY OF QUANTITIES

CMT

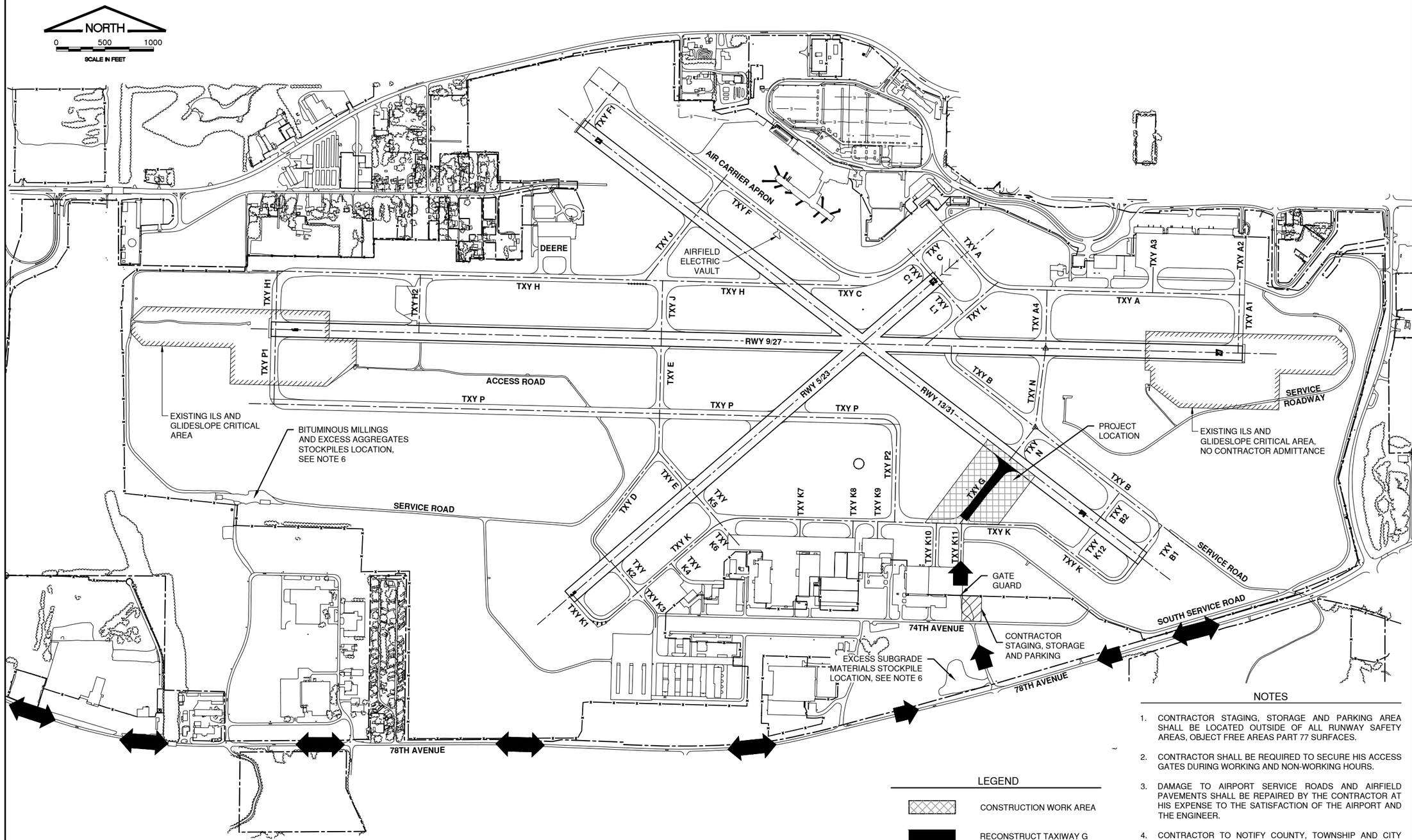
License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

MLI-4532
3-17-0068-XX

SHEET 02 OF 31 SHEETS



LEGEND

- CONSTRUCTION WORK AREA
- RECONSTRUCT TAXIWAY G
- CONTRACTOR STAGING, STORAGE AND PARKING
- CONTRACTOR ACCESS ROUTE
- EXISTING FENCELINE
- EXISTING AIRPORT PROPERTY LINE

NOTES

1. CONTRACTOR STAGING, STORAGE AND PARKING AREA SHALL BE LOCATED OUTSIDE OF ALL RUNWAY SAFETY AREAS, OBJECT FREE AREAS PART 77 SURFACES.
2. CONTRACTOR SHALL BE REQUIRED TO SECURE HIS ACCESS GATES DURING WORKING AND NON-WORKING HOURS.
3. DAMAGE TO AIRPORT SERVICE ROADS AND AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT AND THE ENGINEER.
4. CONTRACTOR TO NOTIFY COUNTY, TOWNSHIP AND CITY TRANSPORTATION DEPARTMENTS AS REQUIRED FOR OFF AIRFIELD ACCESS ROUTES.
5. TAXIWAY NAMES SHOWN IN THESE DOCUMENTS REPRESENT TAXIWAY NAMING PER THE AIRPORT'S UPDATED SIGNAGE PLAN. SIGNAGE UPDATES WERE COMPLETED FALL 2015.
6. EXCESS SUBGRADE MATERIALS AND BITUMINOUS MILLINGS SHALL BE STOCKPILED ON AIRPORT PROPERTY AT THE LOCATIONS SHOWN. SEPARATELY DUMPED PILES SHALL BE COMBINED AT THE END OF PROJECT INTO ONE STOCKPILE, GRADED TO DRAIN AND CLEAR OF PART 77 SURFACES AT NO ADDITIONAL COST TO THE CONTRACT.

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FILE: 03 SITE PLAN.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:49 AM
Taxiway G Rehab Base
MLI_Brdr_NavCrit

QU023

REVISIONS

NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

SITE PLAN

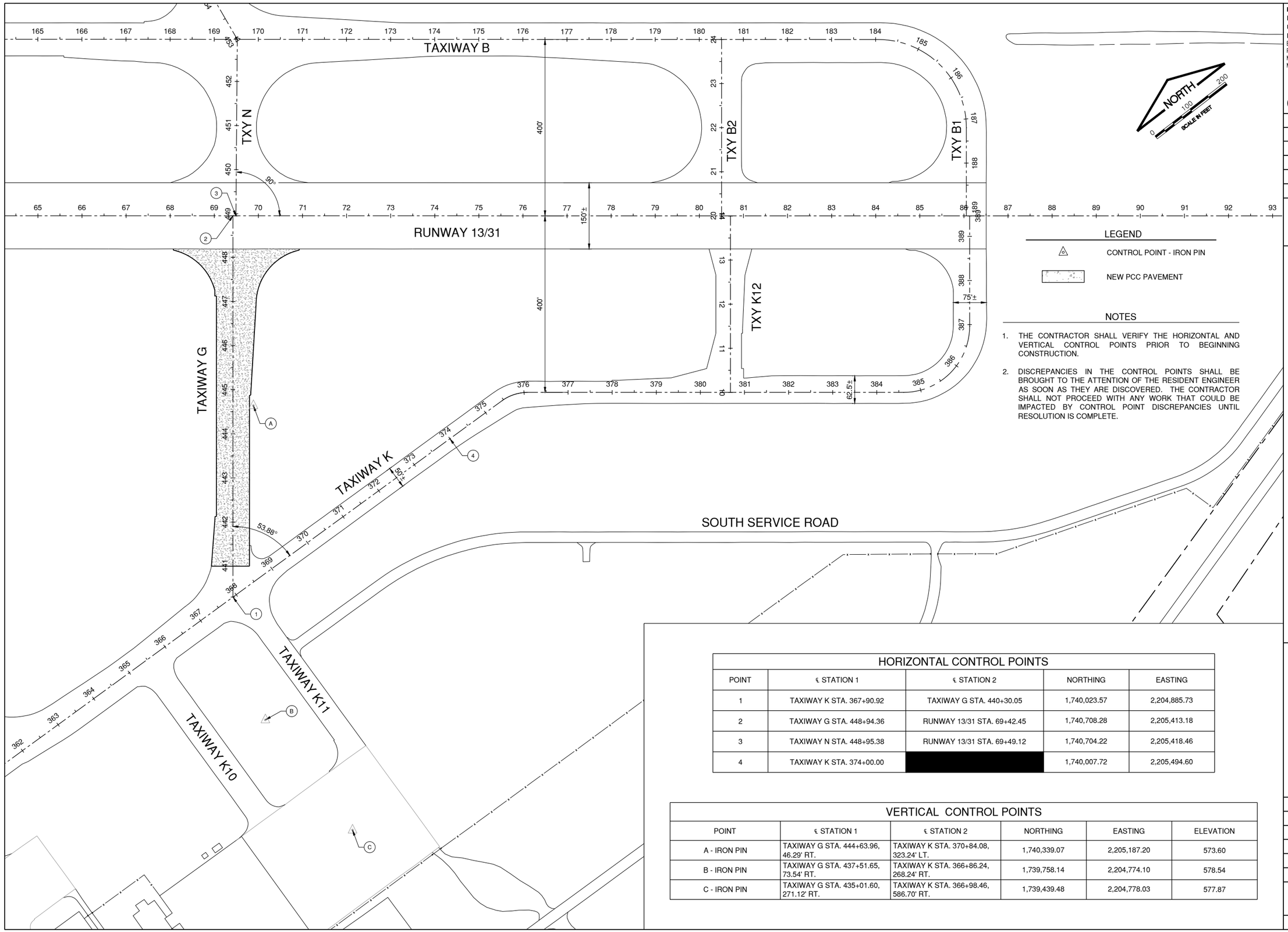
CMT
License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

MLI-4532
3-17-0068-XX

SHEET 03 OF 31 SHEETS



NORTH
0 100 200
SCALE IN FEET

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FILE: 04 CONTROL PLAN.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:50 AM
BASE
PROP-GEOMETRY
MLI Alignments
MLI_Brdr_NavCrit

QU023

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

LEGEND

- CONTROL POINT - IRON PIN
- NEW PCC PAVEMENT

NOTES

1. THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL CONTROL POINTS PRIOR TO BEGINNING CONSTRUCTION.
2. DISCREPANCIES IN THE CONTROL POINTS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER AS SOON AS THEY ARE DISCOVERED. THE CONTRACTOR SHALL NOT PROCEED WITH ANY WORK THAT COULD BE IMPACTED BY CONTROL POINT DISCREPANCIES UNTIL RESOLUTION IS COMPLETE.

HORIZONTAL CONTROL POINTS

POINT	℄ STATION 1	℄ STATION 2	NORTHING	EASTING
1	TAXIWAY K STA. 367+90.92	TAXIWAY G STA. 440+30.05	1,740,023.57	2,204,885.73
2	TAXIWAY G STA. 448+94.36	RUNWAY 13/31 STA. 69+42.45	1,740,708.28	2,205,413.18
3	TAXIWAY N STA. 448+95.38	RUNWAY 13/31 STA. 69+49.12	1,740,704.22	2,205,418.46
4	TAXIWAY K STA. 374+00.00	[redacted]	1,740,007.72	2,205,494.60

VERTICAL CONTROL POINTS

POINT	℄ STATION 1	℄ STATION 2	NORTHING	EASTING	ELEVATION
A - IRON PIN	TAXIWAY G STA. 444+63.96, 46.29' RT.	TAXIWAY K STA. 370+84.08, 323.24' LT.	1,740,339.07	2,205,187.20	573.60
B - IRON PIN	TAXIWAY G STA. 437+51.65, 73.54' RT.	TAXIWAY K STA. 366+86.24, 268.24' RT.	1,739,758.14	2,204,774.10	578.54
C - IRON PIN	TAXIWAY G STA. 435+01.60, 271.12' RT.	TAXIWAY K STA. 366+98.46, 586.70' RT.	1,739,439.48	2,204,778.03	577.87

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

PROJECT CONTROL PLAN

CMT

License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

MLI-4532
3-17-0068-XX

CRITICAL POINTS

POINT NO.	LATITUDE	LONGITUDE	ELEV.*
A	41° 26' 27.60"	90° 30' 01.16"	604.00
B	41° 26' 30.20"	90° 30' 01.08"	604.00
C	41° 26' 37.59"	90° 30' 06.35"	601.00
D	41° 26' 43.35"	90° 29' 55.49"	600.00
E	41° 26' 46.47"	90° 29' 52.28"	594.00
F	41° 26' 38.45"	90° 30' 03.17"	600.00
G	41° 26' 42.35"	90° 29' 59.16"	599.00

* ELEVATION INCLUDES 25' ANTICIPATED MAXIMUM EQUIPMENT HEIGHT

PHASING NOTES (ALL PHASES)

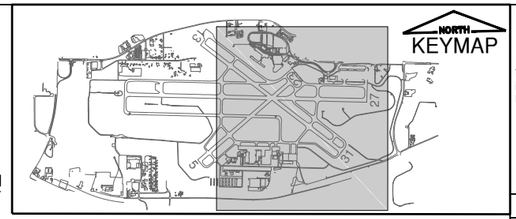
1. ANY TIME THE HAUL ROUTE USES OR CROSSES EXISTING AIRPORT PAVEMENT, THE PAVEMENT SHALL BE SWEPT AND CLEANED AS REQUIRED TO THE SATISFACTION OF THE AIRPORT AND/OR RESIDENT ENGINEER.
2. DAMAGE TO AIRPORT SERVICE ROADS, CONTRACTOR STAGING AREA AND AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
3. ALL CLOSED TAXIWAY SECTIONS SHALL HAVE THE TAXIWAY EDGE LIGHTS AND TAXIWAY GUIDANCE SIGNS REMOVED FROM SERVICE. IF DEACTIVATING THE CIRCUIT IMPACTS AN OPEN TAXIWAY SECTION, THE EDGE LIGHTS AND GUIDANCE SIGNS MAY BE COVERED IN A MANNER THAT PREVENTS VISIBLE LIGHT. ADDITIONALLY, A TEMPORARY JUMPER MAY BE INSTALLED TO REMOVE THE LIGHTS FROM THE ACTIVE CIRCUIT. METHOD OF DEACTIVATION SHALL BE APPROVED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. CONTRACTOR SHALL INSTALL TAXIWAY CLOSURE MARKERS AND REMOVE TAXIWAY LEAD-IN LINES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER. TO MINIMIZE IMPACT TO THE AIRPORT THIS WORK SHALL BE EXPEDITED AND COORDINATED TO BE COMPLETED WITHIN THE SAME CALENDAR DAY. SEE SEQUENCE OF CONSTRUCTION DETAILS SHEET FOR TAXIWAY CLOSURE MARKER DETAILS AND NOTES.
5. CONTRACTOR SHALL INSTALL AND MAINTAIN RUNWAY CLOSURE MARKERS AT BOTH ENDS OF THE RUNWAY WHEN THE RUNWAY IS CLOSED. SEE SEQUENCE OF CONSTRUCTION DETAILS SHEET FOR RUNWAY CLOSURE MARKER DETAILS AND NOTES.
6. CONSTRUCTION ACTIVITIES WILL REQUIRE THE CLOSURE OF VARIOUS AIRFIELD PAVEMENTS THROUGHOUT THE DURATION OF THE PROJECT. ALL PAVEMENT CLOSURES SHALL BE COORDINATED WITH THE AIRPORT AND/OR RESIDENT ENGINEER A MINIMUM OF 72 HOURS PRIOR TO CLOSURE. SEE PHASING SUMMARY TABLE LOCATED ON SEQUENCE OF CONSTRUCTION DETAILS SHEET FOR DETAILED PAVEMENT CLOSURE INFORMATION.
7. THE LOCATION OF THE BARRICADES SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. SHOULD THE PHASING REQUIRE THE BARRICADES TO BE REPOSITIONED THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

PHASE A: SUGGESTED SEQUENCE OF CONSTRUCTION

- PLACE RUNWAY CLOSED MARKERS ON BOTH ENDS OF RUNWAY 13/31 AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER.
- REMOVE TAXIWAY LEAD-IN MARKINGS.
- INSTALL EROSION CONTROL MEASURES AS REQUIRED.
- REMOVE EXISTING PAVEMENT BY MILLING AND PREPARE EXISTING AGGREGATE BASE COURSE.
- CONSTRUCT PCC PAVEMENT.
- INSTALL NEW ELECTRICAL.
- GRADE SHOULDERS, TOPSOIL, SEED AND MULCH
- PLACE PAVEMENT MARKINGS, INCLUDING TAXIWAY CLOSURE MARKERS.
- CLEAN PAVEMENTS, REMOVE EROSION CONTROL MEASURES WITHIN THE RUNWAY SAFETY AREA, REMOVE RUNWAY CLOSURE MARKERS, REMOVE BARRICADES WITHIN SAFETY AREA OF RUNWAY AND REOPEN RUNWAY 13/31.

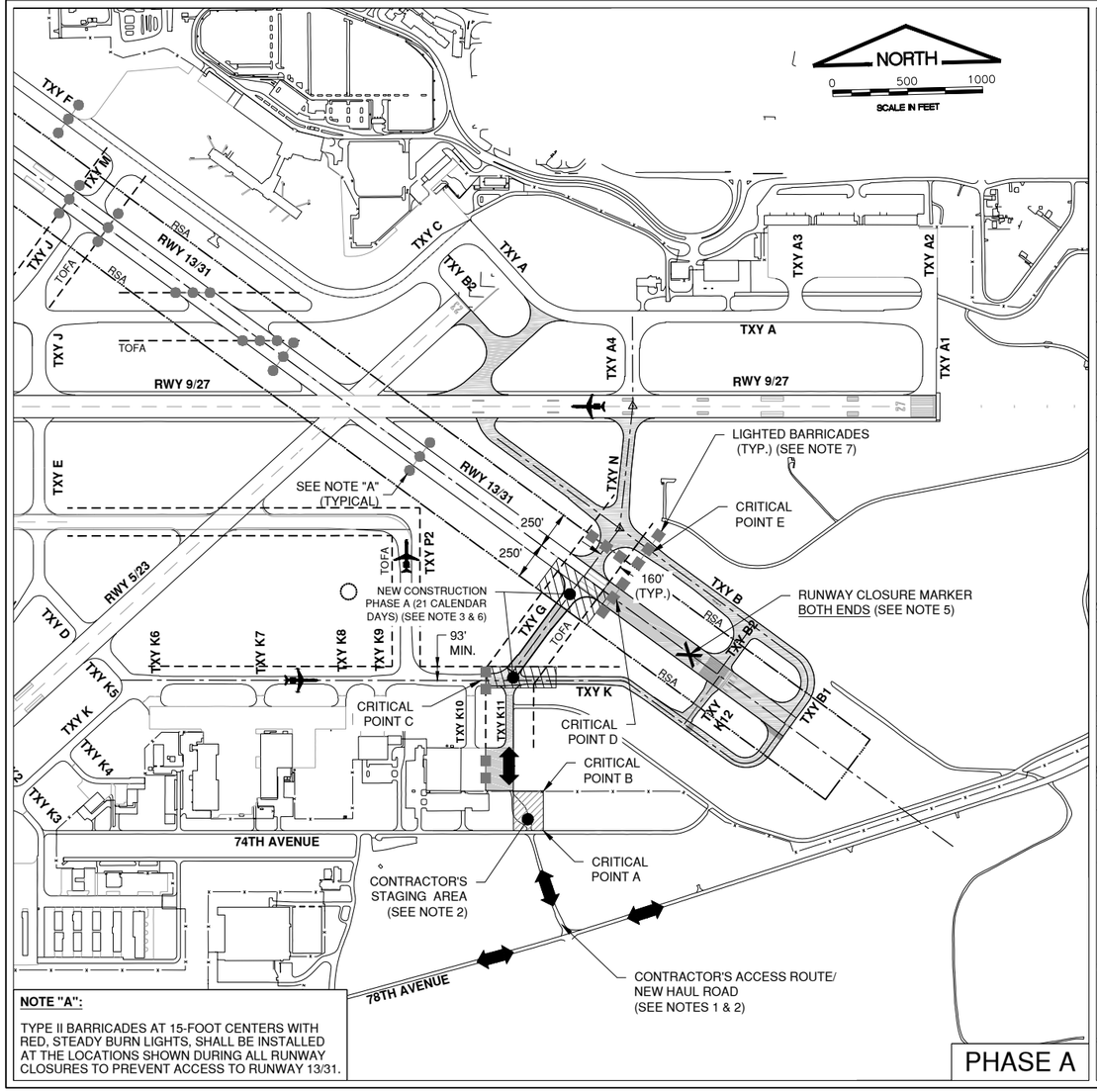
PHASE B: SUGGESTED SEQUENCE OF CONSTRUCTION

- MARK SAFETY AREAS (R.S.A. AND T.O.F.A.) WITH LATH AND RIBBON AND PLACE BARRICADES AS SHOWN OR DIRECTED BY THE RESIDENT ENGINEER. A FLAGMAN SHALL BE REQUIRED THROUGHOUT THIS PHASE AS SHOWN.
- REMOVE EXISTING PAVEMENT BY MILLING AND PREPARE EXISTING AGGREGATE BASE COURSE.
- CONSTRUCT PCC PAVEMENT.
- INSTALL NEW ELECTRICAL.
- GRADE SHOULDERS, TOPSOIL, SEED AND MULCH.
- PLACE PAVEMENT MARKINGS.
- CLEAN PAVEMENTS, REMOVE EROSION CONTROL MEASURES, REMOVE TAXIWAY CLOSURE MARKERS, REMOVE BARRICADES, REMOVE HAUL ROAD AND REOPEN ALL TAXIWAYS.



LEGEND

- CLOSED AIRFIELD PAVEMENTS
- CONSTRUCTION WORK AREA PHASE A
- CONSTRUCTION WORK AREA PHASE B
- CONTRACTOR'S CONSTRUCTION ACCESS / HAUL ROUTE
- RUNWAY CLOSURE MARKER
- LIGHTED BARRICADES
- RUNWAY SAFETY AREA (R.S.A.)
- TAXIWAY OBJECT FREE AREA (T.O.F.A.)
- AIRCRAFT MOVEMENT AREAS
- TAXIWAY CLOSURE MARKER
- IDOT TYPE II BARRICADES



NOTE "A":

TYPE II BARRICADES AT 15-FOOT CENTERS WITH RED, STEADY BURN LIGHTS, SHALL BE INSTALLED AT THE LOCATIONS SHOWN DURING ALL RUNWAY CLOSURES TO PREVENT ACCESS TO RUNWAY 13/31.

K:\MolineAp\15014-05_Rehabilitate_Taxiway_M\Draw\Sheets
FILE: 05 SEQUENCE 1.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:51 AM
Taxiway K Base
MLI Alignments
PROP-GEOMETRY

QU023

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

SEQUENCE OF CONSTRUCTION

License No. 184-000613

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

MLI-4532
3-17-0068-XX

SHEET 05 OF 31 SHEETS

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2F, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING SAFETY REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL SUBMIT THE SPCD FOR APPROVAL.
6. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
7. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE RESIDENT ENGINEER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT.
8. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ONSITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE AIRPORT. PAYMENT FOR DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
10. PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
11. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT DIRECTOR OF AVIATION OR HIS/HER DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD CIRCUITS IMPACTED BY CONSTRUCTION ACTIVITY.
5. CONTRACTOR SHALL PLAN HIS/HER WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORT AND SPECIAL PROVISIONS SECTION 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT:
   - **CONSTRUCT TAXIWAY K12**
   - **REHABILITATE TAXIWAY H2**
   - **CONSTRUCT NORTHWEST SERVICE ROAD - PHASE 1**

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 55 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.
4. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE EXISTING GATE SHOWN. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLES ACCESS AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO CITY OF MOLINE AND IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.
3. CERTAIN CONTRACTOR EMPLOYEES SHALL OBTAIN AN AIRPORT IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET CERTAIN BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTAIN CERTIFICATION ABOUT EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING COSTS. ALL COSTS ASSOCIATED WITH OBTAINING THE IDENTIFICATION BADGE SHALL BE BORNE BY THE CONTRACTOR.
4. ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIRFIELD OPERATION AREA (AOA) SHALL ALSO ATTEND AND PASS THE AIRPORT DRIVERS TRAINING PROGRAM. PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON THE AIRPORT WITHOUT AN ESCORT. ALL COST ASSOCIATED WITH THE DRIVERS TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
6. THE CONTRACTOR'S STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN AND CONSTRUCTION PHASING PLAN.
7. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
8. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
9. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
10. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN AND RADIOS.
11. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS, STORAGE AREAS AND/OR STAGING AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
12. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
13. THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
3. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
5. CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.

AIRPORT OPERATOR	
BRUCE CARTER - DIRECTOR OF AVIATION	(309) 757-1732
KEN CARLEY - ASSISTANT DIRECTOR OF AVIATION	(309) 757-1754
ENGINEER	
CMT - RESIDENT ENGINEER	(217) 787-8050

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. SEE SECTION 70-17 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.
3. SHOULD A UTILITY COMPANY OR GOVEMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.
2. THE GATE SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT DIRECTOR OF AVIATION. SHOULD THE CONTRACTOR'S OPERATIONS REQUIRE THE GATE TO REMAIN OPEN TO PROVIDE ACCESS TO HAULING OPERATIONS, A COMPETENT GATE GUARD SHALL BE REQUIRED TO CONTROL ACCESS TO THE AIRFIELD. A $1,000 FINE SHALL BE ASSESSED FOR ANY OCCURRENCE OF AN UNSECURE GATE THAT IS THE CONTRACTOR'S RESPONSIBILITY. AN UNSECURED GATE SHALL BE DEFINED AS ANY GATE THAT IS NOT WITHIN THE SIGHT AND PHYSICAL CONTROL OF THE CONTRACTOR'S GUARD. IN THE EVENT THAT THE GATE MAY NOT BE SECURED, THE CONTRACTOR WILL BE CHARGED FOR AIRPORT PERSONNEL TO REMAIN AT THE GATE UNTIL SECURED.

12. PENALTIES (CONT.)

3. THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AN AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF AVIATION, MAY BE FINED $10,000.00 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. RUNWAY OR TAXIWAY CLOSURES ARE AS DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN FOR THIS PROJECT. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2F.

15. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND CONSTRUCTION SETBACK LINES ITEMS AS SHOWN PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, REPOSITION, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.
5. ACCESS TO ACTIVE RUNWAY AND TAXIWAY PAVEMENTS (TOWER CONTROLLED AREAS) SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON TYPE II BARRICADES (2 EACH, RIGHT AND LEFT). IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "TOWER CONTROL AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE".

16. PROTECTION

1. CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS AND THE RUNWAY SAFETY AREA (RSA) OF ACTIVE RUNWAYS.

17. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS (I.E. AIRSHOW). SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT.
3. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS.
4. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.
5. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.
6. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

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UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:51 AM

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REVISIONS

NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

SEQUENCE OF CONSTRUCTION GENERAL NOTES

CMT

License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

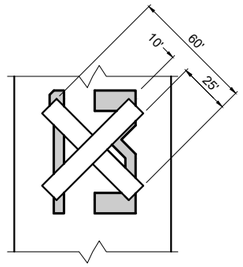
DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

MLI-4532
3-17-0068-XX

SHEET 06 OF 31 SHEETS

LIGHTED RUNWAY CLOSURE MARKERS NOTES

1. THE AIRPORT SHALL FURNISH TWO PORTABLE, LIGHTED RUNWAY CLOSURE MARKERS FOR THE DURATION OF THE PROJECT. IF LIGHTED RUNWAY CLOSURE MARKERS ARE NOT AVAILABLE, THE CONTRACTOR SHALL REFER TO THE "CLOSED RUNWAY MARKER DETAIL" ON THIS SHEET.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING, INSTALLING, MAINTAINING, REFUELING, REPOSITIONING AND REMOVING THE LIGHTED RUNWAY CLOSURE MARKERS AS SHOWN IN THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
3. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS. WHEN CONSTRUCTION OPERATIONS CONFLICT, THE CLOSURE MARKERS SHALL BE MOVED TO AN ALTERNATE LOCATION AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. IT WILL BE NECESSARY TO CLOSE RUNWAY 13/31 TO AIR TRAFFIC FOR THE DURATION OF PHASE A CONSTRUCTION. THE CONTRACTOR SHALL MARK RUNWAY 13/31 CLOSED BY PLACING LIGHTED RUNWAY CLOSURE MARKER AT THE LOCATION DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER AND AIRPORT. THE LIGHTED RUNWAY CLOSURE MARKERS ARE REQUIRED TO BE IN OPERATION ANYTIME THE RUNWAY IS CLOSED.
5. UPON COMPLETION OF THE PROJECT, THE MARKERS SHALL BE RETURNED TO THE AIRPORT IN GOOD CONDITION.
6. ALL COST ASSOCIATED WITH THE LIGHTED RUNWAY CLOSURE MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



CLOSED RUNWAY MARKER DETAIL

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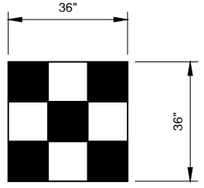
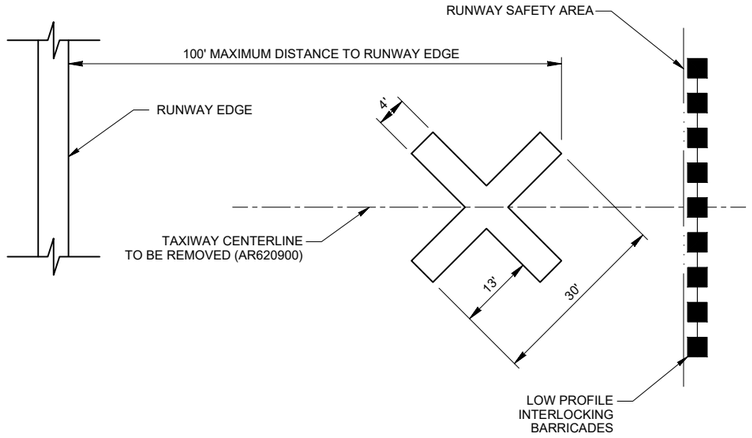
RUNWAY CLOSURE MARKERS NOTES

1. THE CONTRACTOR SHALL USE THE LIGHTED RUNWAY CLOSURE MARKERS PROVIDED BY THE AIRPORT. IF THE LIGHTED RUNWAY CLOSURE MARKERS ARE NOT AVAILABLE, THE CONTRACTOR WILL BE REQUIRED TO INSTALL RUNWAY CLOSURE MARKERS AS DETAILED ABOVE.
2. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
3. MARKERS SHALL BE A MATERIAL APPROVED BY THE ENGINEER AND THE AIRPORT.
4. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
6. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. IT WILL BE NECESSARY TO CLOSE RUNWAY 13/31 TO AIR TRAFFIC FOR THE DURATION OF PHASE A CONSTRUCTION. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET OR AS DIRECTED BY THE ENGINEER AND AIRPORT. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

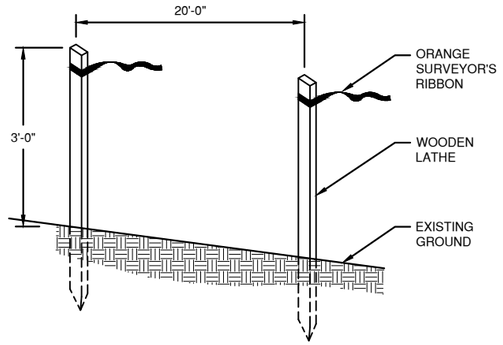


TYPICAL TAXIWAY CLOSURE MARKER DETAIL

NOT TO SCALE

TAXIWAY CLOSURE MARKER NOTES

1. THE TAXIWAY CLOSURE MARKER CAN BE PAINTED WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING, OR CAN BE ANOTHER MATERIAL THAT DOES NOT VIOLATE THE OFA CRITERIA AND IS APPROVED BY THE ENGINEER AND THE AIRPORT.
2. THE TAXIWAY CLOSURE MARKER SHALL BE YELLOW AND ADEQUATELY SECURED TO WITHSTAND JET BLAST OF 100 MPH.
3. THE MARKER SHALL BE PLACED OVER THE TAXIWAY CENTERLINE.
4. THE TAXIWAY LEAD-IN LINES AND CENTERLINE WITHIN THE RUNWAY SAFETY AREA (R.S.A.) SHALL BE REMOVED. THE REMOVAL OF THESE MARKINGS WILL BE PAID FOR PER PAY ITEM "AR620900 PAVEMENT MARKING REMOVAL."
5. THE INSTALLATION AND REMOVAL OF THE TAXIWAY CLOSURE MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

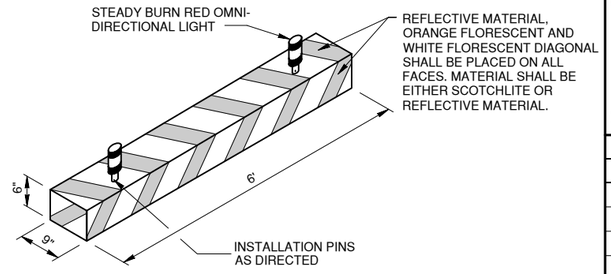


CONSTRUCTION SETBACK LINE DETAIL

NOT TO SCALE

CONSTRUCTION SETBACK NOTES

1. CONTRACTOR SHALL MARKER THE RUNWAY SAFETY AREA PER THE CONSTRUCTION SETBACK DETAIL AS DIRECTED BY THE RESIDENT ENGINEER.
2. ALL COST ASSOCIATED WITH THE CONSTRUCTION SETBACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



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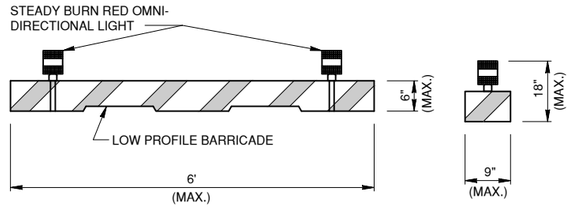

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INTERLOCKING LOW PROFILE BARRICADE DETAILS

NOT TO SCALE

INTERLOCKING LOW PROFILE BARRICADE NOTES

1 . LOW PROFILE BARRICADES SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE BARRICADES SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES.

2. BARRICADES SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY JET OR PROP BLAST.

2. THE BARRICADE LINE SHALL EXTEND ONE BARRICADE PAST THE EDGE OF PAVEMENT INTO THE TURF.

4. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.

5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT'S COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.

6. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

PHASING SUMMARY

PHASE / CALENDAR DAYS	WORK AREA	AIRPORT OPERATIONAL RESTRICTIONS
PHASE A / 21 CALENDAR DAYS	WORK INSIDE RUNWAY 13/31 SAFETY AREA AND WORK INSIDE TAXIWAY K OBJECT FREE AREA.	• RUNWAY 13/31 CLOSED. • TAXIWAY B SOUTH OF TAXIWAY N CLOSED. • TAXIWAY CONNECTORS B1 AND B2 CLOSED. • TAXIWAY K EAST OF TAXIWAY CONNECTOR K10 CLOSED. • TAXIWAY CONNECTORS K11 AND K12 CLOSED. • TAXIWAY N SOUTH OF RUNWAY 9/27 CLOSED. • TAXIWAY G CLOSED.
PHASE B / 34 CALENDAR DAYS	WORK OUTSIDE RUNWAY 13/31 SAFETY AREA AND WORK OUTSIDE TAXIWAY K OBJECT FREE AREA.	• TAXIWAY G CLOSED. • TAXIWAY CONNECTOR K11 CLOSED.
55 CALENDAR DAYS	AT THE CONTRACTOR'S OPTION, PHASE B SHALL BE ALLOWED TO BE CONCURRENT WITH PHASE A, PROVIDED RUNWAY 13/31 IS CLOSED FOR NO MORE THAN 21 CALENDAR DAYS.	

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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

SEQUENCE OF CONSTRUCTION DETAILS

CMT

License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

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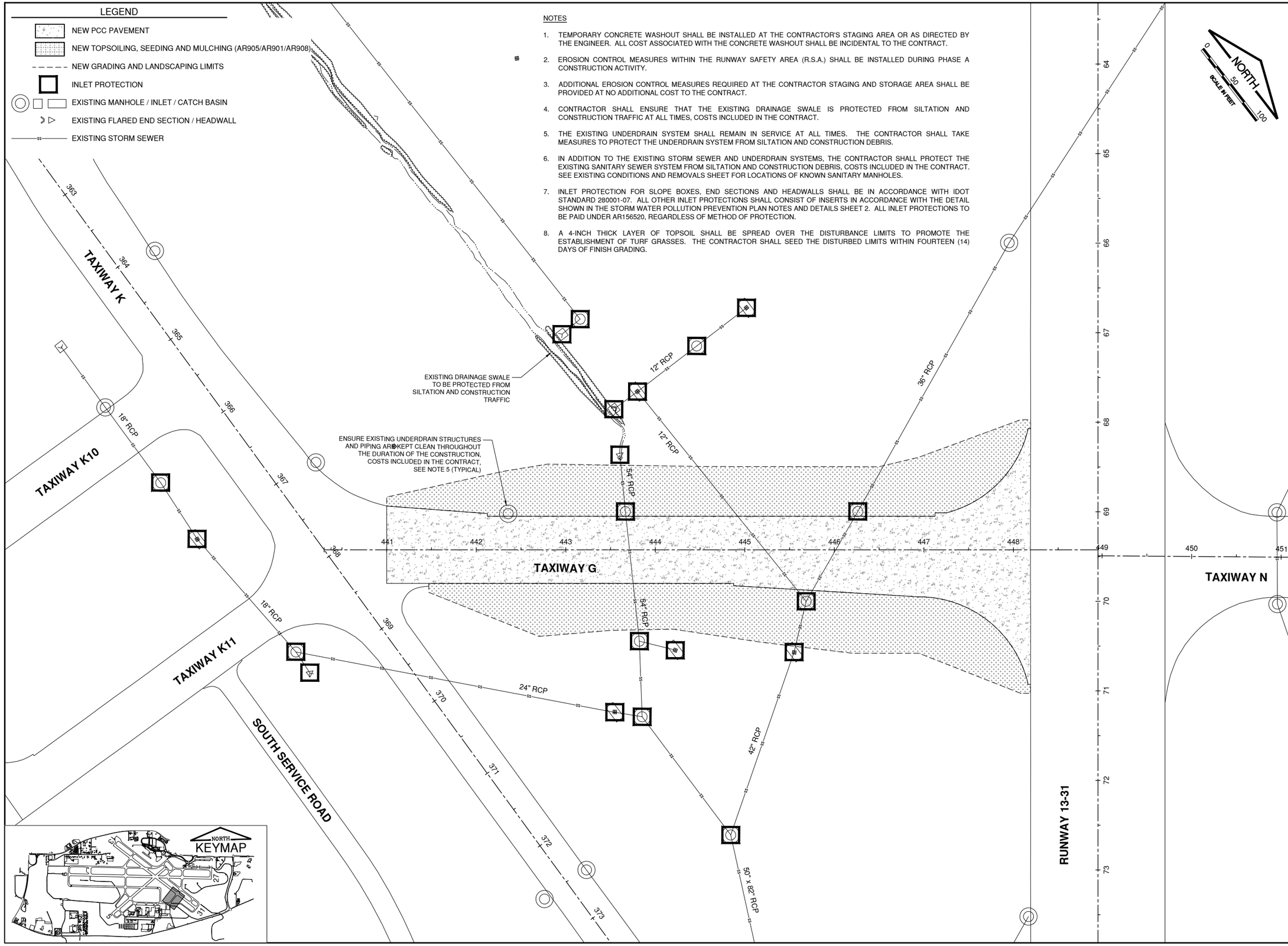
SHEET 07 OF 31 SHEETS

LEGEND

- NEW PCC PAVEMENT
- NEW TOPSOILING, SEEDING AND MULCHING (AR905/AR901/AR908)
- NEW GRADING AND LANDSCAPING LIMITS
- INLET PROTECTION
- EXISTING MANHOLE / INLET / CATCH BASIN
- EXISTING FLARED END SECTION / HEADWALL
- EXISTING STORM SEWER

NOTES

1. TEMPORARY CONCRETE WASHOUT SHALL BE INSTALLED AT THE CONTRACTOR'S STAGING AREA OR AS DIRECTED BY THE ENGINEER. ALL COST ASSOCIATED WITH THE CONCRETE WASHOUT SHALL BE INCIDENTAL TO THE CONTRACT.
2. EROSION CONTROL MEASURES WITHIN THE RUNWAY SAFETY AREA (R.S.A.) SHALL BE INSTALLED DURING PHASE A CONSTRUCTION ACTIVITY.
3. ADDITIONAL EROSION CONTROL MEASURES REQUIRED AT THE CONTRACTOR STAGING AND STORAGE AREA SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.
4. CONTRACTOR SHALL ENSURE THAT THE EXISTING DRAINAGE SWALE IS PROTECTED FROM SILTATION AND CONSTRUCTION TRAFFIC AT ALL TIMES, COSTS INCLUDED IN THE CONTRACT.
5. THE EXISTING UNDERDRAIN SYSTEM SHALL REMAIN IN SERVICE AT ALL TIMES. THE CONTRACTOR SHALL TAKE MEASURES TO PROTECT THE UNDERDRAIN SYSTEM FROM SILTATION AND CONSTRUCTION DEBRIS.
6. IN ADDITION TO THE EXISTING STORM SEWER AND UNDERDRAIN SYSTEMS, THE CONTRACTOR SHALL PROTECT THE EXISTING SANITARY SEWER SYSTEM FROM SILTATION AND CONSTRUCTION DEBRIS, COSTS INCLUDED IN THE CONTRACT. SEE EXISTING CONDITIONS AND REMOVALS SHEET FOR LOCATIONS OF KNOWN SANITARY MANHOLES.
7. INLET PROTECTION FOR SLOPE BOXES, END SECTIONS AND HEADWALLS SHALL BE IN ACCORDANCE WITH IDOT STANDARD 280001-07. ALL OTHER INLET PROTECTIONS SHALL CONSIST OF INSERTS IN ACCORDANCE WITH THE DETAIL SHOWN IN THE STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEET 2. ALL INLET PROTECTIONS TO BE PAID UNDER AR156520, REGARDLESS OF METHOD OF PROTECTION.
8. A 4-INCH THICK LAYER OF TOPSOIL SHALL BE SPREAD OVER THE DISTURBANCE LIMITS TO PROMOTE THE ESTABLISHMENT OF TURF GRASSES. THE CONTRACTOR SHALL SEED THE DISTURBED LIMITS WITHIN FOURTEEN (14) DAYS OF FINISH GRADING.



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FILE: 08 SWPPP.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:52 AM
Taxiway G Rehab Base
MLI Alignments
PROP-GEOMETRY

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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

STORMWATER POLLUTION PREVENTION PLAN

CMT

License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

MLI-4532
3-17-0068-XX

SHEET 08 OF 31 SHEETS

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

SITE DESCRIPTION

THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THIS PROJECT CONSISTS OF THE RECONSTRUCTION OF TAXIWAY G AT THE QUAD CITY INTERNATIONAL AIRPORT. THE PROJECT INCLUDES PAVEMENT REMOVAL, TOPSOIL PLACEMENT FOR SHOULDER ADJUSTMENT, PAVEMENT CONSTRUCTION, ELECTRICAL, LANDSCAPING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS EXCAVATION AND GRADING:

1. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER SILT FENCE AND INLET PROTECTION.
2. PAVEMENT REMOVAL WILL BE COMPLETED WITHIN THE PROJECT LIMITS.
3. PAVEMENT CONSTRUCTION.
4. SHOULDER ADJUSTMENT AND OTHER MISCELLANEOUS ITEMS.
5. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.
6. REMOVAL OF TEMPORARY EROSION CONTROL / PROTECTION FACILITIES.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 4.05 ACRES OF WHICH 2.0 ACRES WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES. THE REMAINDER AREA IS PAVEMENT REMOVAL AND REPLACEMENT.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.

2. PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

THE CONSTRUCTION SITE DRAINS INTO THE ROCK RIVER VIA OVERLAND FLOW AND THROUGH A STORM SEWER SYSTEM.

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE SEEDING AND MULCHING AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS POSSIBLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

2. AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTION AND PERIMETER SILT FENCE SHALL BE INSTALLED AS CALLED OUT IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

3. THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

1. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.

3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.

C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.

D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

4. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

5. THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD.

6. SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

7. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

ALLOWABLE NON-STORM WATER DISCHARGES:

1. DISCHARGES FROM FIRE-FIGHTING ACTIVITIES;
2. FIRE HYDRANT FLUSHINGS;
3. WATER USED TO CONTROL DUST;
4. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHINGS;
5. UNCONTAMINATED GROUND WATER OR SPRING WATER;
6. UNCONTAMINATED EXCAVATION DEWATERING;
7. LANDSCAPE IRRIGATION;

RUNOFF COEFFICIENT AFTER CONSTRUCTION = 0.90

MAINTENANCE:
WHEN REQUESTED BY THE CONTRACTOR, THE RESIDENT ENGINEER WILL PROVIDE GENERAL MAINTENANCE GUIDES TO THE CONTRACTOR FOR THE PRACTICES ASSOCIATED WITH THIS PROJECT. THE FOLLOWING ADDITIONAL PROCEDURES WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ATTAIN MAINTENANCE GUIDELINES FOR ANY MANUFACTURED BMPS WHICH ARE TO BE INSTALLED AND MAINTAINED PER MANUFACTURE'S SPECIFICATIONS.

1. SEEDING - WHERE TEMPORARY CESSATION OF THE EARTH DISTURBING ACTIVITIES OCCURS, STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY IF WORK WILL NOT RESUME FOR A PERIOD EXCEEDING 14 DAYS.

2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCE KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.

3. DITCH CHECK - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE DITCH CHECK IS IN JEOPARDY. ANY DITCH CHECKS WHICH FAILS WILL BE REPAIRED OR REPLACED IMMEDIATELY.

4. INLET PROTECTION/FILTERS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE INLET PROTECTION IS IN JEOPARDY. ANY INLET PROTECTION FILTERS WHICH FAILS WILL BE REPLACED IMMEDIATELY.

INSPECTIONS:
QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT YET BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES AND EQUIPMENT ENTER AND EXIT THE SITE USING IDOT STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (BC 2259). SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL.

INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY INSPECTIONS WILL RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS 0.5 OR GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOWMELT OCCURS.IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL NOTIFY THE APPROPRIATE IEPA FIELD OPERATIONS SECTION OFFICE BY EMAIL AT: EPA.SWNONCOMP@ILLINOIS.GOV, TELEPHONE OR FAX WITHIN TWENTY-FOUR (24) HOURS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL THEN COMPLETE AND SUBMIT AN INCIDENCE OF NON-COMPLIANCE (ION) REPORT FOR THE IDENTIFIED VIOLATION WITHIN FIVE (5) DAYS OF THE INCIDENT. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY IEPA AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NON-COMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE PERMIT ILR10.THE INCIDENCE OF NON-COMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276ADDITIONAL INSPECTIONS REQUIRED:

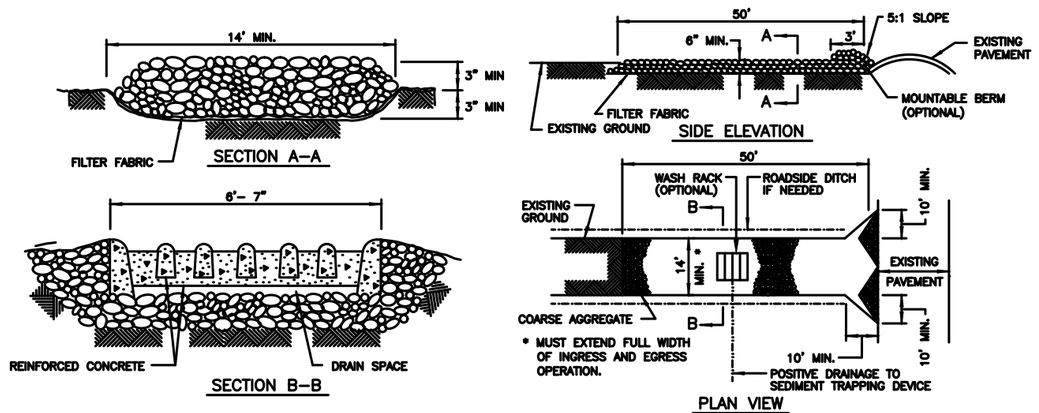
DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.



STABILIZED CONSTRUCTION ENTRANCE
FROM NRCS STANDARD DRAWING NO. IL–630

STABILIZED CONSTRUCTION ENTRANCE NOTES

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED UNDER SECTION 1080.03, OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4. COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS AND SHALL BE INCIDENTAL TO THE CONTRACT.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE, AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. IF WASH RACKS ARE USED THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.
7. THE STABILIZED CONSTRUCTION ENTRANCE AND ITS CONTINUAL MAINTENANCE SHALL BE INCIDENTAL TO THE CONTRACT.

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FILE: 09 SWPPP NOTES 1.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:52 AM

QU023

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEET 1

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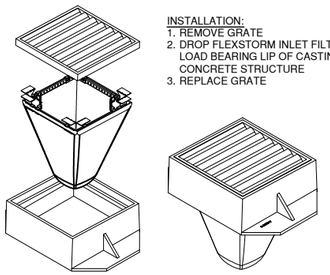
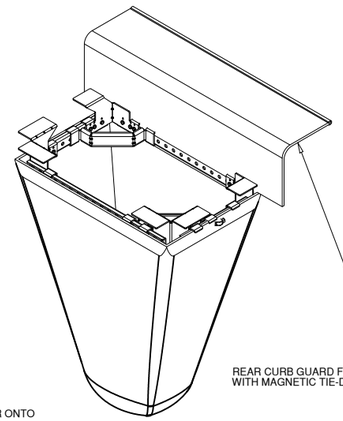
SHEET 09 OF 31 SHEETS

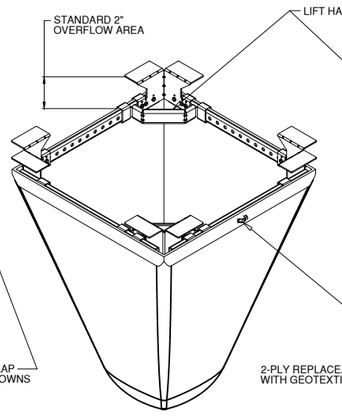
IPP *FLe* Xstorm Inlet Filter Specifications			
Material Property	*Test Method*	*Value (min ave)*	
> Inner Filter Bag Specs (2 ft³ min vol)		**Non-Woven**	**Woven Mono**
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)	40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0/sec	2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel; 11 Guage; Zinc Plated	ASTM A 576	*Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi*	



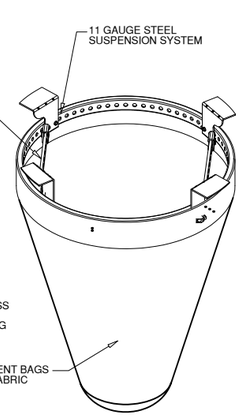
INSTALLATION:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE



TYPICAL CURB BOX INLET FILTER



TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER

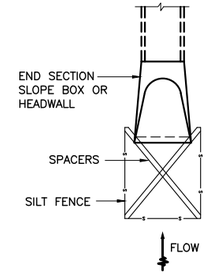


TYPICAL ROUND INLET FILTER

INLET PROTECTION / SEDIMENT TRAP

NOT TO SCALE

1. STORM SEWER INLET PROTECTION SHALL BE FLEXSTORM INLET FILTERS AS DETAILED HEREIN OR APPROVED EQUAL
2. ONLY THOSE INLET PROTECTIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE PAID UNDER AR156520, INLET PROTECTION. INLET PROTECTIONS REQUIRED DUE TO CONTRACTOR REQUIREMENTS AT THE STAGING AREA SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



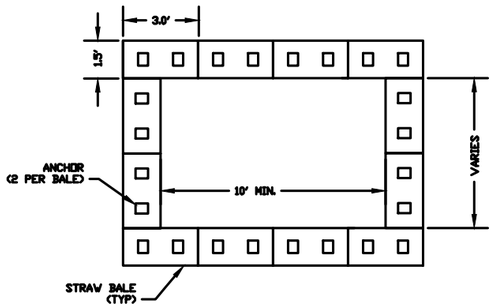
INLET PROTECTION AT END SECTION, SLOPE BOXES AND HEADWALLS

NOT TO SCALE
IDOT STANDARD 280001-07

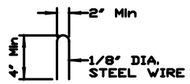
INLET PROTECTION / SEDIMENT TRAP

NOT TO SCALE

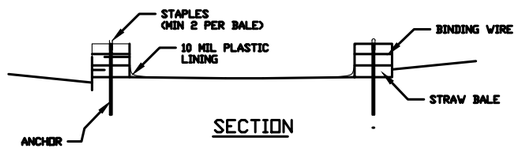
STORM SEWER INLET PROTECTION SHALL BE FLEXSTORM INLET FILTERS AS DETAILED HEREIN OR APPROVED EQUAL



PLAN



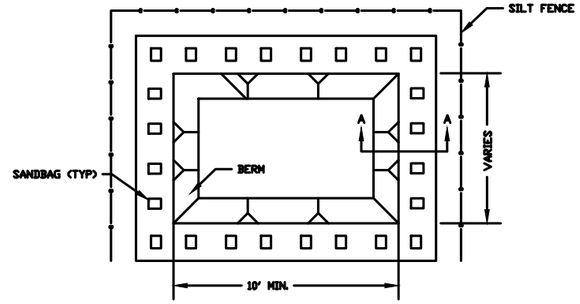
STAPLE DETAIL



SECTION

ABOVE GROUND TEMPORARY WASHOUT

NOTES:
1. CONTRACTOR SHALL DETERMINE LOCATION AND SIZE OF WASHOUT.
2. WASHOUT SIZE AND LOCATION SHALL BE APPROVED BY THE ENGINEER.
3. A CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 20 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY. AT A MINIMUM, THE SIGN SHALL READ "CONCRETE WASHOUT" IN 6" TALL LETTERS.
4. INSPECTION SHALL OCCUR ONCE PER WEEK AND DAILY DURING CONCRETE OPERATIONS. REPAIR/REPLACEMENT OF THE FACILITY SHALL BE MADE SUCH THAT CONCRETE WASTE IS CONTAINED.
5. MEDIA SHALL BE REMOVED AND DISPOSED OF AT A LEGAL OFF-SITE LOCATION WHEN THE FACILITY HAS REACHED 50% CAPACITY.
6. UPON COMPLETION OF CONCRETE OPERATIONS, THE CONCRETE WASHOUT AND ALL MATERIALS CONTAINED WITHIN SHALL BE DISPOSED OF AT A LEGAL OFF-SITE LOCATION.



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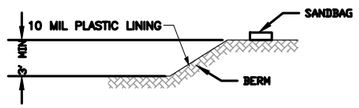
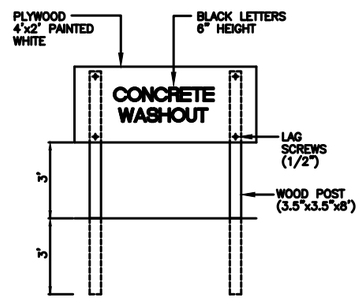


SECTION A-A

BELOW GROUND TEMPORARY WASHOUT

NOTES:
1. CONTRACTOR SHALL DETERMINE LOCATION AND SIZE OF WASHOUT.
2. WASHOUT SIZE AND LOCATION SHALL BE APPROVED BY THE ENGINEER.
3. SANDBAGS SHALL BE INSTALLED TO ANCHOR THE LINING. THE NUMBER OF SANDBAGS SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL ADD SANDBAGS SO AS TO MAINTAIN ANCHORING OF THE LINING.
4. A CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 20 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY. AT A MINIMUM, THE SIGN SHALL READ "CONCRETE WASHOUT" IN 6" TALL LETTERS.
5. THE TEMPORARY WASHOUT FACILITY SHALL BE SURROUNDED BY SILT FENCE ON ALL SIDES.
6. INSPECTION SHALL OCCUR ONCE PER WEEK AND DAILY DURING CONCRETE OPERATIONS. REPAIR/REPLACEMENT OF THE FACILITY SHALL BE MADE SUCH THAT CONCRETE WASTE IS CONTAINED.
7. MEDIA SHALL BE REMOVED AND DISPOSED OF AT A LEGAL OFF-SITE LOCATION WHEN THE FACILITY HAS REACHED 50% CAPACITY.
8. UPON COMPLETION OF CONCRETE OPERATIONS, THE CONCRETE WASHOUT AND ALL MATERIALS CONTAINED WITHIN SHALL BE DISPOSED OF AT A LEGAL OFF-SITE LOCATION.



CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)

CONCRETE WASHOUT (INCIDENTAL TO CONTRACT)

NOT TO SCALE

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FILE: 10 SWPPP NOTES 2.dwg
UPDATE BY: Sean Smith
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NOTES AND DETAILS SHEET 2

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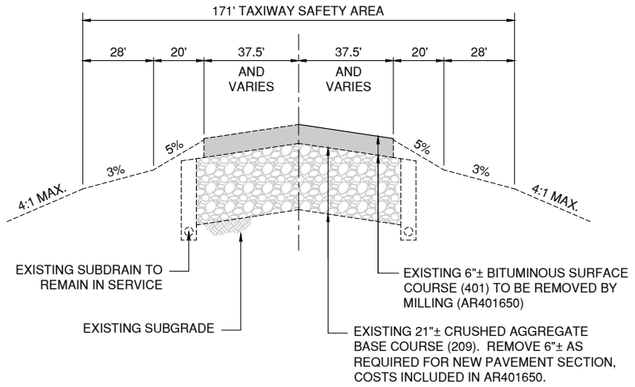
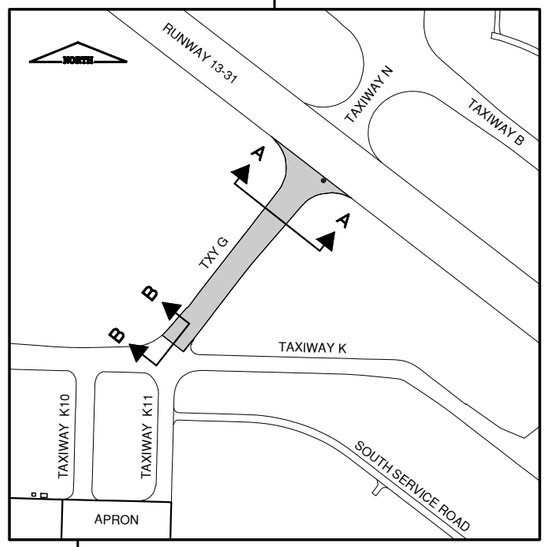
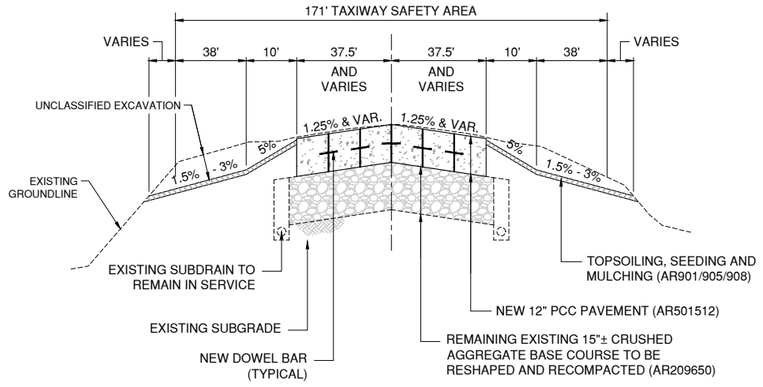
SHEET 10 OF 31 SHEETS



TYPICAL SECTION A-A
EXISTING TAXIWAY G

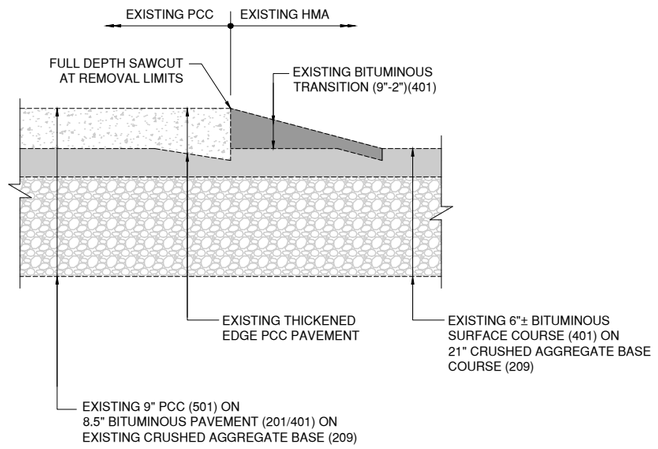
NOT TO SCALE





TYPICAL SECTION A-A
PROPOSED TAXIWAY G

NOT TO SCALE



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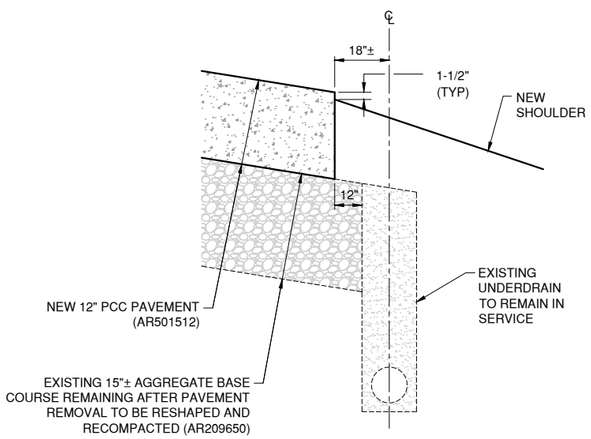
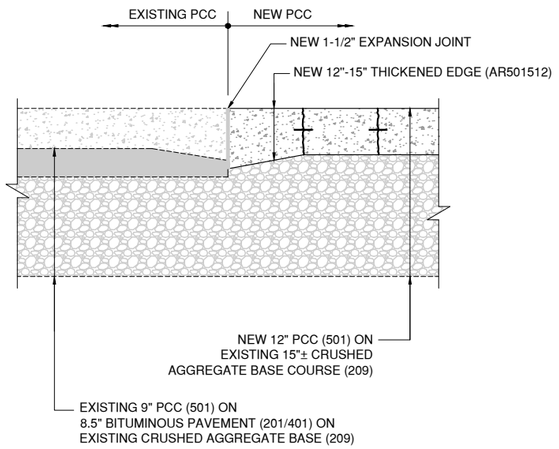
EXISTING TAXIWAY G AT TAXIWAY K

NOT TO SCALE



EDGE OF P.C.C. PAVEMENT DETAIL

NOT TO SCALE



TYPICAL SECTION B-B
PROPOSED TAXIWAY G AT TAXIWAY K

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QU023

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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

TYPICAL SECTIONS

CMT

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SHEET 11 OF 31 SHEETS

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION, AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

REMOVALS LEGEND

	REMOVE BITUMINOUS PAVEMENT AND PARTIAL DEPTH AGGREGATE BASE COURSE BY MILLING (AR401650) (SEE NOTES 1 AND 2)
R	ITEM TO BE REMOVED
REL	ITEM TO BE RELOCATED
P	ITEM TO BE PROTECTED

EXISTING FEATURES LEGEND

- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING IN-PAVEMENT RUNWAY LIGHT
- EXISTING WINDCONE
- EXISTING TAXI GUIDANCE SIGN
- EXISTING SPLICE CAN
- EXISTING RUNWAY GUARD LIGHT
- EXISTING UNDERDRAIN COLLECTION STRUCTURE
- EXISTING STORM DRAIN/INLET/MANHOLE
- EXISTING STORM SEWER (SS)
- EXISTING ELECTRICAL DUCT
- EXISTING RUNWAY 13/31 CIRCUIT
- EXISTING TAXIWAY CIRCUIT
- EXISTING RGL CIRCUIT (RGL)
- EXISTING VASI CIRCUIT (VASI)

NOTES

1. ALL BITUMINOUS PAVEMENT REMOVAL TO BE BY MILLING, PAID UNDER AR401650, BITUMINOUS PAVEMENT MILLING. MILLINGS TO BE STOCKPILED AT THE LOCATION SHOWN ON THE SITE PLAN.
2. ALL CRUSHED AGGREGATE BASE COURSE REMOVAL REQUIRED TO CONSTRUCT THE NEW PCC PAVEMENT SHALL BE INCLUDED UNDER ITEM AR401650, BITUMINOUS PAVEMENT MILLING. ADDITIONAL BASE COURSE REMOVAL REQUIRED TO CONSTRUCT ANY THICKENED EDGE PCC PAVEMENT SHALL ALSO BE INCLUDED.
3. EXISTING EDGE LIGHTS AND TAXI GUIDANCE SIGNS TO BE PROTECTED FROM DAMAGE. CONTRACTOR SHALL REMOVE FIXTURES AND PLACE A COVER OVER THE REMAINING BASE CAN TO PREVENT CONSTRUCTION DEBRIS FROM ENTERING THE BASE. FIXTURES SHALL BE REINSTALLED AT THE COMPLETION OF WORK, COSTS INCLUDED IN THE CONTRACT.
4. SEE PLAN AND PROFILE SHEET FOR COORDINATES OF PAVEMENT REMOVAL LIMITS.
5. EXCAVATION ALONG THE PAVEMENT EDGE REQUIRED FOR FORM PLACEMENT OR PAVING EQUIPMENT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. SAWCUT ALONG EDGE OF EXISTING PCC TO PROVIDE GEOMETRY AS SHOWN ON PLAN AND PROFILE SHEET. REMOVAL OF EXISTING PCC PAVEMENT REQUIRED TO PROVIDE THE GEOMETRY OF THE NEW PCC PAVEMENT AT TAXIWAY K SHALL BE CONSIDERED INCLUDED IN ITEM AR401650, BITUMINOUS PAVEMENT MILLING.
7. STRUCTURES COULD NOT BE LOCATED DURING DESIGN SURVEY AND ARE SHOWN FROM AVAILABLE RECORD DRAWINGS.

EXISTING ELECTRICAL SERVICE TO BE PROTECTED

EXISTING DRAINAGE SWALE TO BE PROTECTED

EXISTING SANITARY SEWER TO BE PROTECTED FROM DAMAGE (TYPICAL), APPROXIMATELY 8' DEEP

EXISTING TAXI GUIDANCE SIGNS TO BE PROTECTED FROM DAMAGE (TYPICAL)

REMOVE 7,305 SY 6"± BITUMINOUS PAVEMENT AND 6"± CRUSHED AGGREGATE BASE COURSE, SEE NOTES 1 AND 2

EXISTING UNDERDRAIN AND STRUCTURES TO BE PROTECTED FROM DAMAGE (TYPICAL)

EXISTING STORM SEWER TO BE PROTECTED FROM DAMAGE (TYPICAL)

EXISTING VASI TO BE PROTECTED FROM DAMAGE

EXISTING TAXI GUIDANCE SIGN TO BE RELOCATED ON NEW FOUNDATION

EXISTING BASE MOUNTED TAXIWAY LIGHT TO BE REMOVED AND REPLACED (TYPICAL)

SEE NOTE 7

FULL DEPTH SAWCUT AT REMOVAL LIMITS

FULL DEPTH SAWCUT AT REMOVAL LIMITS, TXY G STA. 441+00.00

REMOVE EXISTING TAXIWAY CENTERLINE MARKINGS FROM TXY K STA. 367+00 TO STA. 369+00, INCLUDING RADIUS ONTO TXY G TO TXY G STA. 441+00

TXY G STA. 440+30.05
TXY K STA. 367+90.92

SEE NOTE 6

37.5'

EXISTING TAXIWAY EDGE LIGHTING CIRCUIT TO BE REPLACED, EXISTING CABLE AND CONDUIT TO BE ABANDONED IN PLACE. EXISTING CONDUIT FOUND TO BE IN CONFLICT WITH THE NEW CABLING SHALL BE REMOVED AT NO ADDITIONAL COST.

SEE NOTE 7

EXISTING RGL FIXTURE TO BE RELOCATED ON NEW FOUNDATION (TYPICAL OF 2)

EXISTING FLUSH MOUNT RUNWAY LIGHT TO BE REMOVED AND REPLACED

EXISTING VASI AND RGL CIRCUITS TO BE PROTECTED FROM DAMAGE

EXISTING RUNWAY 13/31 EDGE LIGHT CIRCUIT TO BE PROTECTED FROM DAMAGE

RWY 13/31 STA. 69+42.45
TXY G STA. 448+94.36

REMOVE EXISTING TAXIWAY CENTERLINE MARKING BETWEEN RUNWAY EDGE MARKINGS. DO NOT DAMAGE AIMING POINT MARKINGS.

REMOVE RUNWAY EDGE MARKING, STA. 67+60 TO STA. 71+30

TAXIWAY K10

TAXIWAY K11

TAXIWAY K (PCC PAVEMENT)

TAXIWAY G (BITUMINOUS PAVEMENT)

TAXIWAY N

RUNWAY 13-31 (PCC PAVEMENT)

SOUTH SERVICE ROAD

NORTH
SCALE IN FEET
0 50 100

KEYMAP

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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

EXISTING CONDITIONS AND REMOVALS

CMT
License No. 184-000613

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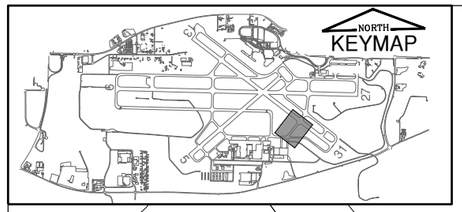
SHEET 12 OF 31 SHEETS

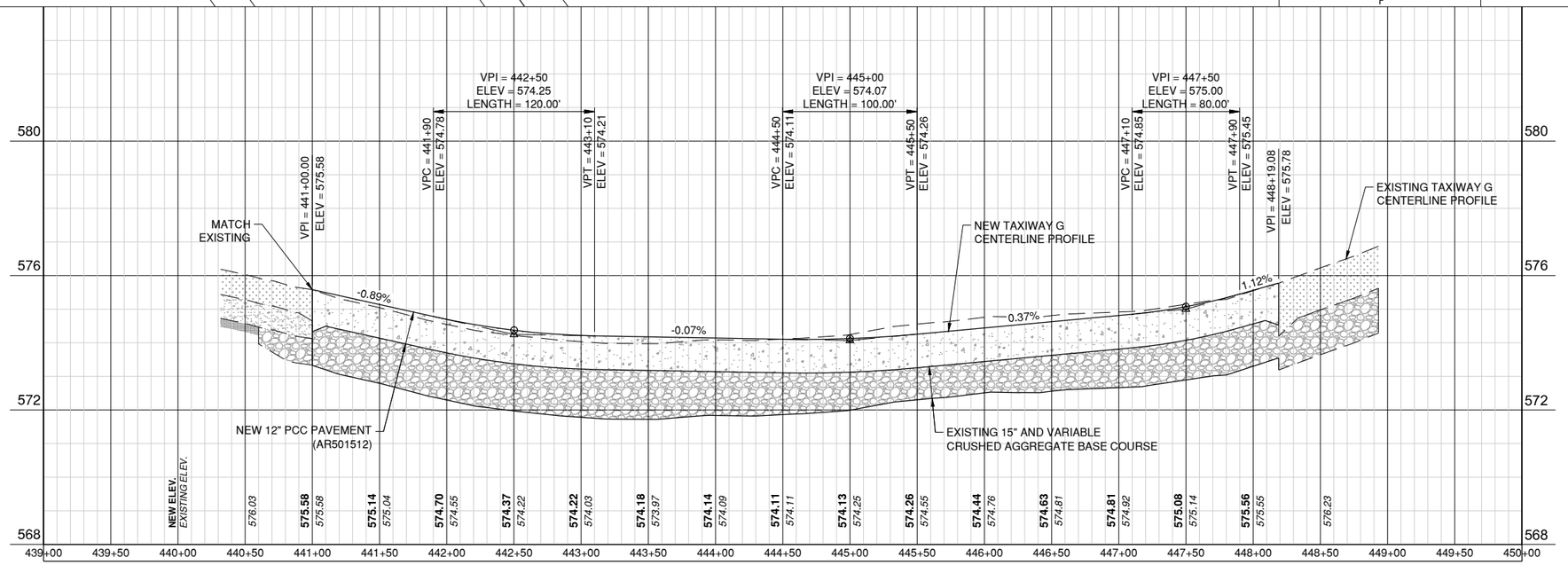


NOTES

1. REFER TO PAVEMENT JOINTING PLAN FOR ADDITIONAL DIMENSIONS. ALL STUBS SHALL MATCH A JOINT IN THE ADJACENT PAVEMENT
2. EXCAVATION REQUIRED ALONG THE EDGE OF PAVEMENT TO PROVIDE ROOM FOR FORMS OR PAVING MACHINERY SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE CONTRACT.
3. AGGREGATE REMOVED AS PART OF THE BITUMINOUS PAVEMENT REMOVAL MAY BE USED TO PROVIDE A CONSTRUCTION PLATFORM ALONG THE PAVEMENT EDGE FOR FORMS OR PAVING MACHINERY. NO PAYMENT SHALL BE MADE FOR THIS WORK.

LEGEND

NEW 12" PCC PAVEMENT ON EXISTING 15"± CRUSHED AGG. BASE



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RECONSTRUCT TAXIWAY G

PLAN AND PROFILE

CMT

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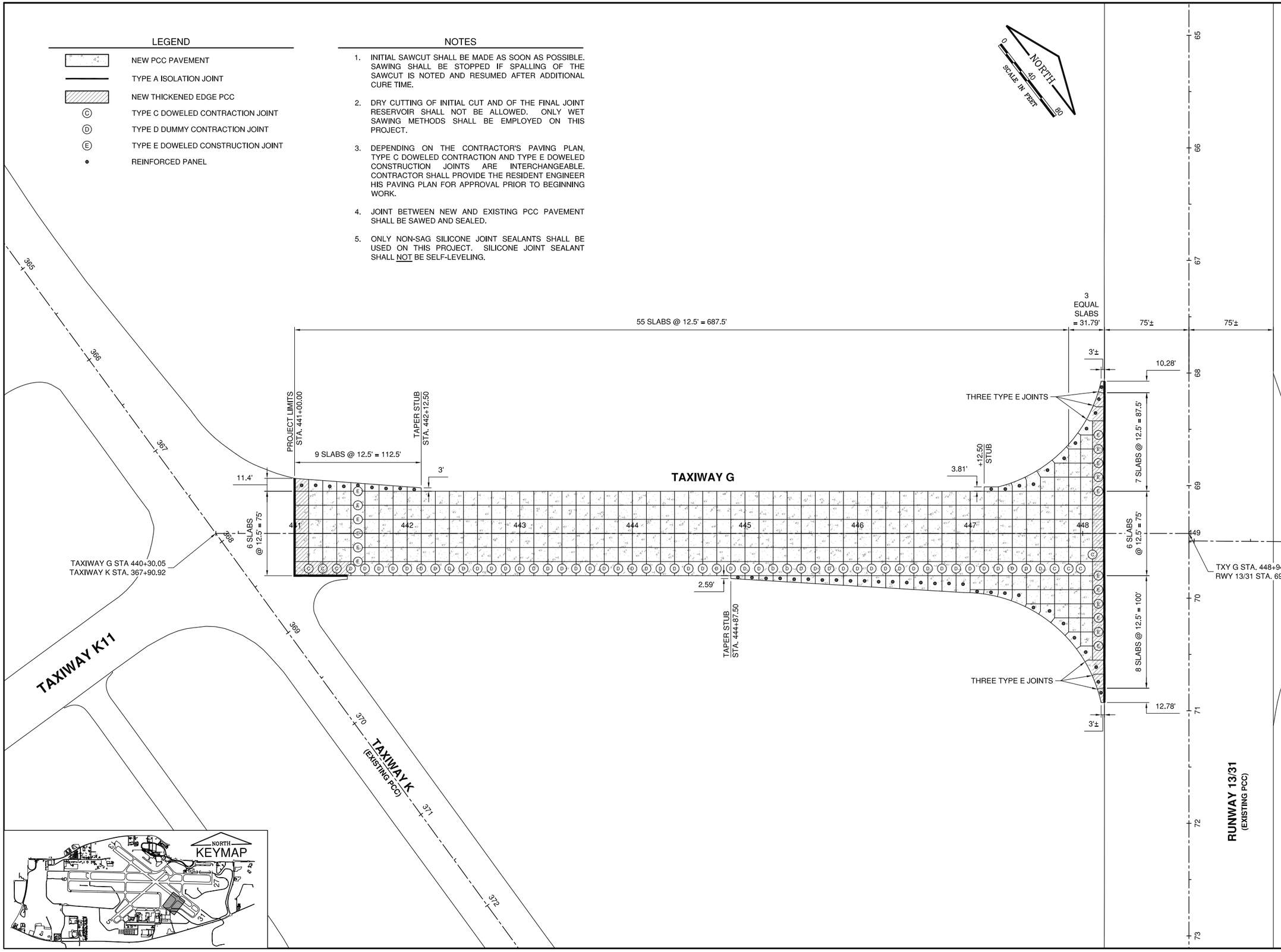
SHEET 13 OF 31 SHEETS

LEGEND

- NEW PCC PAVEMENT
- TYPE A ISOLATION JOINT
- NEW THICKENED EDGE PCC
- (C) TYPE C DOWELED CONTRACTION JOINT
- (D) TYPE D DUMMY CONTRACTION JOINT
- (E) TYPE E DOWELED CONSTRUCTION JOINT
- REINFORCED PANEL

NOTES

1. INITIAL SAWCUT SHALL BE MADE AS SOON AS POSSIBLE. SAWING SHALL BE STOPPED IF SPALLING OF THE SAWCUT IS NOTED AND RESUMED AFTER ADDITIONAL CURE TIME.
2. DRY CUTTING OF INITIAL CUT AND OF THE FINAL JOINT RESERVOIR SHALL NOT BE ALLOWED. ONLY WET SAWING METHODS SHALL BE EMPLOYED ON THIS PROJECT.
3. DEPENDING ON THE CONTRACTOR'S PAVING PLAN, TYPE C DOWELED CONTRACTION AND TYPE E DOWELED CONSTRUCTION JOINTS ARE INTERCHANGEABLE. CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER HIS PAVING PLAN FOR APPROVAL PRIOR TO BEGINNING WORK.
4. JOINT BETWEEN NEW AND EXISTING PCC PAVEMENT SHALL BE SAWED AND SEALED.
5. ONLY NON-SAG SILICONE JOINT SEALANTS SHALL BE USED ON THIS PROJECT. SILICONE JOINT SEALANT SHALL NOT BE SELF-LEVELING.



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PAVEMENT JOINTING PLAN

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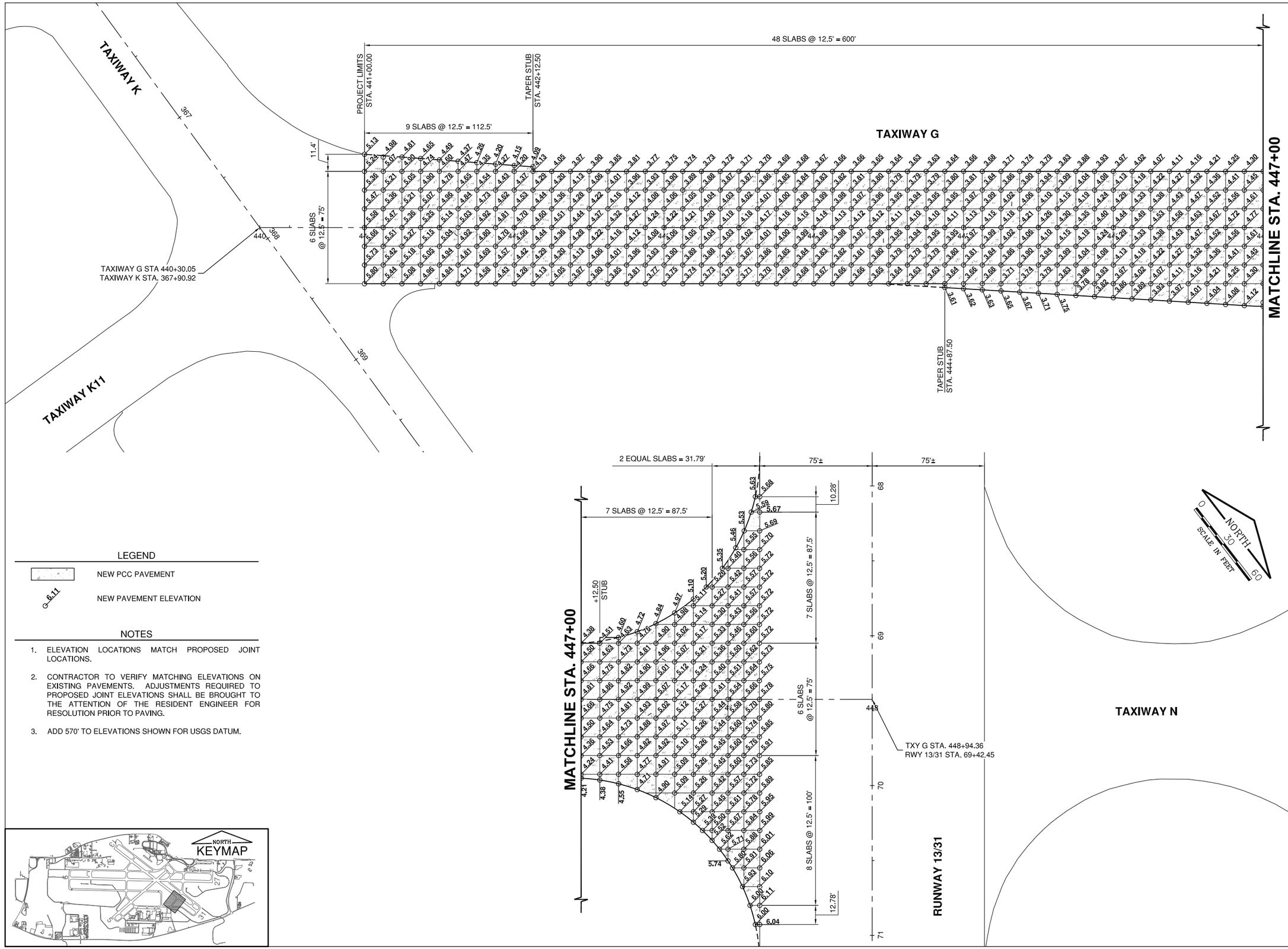
SHEET 14 OF 31 SHEETS



LEGEND

NEW PCC PAVEMENT

6.11 NEW PAVEMENT ELEVATION

NOTES

1. ELEVATION LOCATIONS MATCH PROPOSED JOINT LOCATIONS.
2. CONTRACTOR TO VERIFY MATCHING ELEVATIONS ON EXISTING PAVEMENTS. ADJUSTMENTS REQUIRED TO PROPOSED JOINT ELEVATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER FOR RESOLUTION PRIOR TO PAVING.
3. ADD 570' TO ELEVATIONS SHOWN FOR USGS DATUM.

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PAVEMENT JOINT ELEVATION PLAN

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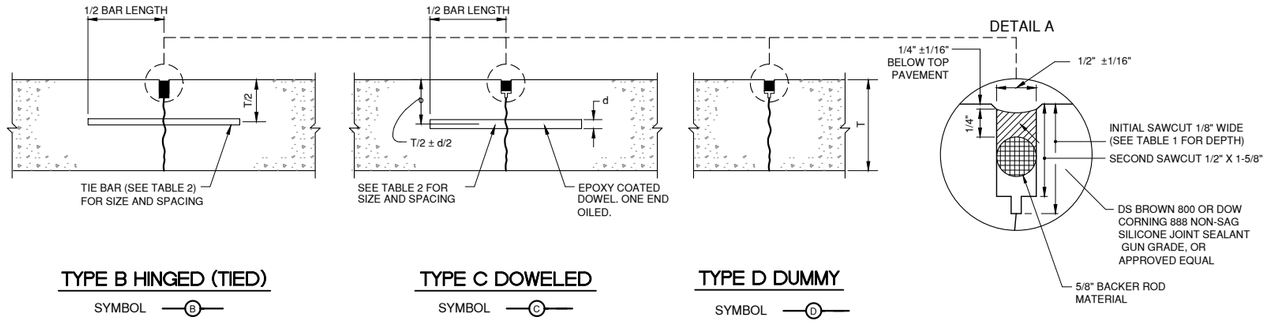
SHEET 15 OF 31 SHEETS



TYPE B HINGED (TIED)

SYMBOL (B)

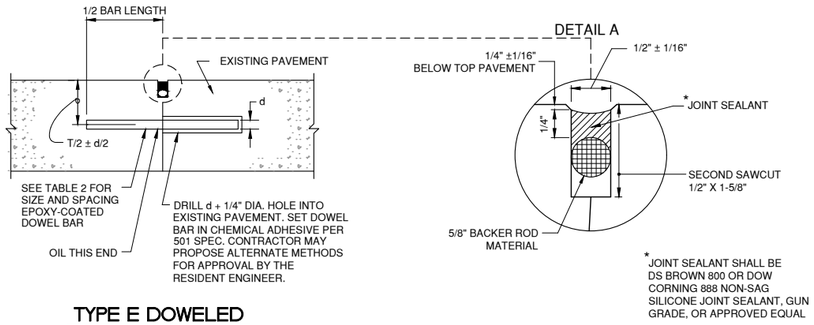
TYPE C DOWELED

SYMBOL (C)

TYPE D DUMMY

SYMBOL (D)

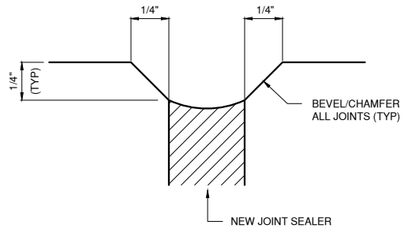
CONTRACTION JOINTS



TYPE E DOWELED

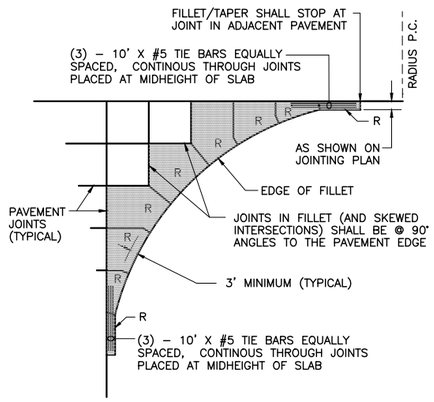
SYMBOL (E)

CONSTRUCTION JOINTS



CHAMFER/BEVEL JOINT DETAIL

NOT TO SCALE



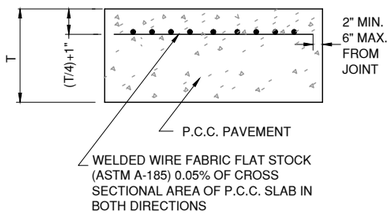
FILLET/TAPER REINFORCING LAYOUT

N.T.S.

(R) DENOTES ODD SHAPED REINFORCED PANELS TO BE REINFORCED WITH WELDED WIRE FABRIC AS SHOWN ON THIS SHEET. ALL NON RECTANGULAR SHAPED PANELS SHALL BE REINFORCED.

JOINT NOTES

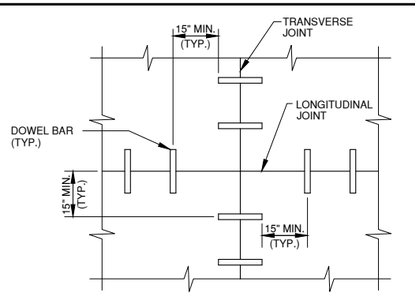
1. ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
3. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ALTERNATE METHODS OF PLACEMENT OF DOWEL BARS MAY BE PROPOSED BY THE CONTRACTOR, TO BE APPROVED BY THE ENGINEER. TRANSVERSE DOWEL BAR IMPLANTING WILL NOT BE ALLOWED.
4. ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
5. NOT USED.
6. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
7. JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
8. COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCLUDED IN ITEM AR605510, JOINT SEALING FILLER.
9. SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
10. EPOXY-COATED DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
11. CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS PER THE DETAIL ON THIS SHEET AT NO ADDITIONAL COST.



ODD SHAPED PANEL REINFORCEMENT

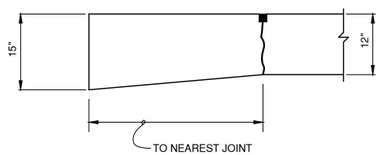
SYMBOL ●

NOTE: REINFORCEMENT SHALL NOT CROSS ANY JOINT



DOWEL PLACEMENT DETAIL

NOT TO SCALE



THICKENED EDGE

SYMBOL

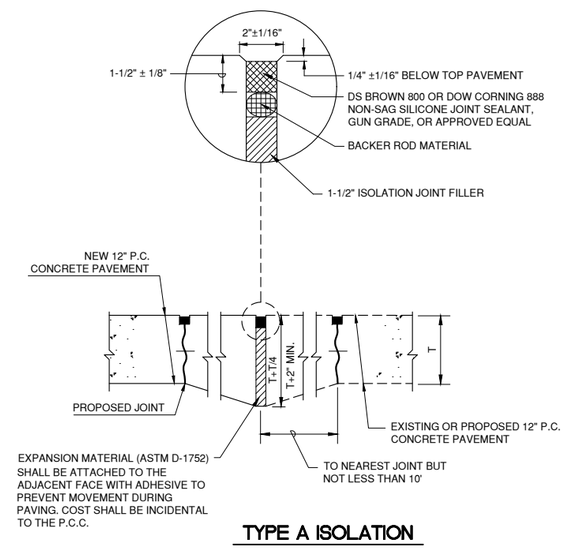
TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES T=(T/3) ±1/4"
12	4

TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
12	1"	19"	12"	#5	30"	30"

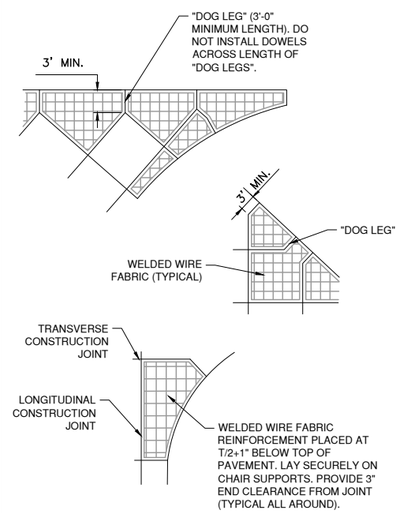
DIMENSION TABLES



TYPE A ISOLATION

SYMBOL

ISOLATION JOINTS



TYPICAL FILLET AND REINFORCEMENT DETAILS

NOT TO SCALE

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METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
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MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

PAVEMENT JOINTING DETAILS

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SHEET 16 OF 31 SHEETS

LEGEND

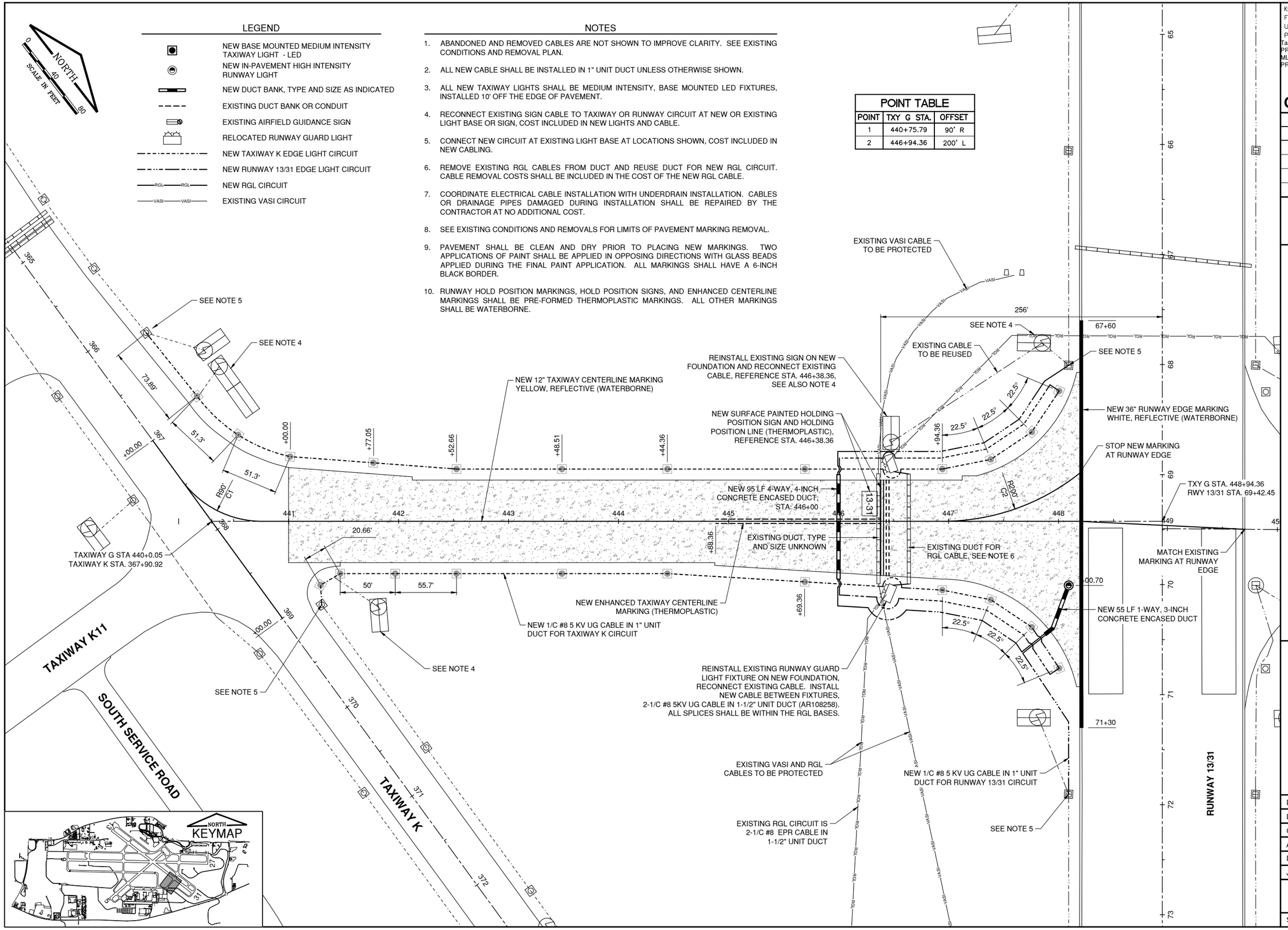
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - LED
- NEW IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT
- NEW DUCT BANK, TYPE AND SIZE AS INDICATED
- EXISTING DUCT BANK OR CONDUIT
- EXISTING AIRFIELD GUIDANCE SIGN
- RELOCATED RUNWAY GUARD LIGHT
- NEW TAXIWAY K EDGE LIGHT CIRCUIT
- NEW RUNWAY 13/31 EDGE LIGHT CIRCUIT
- RGL — RGL — NEW RGL CIRCUIT
- VASI — VASI — EXISTING VASI CIRCUIT

NORTH
SCALE IN FEET
0 40 80

NOTES

1. ABANDONED AND REMOVED CABLES ARE NOT SHOWN TO IMPROVE CLARITY. SEE EXISTING CONDITIONS AND REMOVAL PLAN.
2. ALL NEW CABLE SHALL BE INSTALLED IN 1" UNIT DUCT UNLESS OTHERWISE SHOWN.
3. ALL NEW TAXIWAY LIGHTS SHALL BE MEDIUM INTENSITY, BASE MOUNTED LED FIXTURES, INSTALLED 10' OFF THE EDGE OF PAVEMENT.
4. RECONNECT EXISTING SIGN CABLE TO TAXIWAY OR RUNWAY CIRCUIT AT NEW OR EXISTING LIGHT BASE OR SIGN, COST INCLUDED IN NEW LIGHTS AND CABLE.
5. CONNECT NEW CIRCUIT AT EXISTING LIGHT BASE AT LOCATIONS SHOWN, COST INCLUDED IN NEW CABLING.
6. REMOVE EXISTING RGL CABLES FROM DUCT AND REUSE DUCT FOR NEW RGL CIRCUIT. CABLE REMOVAL COSTS SHALL BE INCLUDED IN THE COST OF THE NEW RGL CABLE.
7. COORDINATE ELECTRICAL CABLE INSTALLATION WITH UNDERDRAIN INSTALLATION. CABLES OR DRAINAGE PIPES DAMAGED DURING INSTALLATION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
8. SEE EXISTING CONDITIONS AND REMOVALS FOR LIMITS OF PAVEMENT MARKING REMOVAL.
9. PAVEMENT SHALL BE CLEAN AND DRY PRIOR TO PLACING NEW MARKINGS. TWO APPLICATIONS OF PAINT SHALL BE APPLIED IN OPPOSING DIRECTIONS WITH GLASS BEADS APPLIED DURING THE FINAL PAINT APPLICATION. ALL MARKINGS SHALL HAVE A 6-INCH BLACK BORDER.
10. RUNWAY HOLD POSITION MARKINGS, HOLD POSITION SIGNS, AND ENHANCED CENTERLINE MARKINGS SHALL BE PRE-FORMED THERMOPLASTIC MARKINGS. ALL OTHER MARKINGS SHALL BE WATERBORNE.

POINT TABLE		
POINT	TXY G STA.	OFFSET
1	440+75.79	90' R
2	446+94.36	200' L



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UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:58 AM
Taxiway G Rehab Base
PROP-GEOMETRY
MLI Alignments
PROP-ELEC

QU023

REVISIONS		
NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

ELECTRICAL AND MARKING PLAN

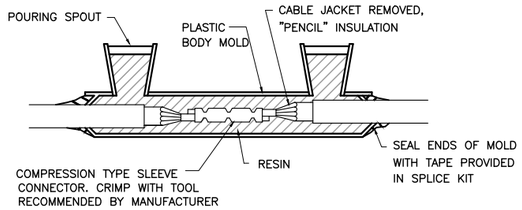
CMT
License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

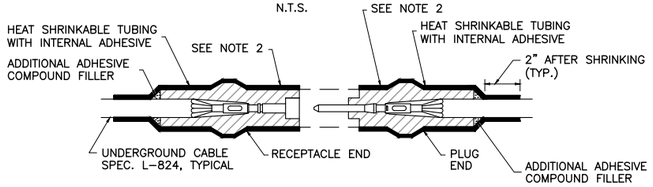
MLI-4532
3-17-0068-XX

SHEET 17 OF 31 SHEETS



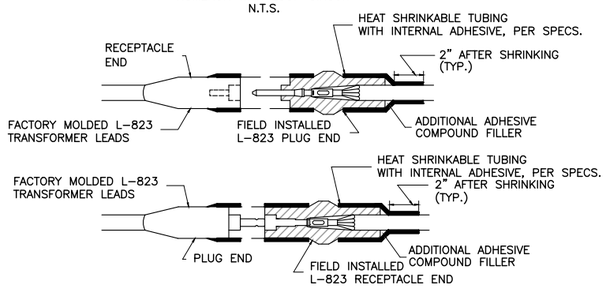
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY
N.T.S.



TYPE B - CABLE SPLICE

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT
N.T.S.



TYPE C AND D - CABLE SPLICE

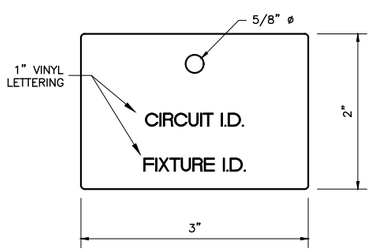
FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS
N.T.S.

NOTES

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
3. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
4. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
5. THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT OR COMPLETE KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.

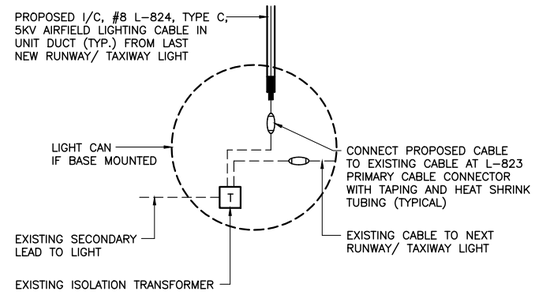
NOTES:

1. INSTALL A WHITE ALUMINUM BLANK, 2"x3" WITH 1" BLACK VINYL LETTERING, UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (NEW OR RELOCATED LIGHTS) SHALL BE RETAGGED.
3. EXISTING TAGS SHALL BE RE-USED. BLANKS CAN BE OBTAINED FROM AIRFIELD MAINTENANCE TO REPLACE DAMAGED, WORN OR FADED TAGS.
4. COSTS FOR INSTALLING TAGS SHALL BE CONSIDERED INCIDENTAL TO THE LIGHT, SIGN OR FIXTURE BEING TAGGED.



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE



RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

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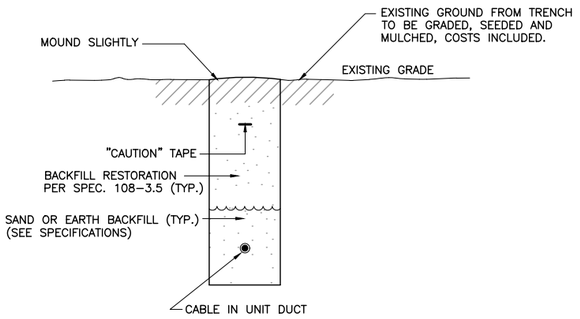
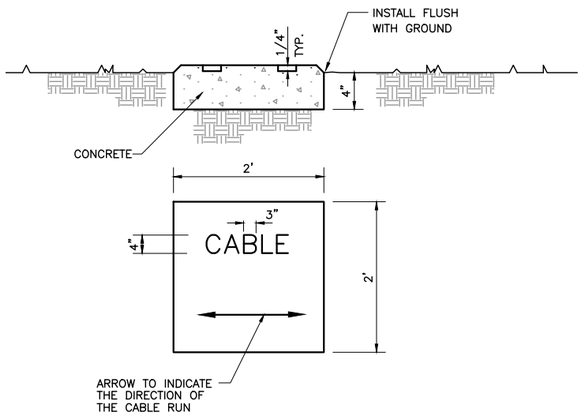


TYPICAL CABLE TRENCH DETAIL

NOT TO SCALE

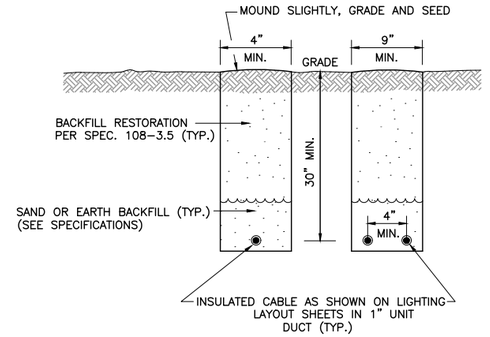


TURF CABLE MARKER DETAIL

NOT TO SCALE

NOTES:

1. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.
2. ITEM 610 CONCRETE SHALL BE USED.
3. ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
4. THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
5. 0.049 CU. YD. CONCRETE PER MARKER.

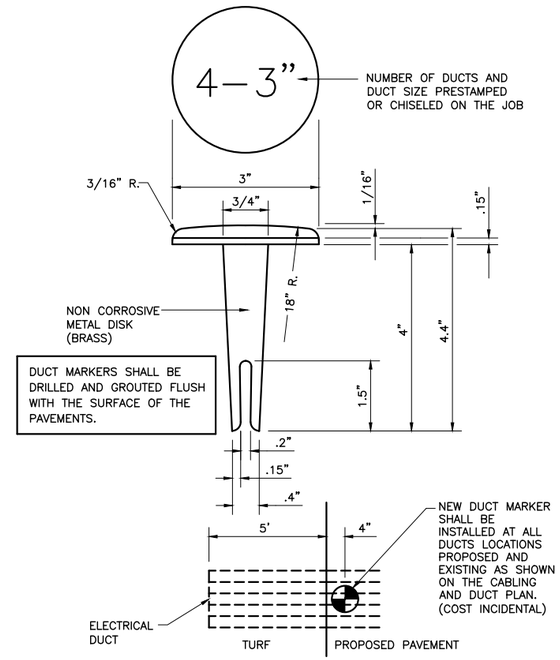


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

NOTES

1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, COST INCLUDED IN THE CABLE.



DUCT MARKER DETAIL

NOT TO SCALE

SEE ELECTRICAL DETAILS SHEET 2 FOR GENERAL NOTES

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UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:58 AM

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REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

ELECTRICAL DETAILS SHEET 1

CMT

License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

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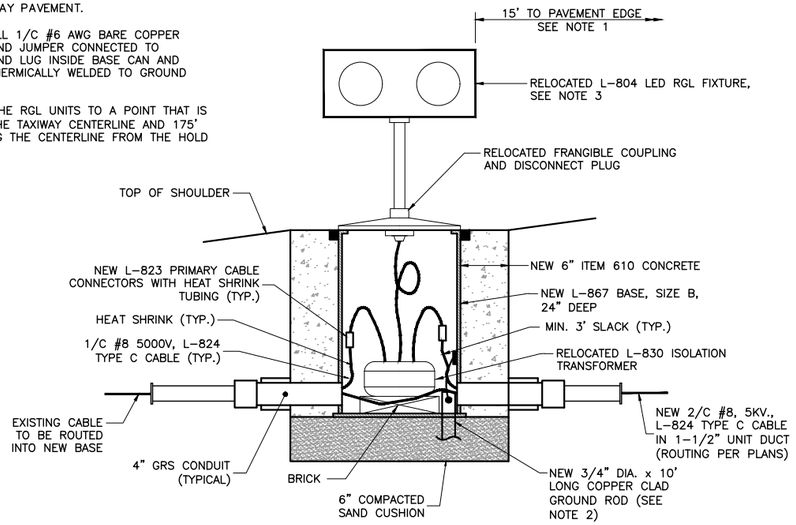
SHEET 18 OF 31 SHEETS

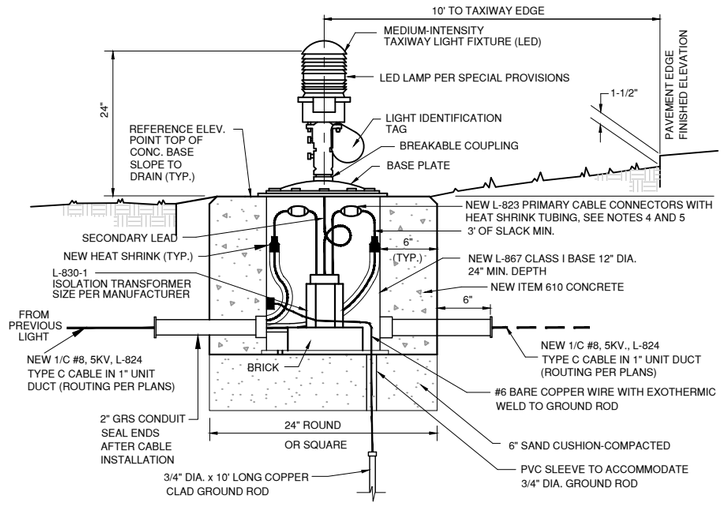
RGL RELOCATION NOTES:

1. DISTANCE FROM TAXIWAY EDGE MAY BE INCREASED UP TO A MAXIMUM OF 17' AND A MINIMUM OF 12'. KEEP BOTH FIXTURES AT SAME DISTANCE FROM TAXIWAY PAVEMENT.
2. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD.
3. AIM THE RGL UNITS TO A POINT THAT IS ON THE TAXIWAY CENTERLINE AND 175' ALONG THE CENTERLINE FROM THE HOLD LINE.



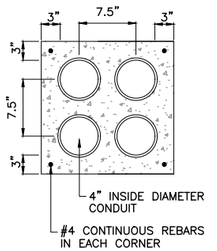
RELOCATED ELEVATED RGL

NOT TO SCALE



NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - LED

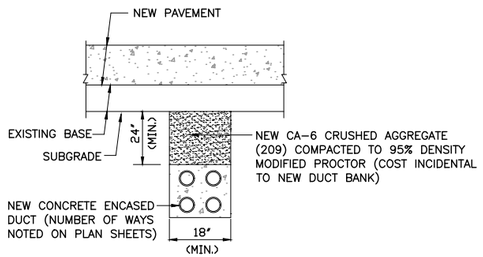
NOT TO SCALE – AR125416



4-WAY

CONCRETE ENCASED DUCT BANKS

NOT TO SCALE

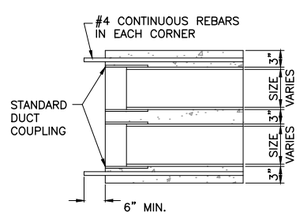


CONCRETE ENCASED DUCT BACKFILL

NOT TO SCALE

CONCRETE ENCASED DUCT NOTES:

1. DIMENSIONS ARE MINIMUM.
2. CONCRETE SHALL CONFORM TO ITEM 610.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC UNLESS OTHERWISE INDICATED.
4. TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 24" BELOW FINISHED GRADE.
5. NEW CONDUIT SHALL BE INSTALLED AT AN ELEVATION THAT WILL NOT CONFLICT WITH EXISTING OR NEW UTILITIES INCLUDING STORM SEWER, UNDERDRAIN, CONDUIT, DUCT, GAS, WATERMAIN, PHONE OR ELECTRICAL AT NO ADDITIONAL COST TO THE CONTRACT.



CONCRETE ENCASED DUCT END DETAIL

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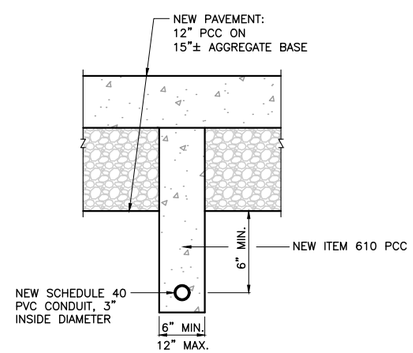

PVC CONDUIT UNDER PAVEMENT DETAIL

NOT TO SCALE

GENERAL ELECTRICAL NOTES:

1. THE CONCRETE BASE FOR BASE MTD. LIGHTS AND SIGNS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALLY AVAILABLE BRICK.
3. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
4. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
5. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
6. ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
7. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
8. ALL RUNWAY/TAXIWAY EDGE LIGHTS SHALL HAVE 2" DIA. COLUMN AND FRANGIBLE COUPLINGS, UNLESS NOTED OTHERWISE.
9. INSTALL SAFETY GROUND TO EXISTING SIGNS AND L-867 CANS. ATTACH GROUND LUG TO EXISTING CAN AND INSTALL GROUND ROD AS SHOWN ON PLANS.

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UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:58 AM

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REVISIONS

NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

ELECTRICAL DETAILS SHEET 2

License No. 184-000613

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

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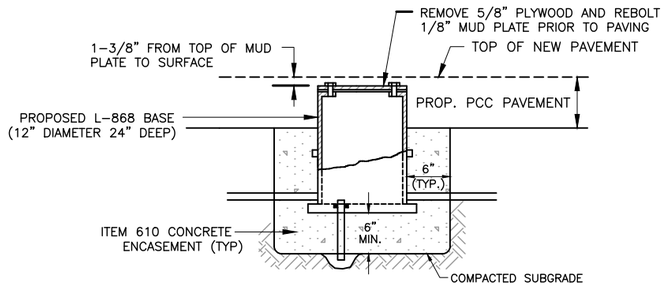
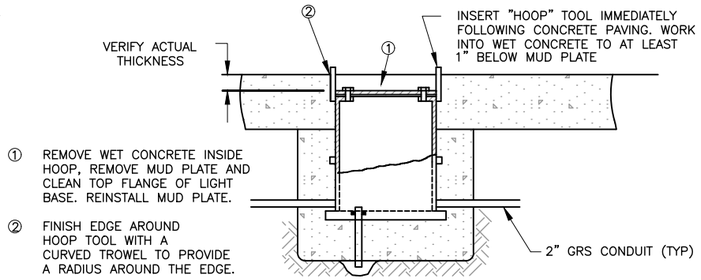
3-17-0068-XX

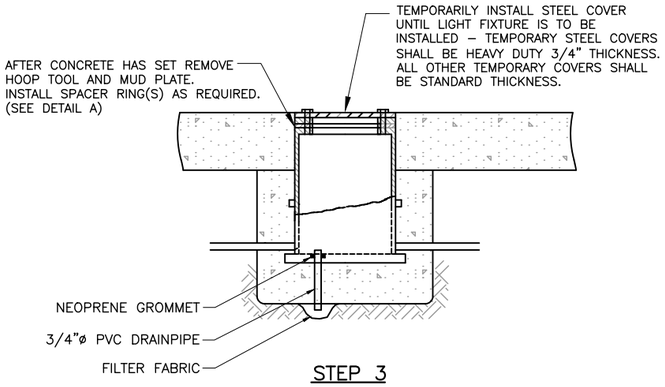
SHEET 19 OF 31 SHEETS



STEP 1



STEP 2



STEP 3

NEW IN-PAVEMENT LIGHT INSTALLATION IN PROPOSED PCC PAVEMENT

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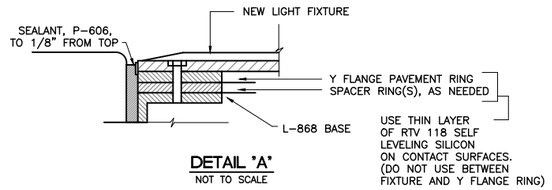

DETAIL "A"

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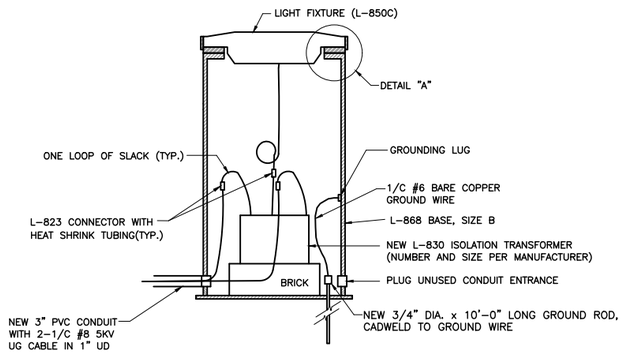

LIGHT FIXTURE INSTALLATION DETAIL

NOT TO SCALE

PCC PAVEMENT NOTES

1. EXCAVATE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW BASES AND 6" UNDER NEW CONDUIT. CLEAN CUT EDGES AND COMPACT BOTTOM OF EXCAVATION.
2. USE MANUFACTURERS SETTING JIG (OR OTHER DEVICE APPROVED BY THE ENGINEER) FOR PROPERLY ALIGNING NEW L-868 BASES. SECURE SETTING JIG TO PREVENT MOVEMENT DURING CONCRETE ENCASEMENT. ALL CONDUITS TO BE SUPPORTED DURING CONSTRUCTION.
3. ALL LIGHT BASES SHALL BE PROPERLY POSITIONED AND ALIGNED AND CONDUIT CONNECTING THE BASES PROPERLY SECURED IN PLACE BEFORE POURING CONCRETE. ENSURE PROPER ALIGNMENT AFTER CONCRETE ENCASEMENT OF NEW BASE BEFORE CONCRETE SETS. TIGHT CONNECTIONS MUST BE ASSURED TO PREVENT CONCRETE FROM ENTERING BASE OR CONDUIT.
4. AFTER INSTALLATION OF THE L-868 BASE AND WHILE PCC PAVING AT THE FIXTURE LOCATION IS WET, INSERT "HOOP" TOOL TO AT LEAST 1" BELOW MUD PLATE. REMOVE WET CONCRETE FROM INSIDE HOOP AND CLEAN TOP FLANGE SURFACE. FINISH THE CONCRETE AROUND THE HOOP TOOL WITH A CURVED RADIUS TROWEL. USE CAUTION TO AVOID AGGREGATE SEGREGATION DURING THIS PROCEDURE.
5. AFTER CONCRETE HAS SET, REMOVE HOOP TOOL AND MUD PLATE. INSTALL FLANGE AND SPACER RINGS AS REQUIRED AND LIGHT ASSEMBLY. A TEMPORARY STEEL COVER MAY BE INSTALLED IF LIGHT FIXTURE IS TO BE INSTALLED LATER.
6. AFTER FIXTURE INSTALLATION, FILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT. ANNULAR SPACE SHALL BE NO MORE THAN 3/4" WIDE.
7. INSTALL BASE AND RINGS SO THAT OUTER EDGE OF LIGHT FIXTURE WILL BE AT SAME ELEVATION AS THE FINISHED PAVEMENT SURFACE TO (+) 0" (–) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER/FLANGE RINGS SHALL BE NO LARGER THAN 3/4" MAX. NO MORE THAN 3 RINGS SHALL BE USED.

SEE ELECTRICAL DETAILS SHEET 2 FOR GENERAL NOTES

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UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:58 AM

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REVISIONS

NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND QUAD CITY INTERNATIONAL AIRPORT MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

ELECTRICAL DETAILS SHEET 3

CMT

License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

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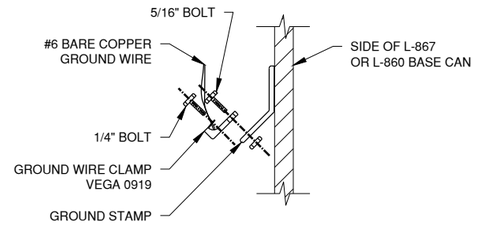
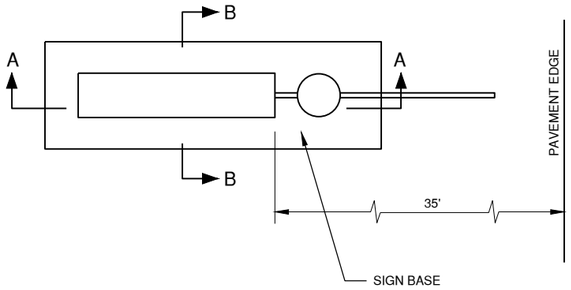
SHEET 20 OF 31 SHEETS



FACTORY GROUND LUG DETAIL



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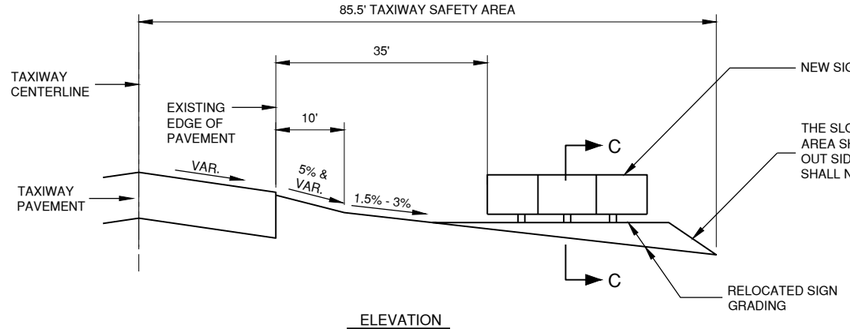
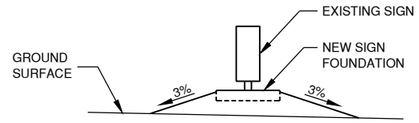


ELEVATION



SECTION C-C

NOTES:

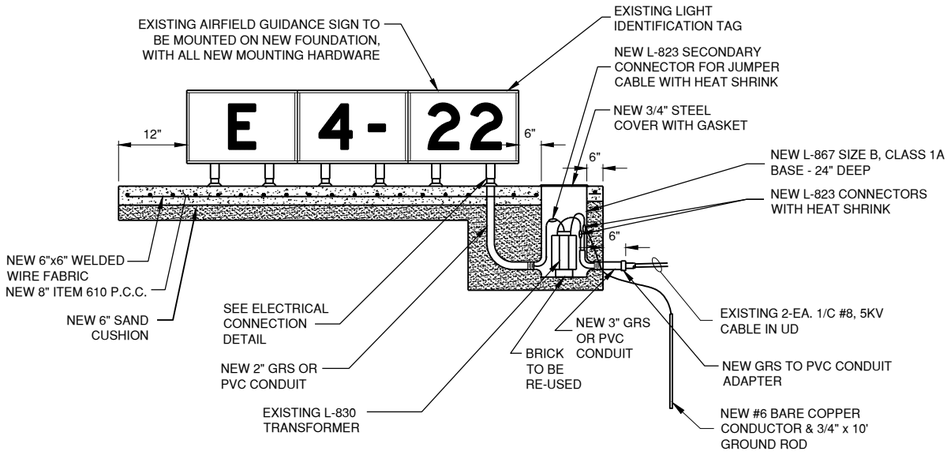
1. SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
2. ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.

GRADING FOR TAXIWAY GUIDANCE SIGN DETAILS

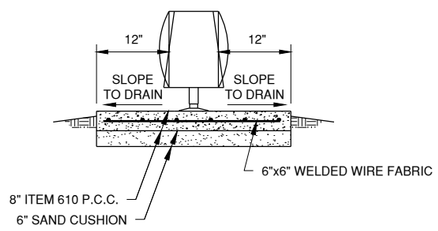
N.T.S.

RELOCATED TAXI GUIDANCE SIGN NOTES

1. EXISTING SIGN AND TRANSFORMER TO BE REMOVED FROM EXISTING FOUNDATION AND STORED UNTIL THE NEW FOUNDATION IS READY FOR SIGN INSTALLATION.
2. PROVIDE ALL NEW MOUNTING HARDWARE, INCLUDING FLOOR FLANGE, FRANGIBLE COUPLING, ANCHORS, NUTS, WASHERS, CABLE, CLAMP, ETC.
3. COSTS FOR THE REMOVAL AND DISPOSAL OF THE EXISTING SIGN BASE SHALL BE INCLUDED IN ITEM AR125964, RELOCATE TAXI GUIDANCE SIGN.
4. CONNECT EXISTING AIRFIELD LIGHTING CIRCUIT CABLE TO EXISTING SIGN, COSTS INCLUDED. NEW CONNECTORS SHALL BE INSTALLED ON THE ENDS OF THE EXISTING CABLE AT THE SIGN.
5. EXISTING LIGHT I.D. TAG FOR SIGN SHALL BE REUSED.

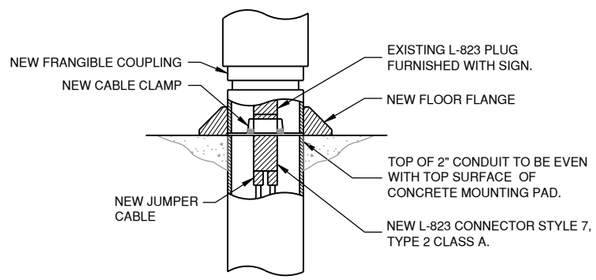


SECTION A-A



ELEVATION VIEW

SECTION B-B



ELECTRICAL CONNECTION DETAIL

RELOCATE TAXI GUIDANCE SIGN DETAILS

N.T.S.

K:\MolineAp\15014-05_Rehabilitate_Taxiway_N\Draw\Sheets
FILE: 21 ELEC DETS 4.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:58 AM

QU023

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

ELECTRICAL DETAILS SHEET 4

CMT

License No. 184-000613

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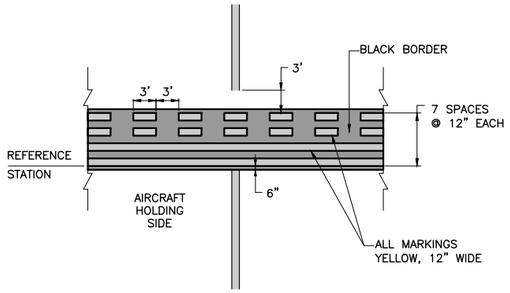
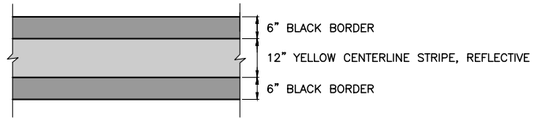
SHEET 21 OF 31 SHEETS



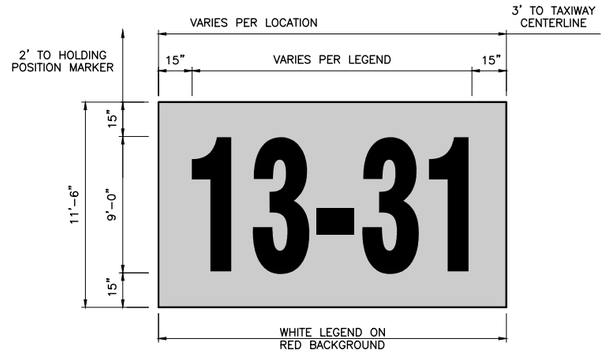
RUNWAY HOLDING POSITION MARKING

NOT TO SCALE



TAXIWAY CENTERLINE DETAIL

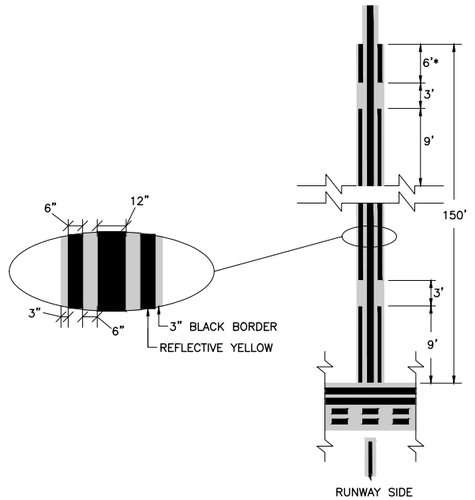
NOT TO SCALE



SURFACE PAINTED HOLDING POSITION SIGN

NOT TO SCALE

1. ALL SURFACE PAINTED HOLDING POSITION SIGNS SHALL HAVE A RED REFLECTIVE BACKGROUND WITH A WHITE REFLECTIVE INSCRIPTION.
2. ALL SURFACE PAINTED LOCATION SIGNS SHALL HAVE A BLACK BACKGROUND WITH A YELLOW REFLECTIVE INSCRIPTION.
3. ALL SURFACE PAINTED SIGNS SHALL BE OUTLINED WITH A 6" BLACK BORDER.
4. LEGENDS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE AIRPORT MANAGER.
5. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1(LATEST EDITION).



ENHANCED TAXIWAY CENTERLINE MARKING

NOT TO SCALE

BLACK BORDER SHALL NOT REQUIRE REFLECTIVE MEDIA

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FILE: 22 MARKING DETS.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:58 AM

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PAVEMENT MARKING DETAILS

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SHEET 22 OF 31 SHEETS

LEGEND

NEW PCC PAVEMENT

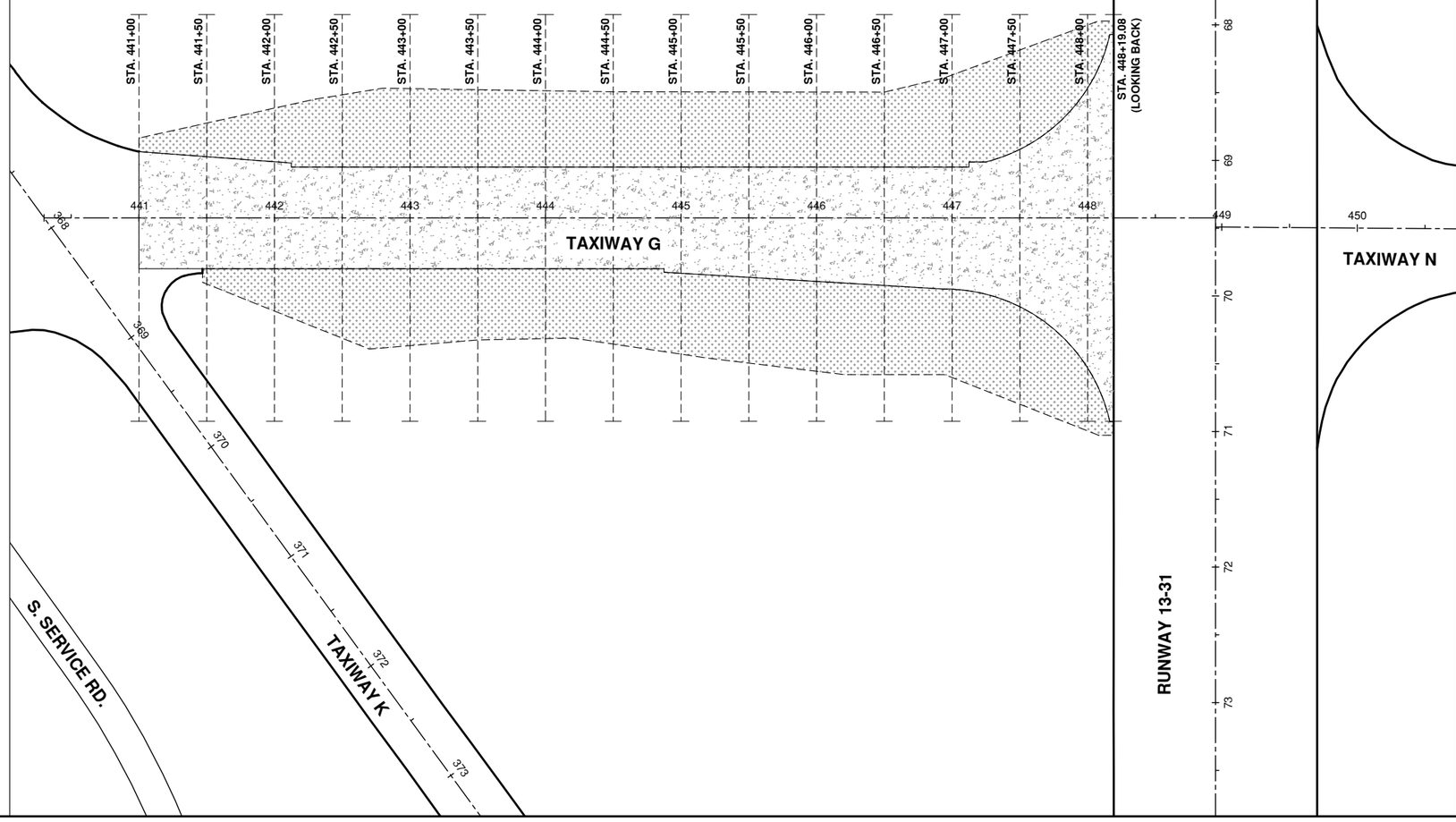
LIMITS OF GRADING, TOPSOILING, SEEDING AND MULCHING (AR152410, AR905, AR901510 AND AR908510)

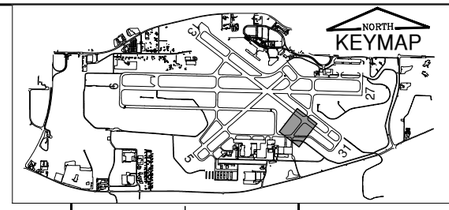
NOTES

1. AT THE END OF THE PROJECT, ALL SURPLUS SUBGRADE MATERIALS SHALL BE STOCKPILED AT THE LOCATION NOTED ON THE SITE PLAN AT NO ADDITIONAL COST TO THE CONTRACT. STOCKPILING SHALL INCLUDE COMBINING ALL SEPARATELY DUMPED PILES INTO ONE PILE, GRADED TO DRAIN AND CLEAR OF ALL PART 77 SURFACES. EXCESS AGGREGATE BASE COURSE MATERIALS SHALL BE SIMILARLY STOCKPILED.
2. ANY TESTING AND HANDLING REQUIRED BY THE CONTRACTOR AND/OR CONTRACTOR'S DISPOSAL FACILITY FOR COMPLIANCE WITH CCDD REGULATIONS SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE. IF THE CONTRACTOR ENCOUNTERS ANY SOIL FROM THIS SITE/PROJECT THAT IS POTENTIALLY CONTAMINATED, THE ENGINEER AND OWNER SHALL BE NOTIFIED PRIOR TO HAULING THE POTENTIALLY CONTAMINATED SOIL OFF SITE.
3. THE CONTRACTOR SHALL ENSURE THAT A 4" THICK LAYER OF TOPSOIL CAN BE PLACED OVER THE ENTIRETY OF THE DISTURBANCE LIMITS. IT MAY BE NECESSARY TO OVER-EXCAVATE IN AREAS IN ORDER TO PROVIDE THE REQUIRED THICKNESS OF TOPSOILING. OVER-EXCAVATION TO PROVIDE THE MINIMUM TOPSOIL REQUIREMENTS HAS BEEN INCLUDED IN THE EARTHWORK QUANTITIES SHOWN IN THE EARTHWORK SUMMARY TABLE, AND SHALL BE PAID UNDER ITEM AR152410, UNCLASSIFIED EXCAVATION.
4. A SHRINKAGE FACTOR OF 10% HAS BEEN ASSUMED FOR THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE ACTUAL SHRINKAGE FACTOR OF THE MATERIALS ENCOUNTERED.
5. EXCAVATION ALONG THE EDGES OF THE NEW PAVEMENT TO PROVIDE ROOM FOR FORMS OR TRACKED EQUIPMENT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE NEW PAVEMENT CONSTRUCTION.
6. ALL HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
7. ANY CONTRACTOR HAUL ROADS TO THE SITE SHALL BE RESTORED WITH 4" MINIMUM OF TOPSOIL PLACED. ALL HAUL ROAD RESTORATION SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.

NORTH
0 50 100
SCALE IN FEET

EARTHWORK SUMMARY TABLE (SEE NOTE)	TOTAL QUANTITY	UNIT
UNCLASSIFIED EXCAVATION (INCLUDING TOPSOIL STRIPPING)(INITIAL POSITION)	1,902	CY
TOPSOIL FILL (FINAL POSITION)	811	CY
TOTAL UNCLASSIFIED EXCAVATION (AR152410)	**1,902**	**CY**
TOTAL EXCESS MATERIAL (10% SHRINKAGE) (TO BE STOCKPILED)	**1,010**	**CY**





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UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 9:59 AM
Taxiway G Rehab Base
MLI Alignments
PROP-GEOMETRY

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RECONSTRUCT TAXIWAY G

INDEX TO CROSS SECTIONS

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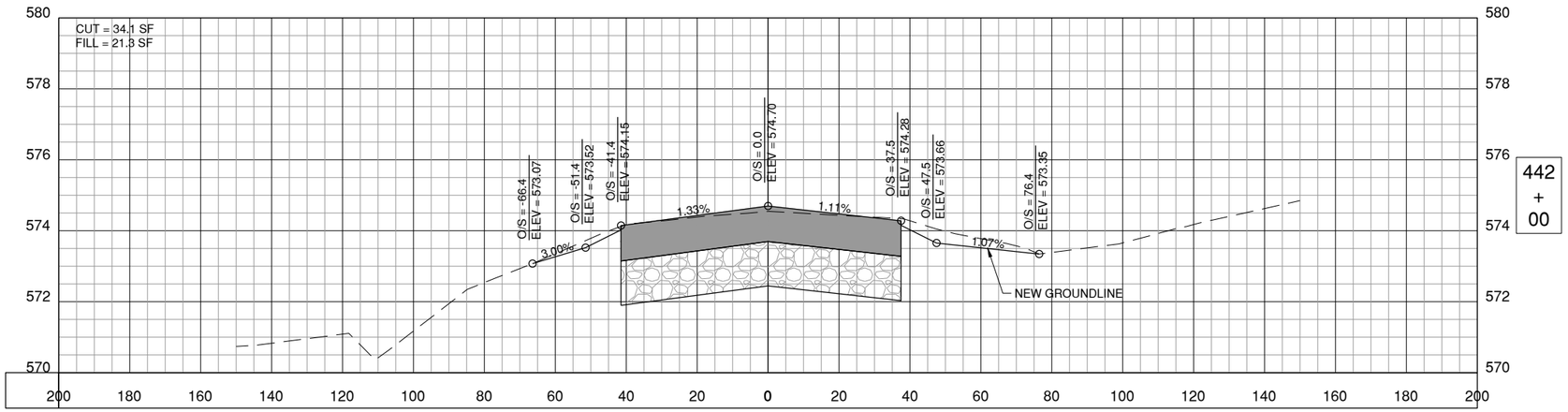
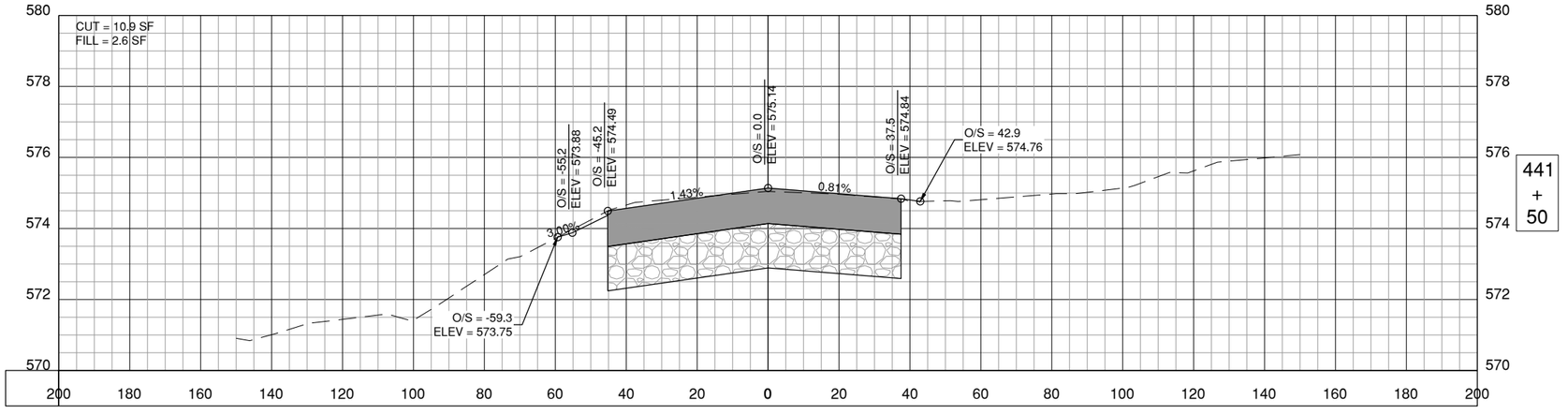
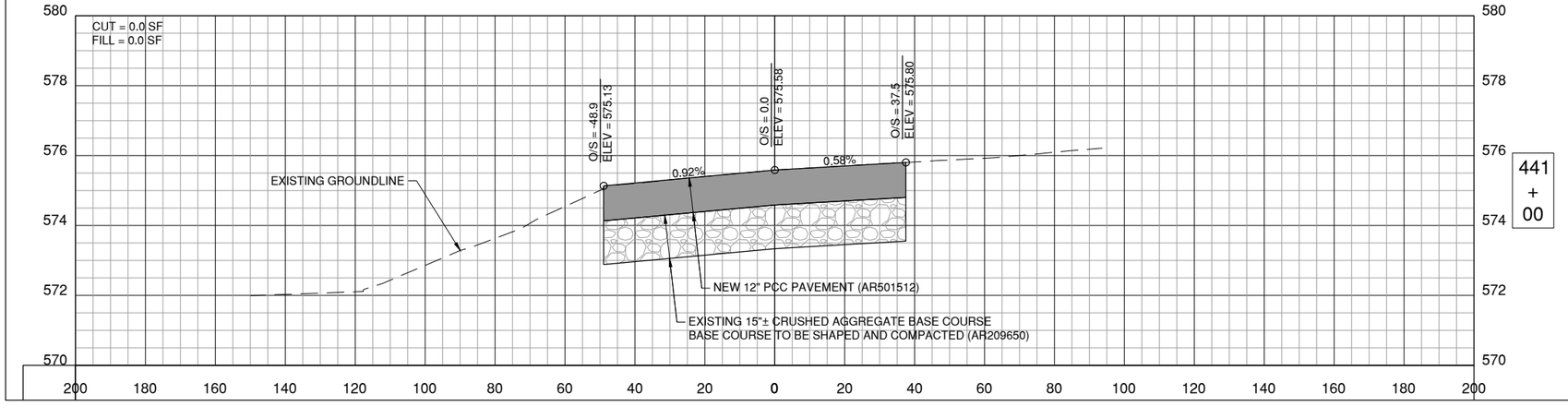
SHEET 23 OF 31 SHEETS







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CROSS SECTIONS SHEET 1

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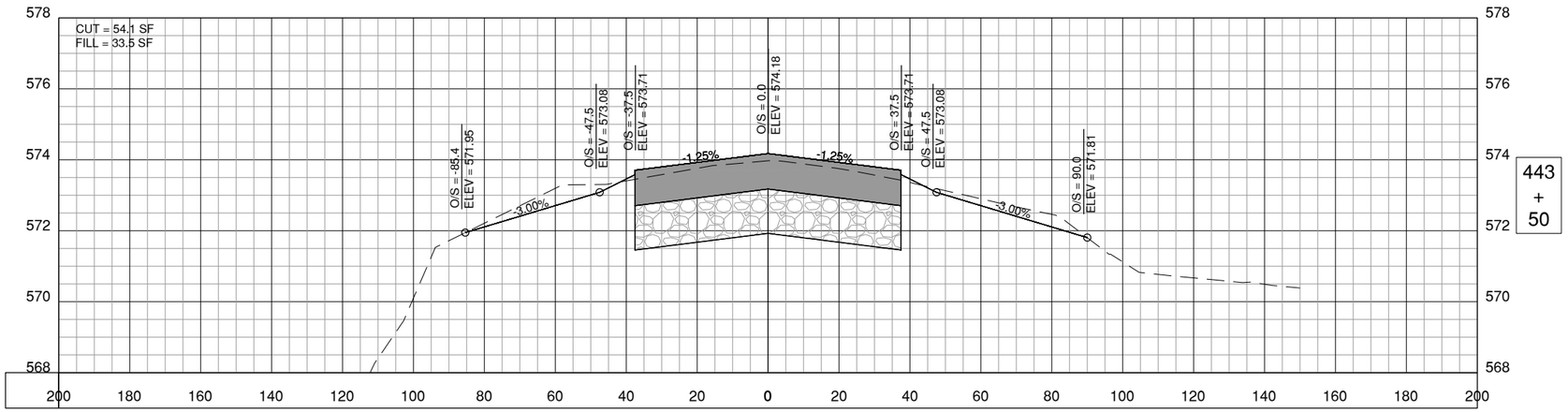
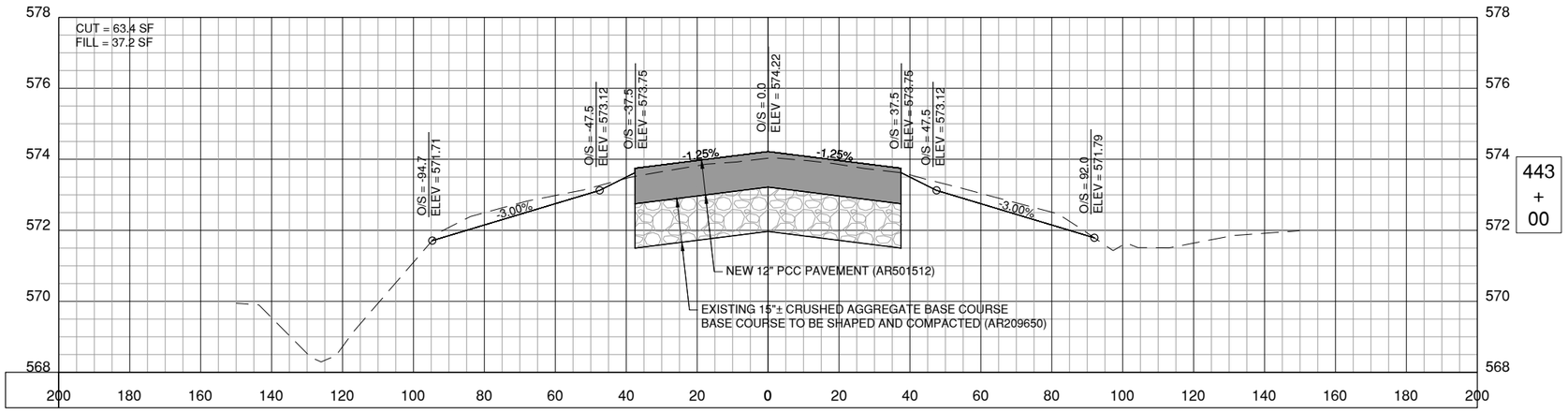
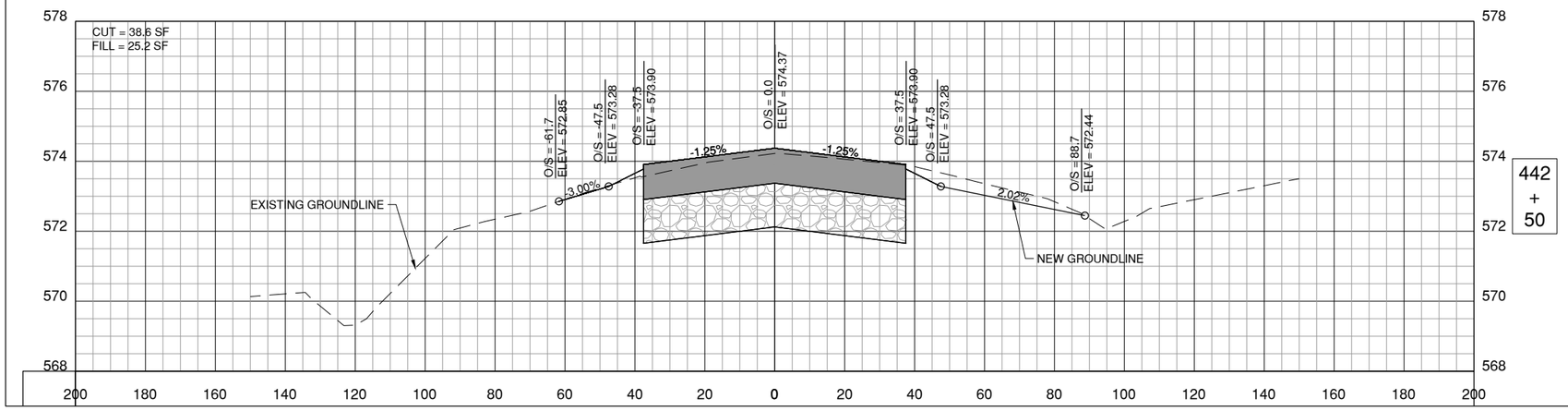
SHEET 24 OF 31 SHEETS







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CROSS SECTIONS SHEET 2

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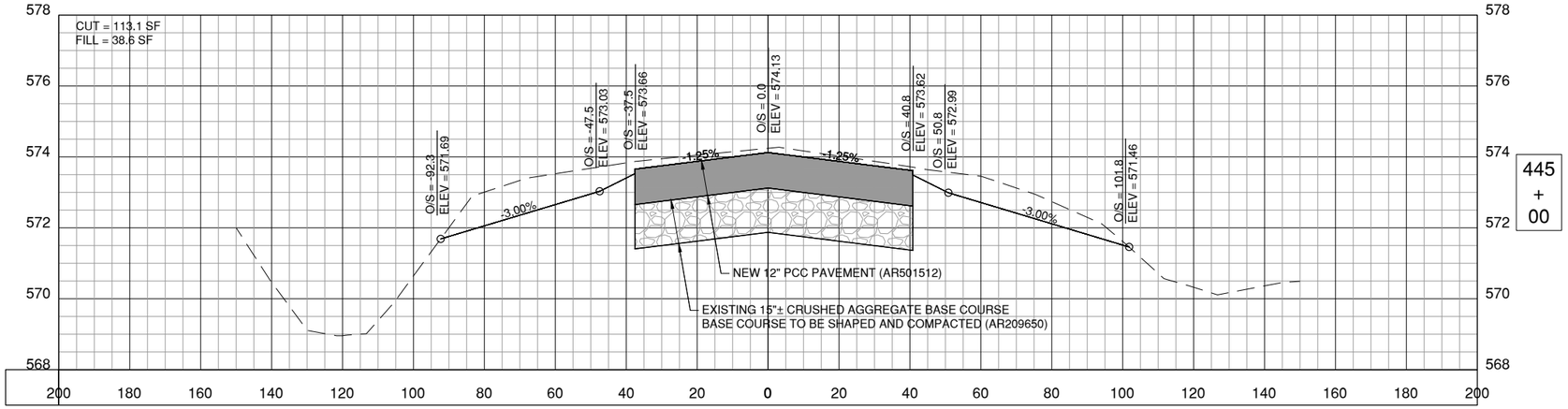
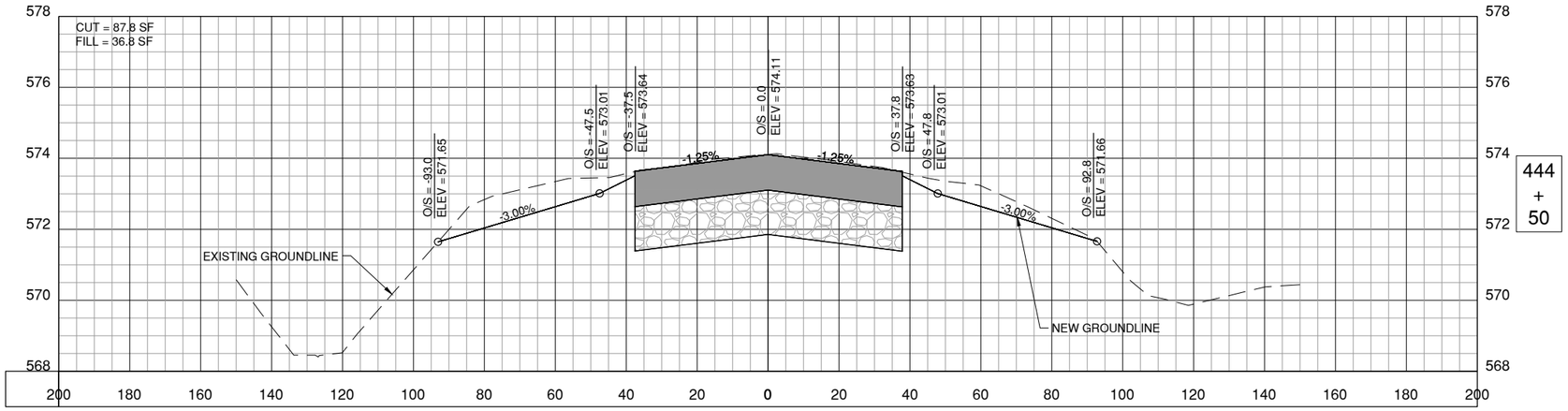
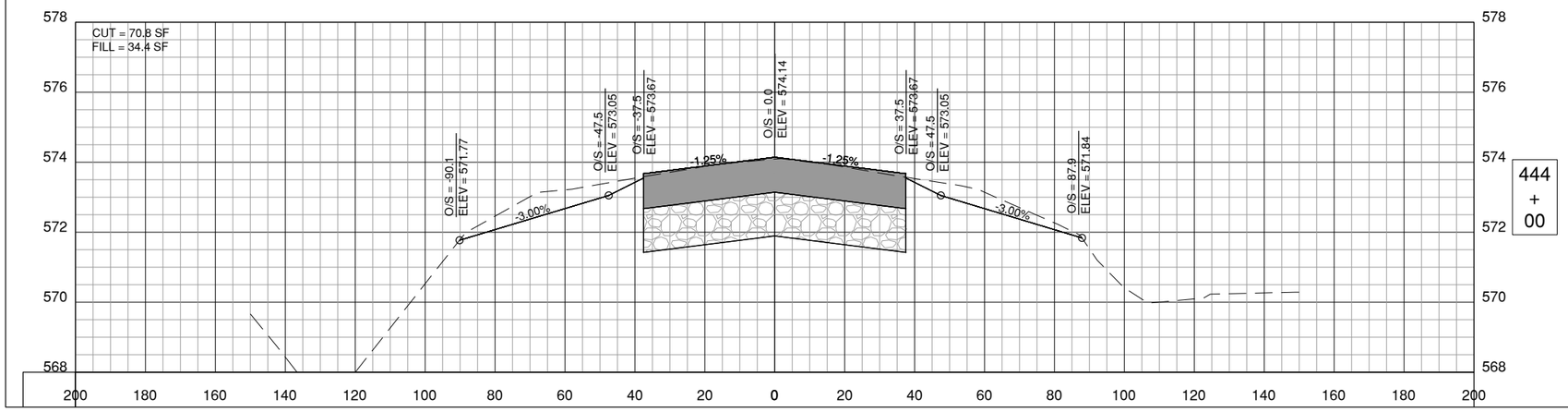
SHEET 25 OF 31 SHEETS







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PLOT DATE: 5/31/2016 10:00 AM
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CROSS SECTIONS SHEET 3

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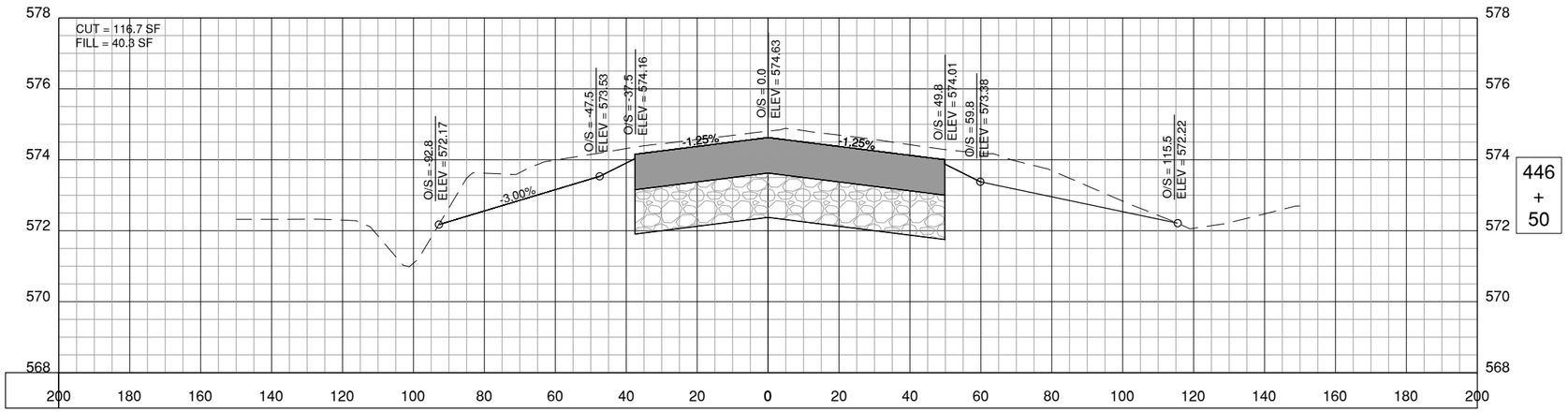
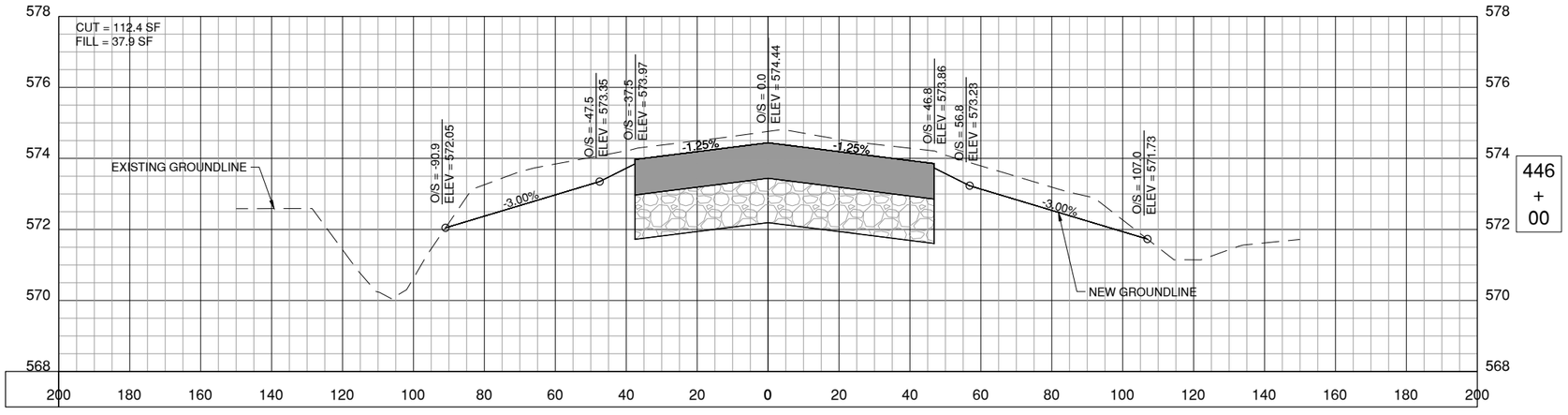
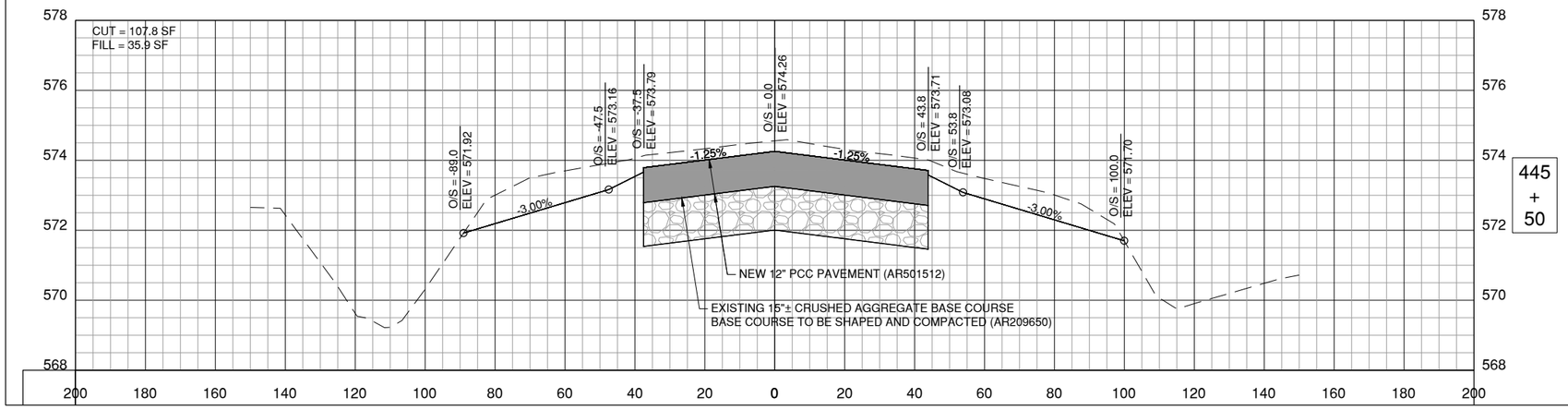
SHEET 26 OF 31 SHEETS







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CROSS SECTIONS SHEET 4

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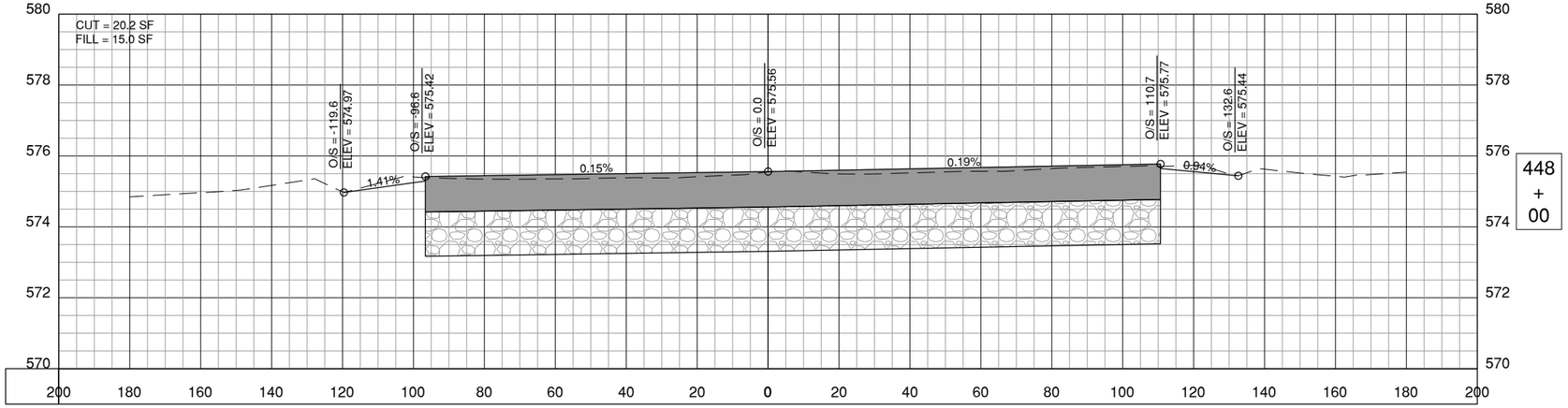
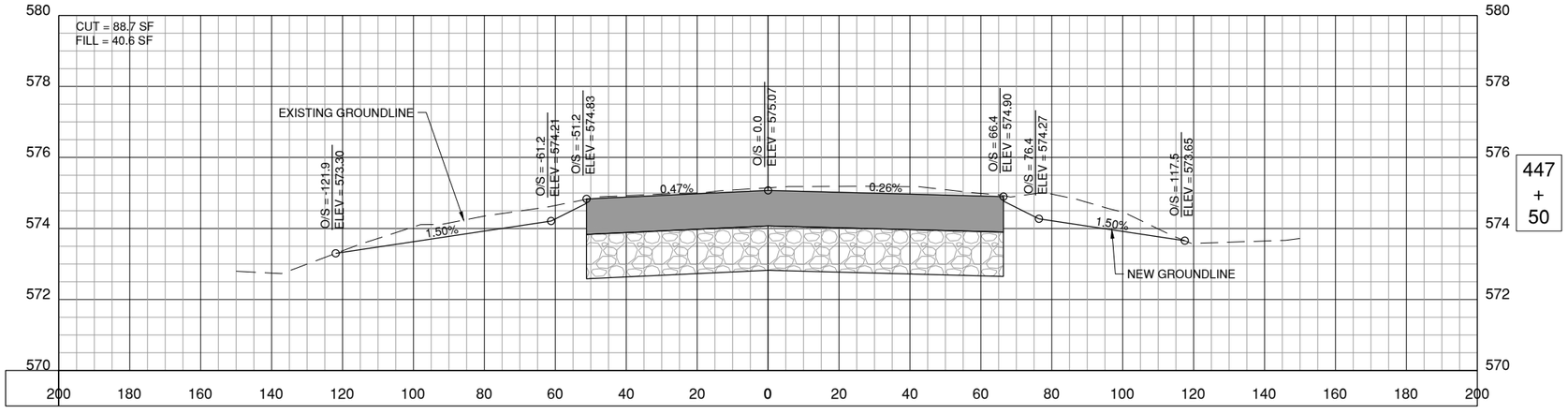
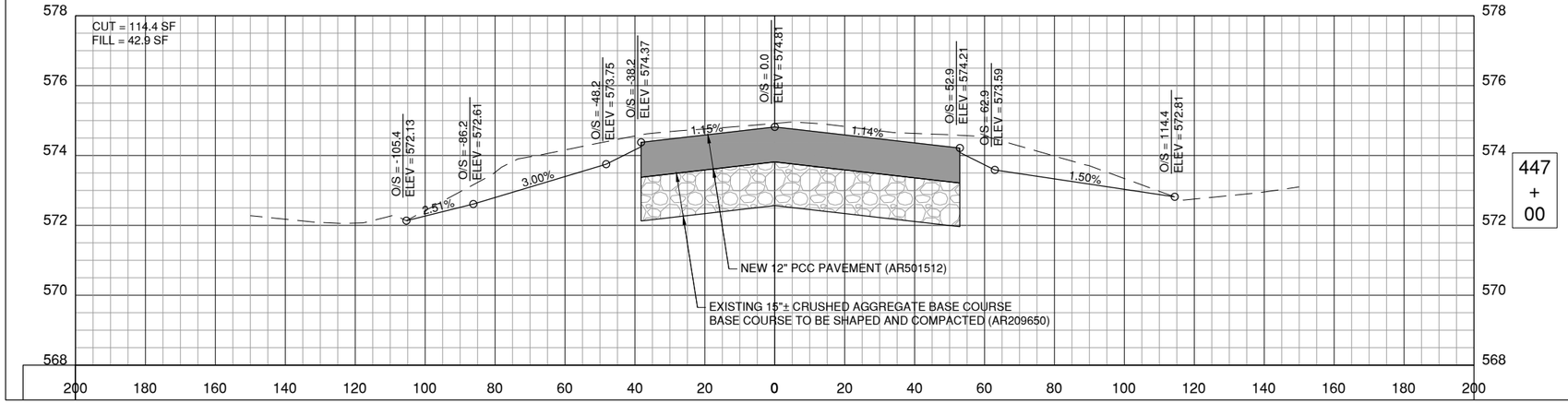
SHEET 27 OF 31 SHEETS







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CROSS SECTIONS SHEET 5

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SHEET 28 OF 31 SHEETS

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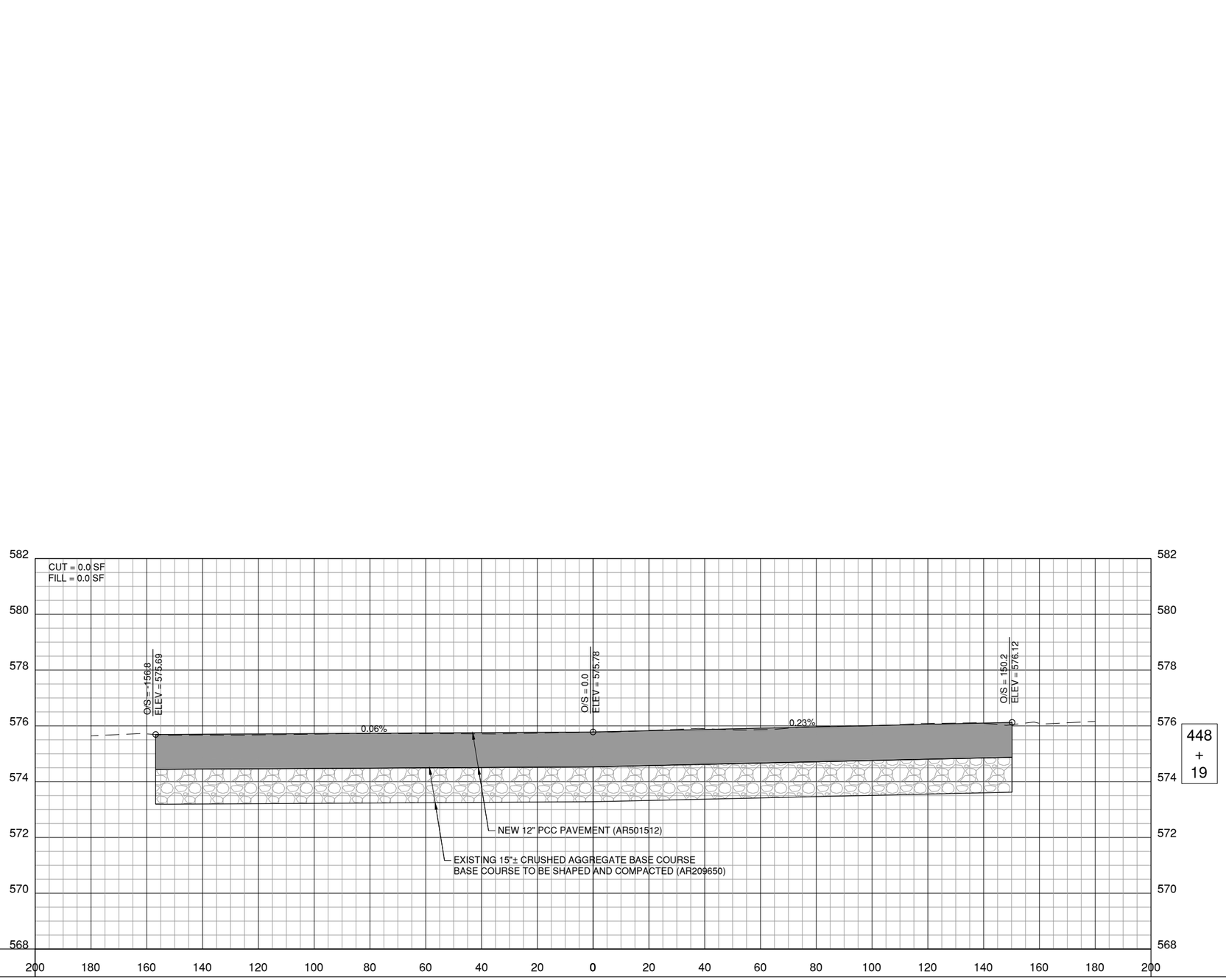

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CROSS SECTIONS SHEET 6

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SHEET 29 OF 31 SHEETS

LEGEND

NEW PCC PAVEMENT

B-1 BORING LOCATION

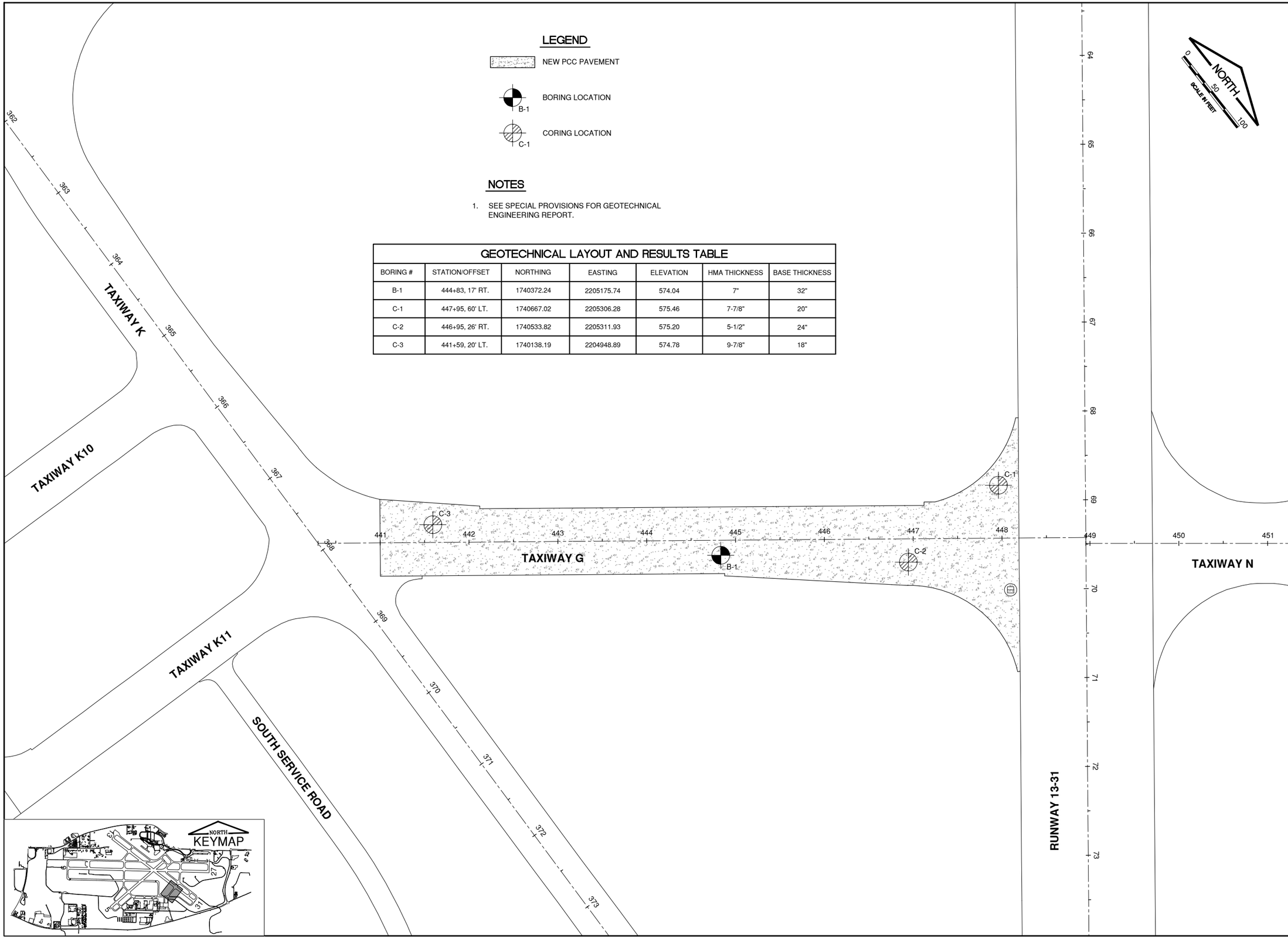
C-1 CORING LOCATION

NOTES

1. SEE SPECIAL PROVISIONS FOR GEOTECHNICAL ENGINEERING REPORT.

GEOTECHNICAL LAYOUT AND RESULTS TABLE

BORING #	STATION/OFFSET	NORTHING	EASTING	ELEVATION	HMA THICKNESS	BASE THICKNESS
B-1	444+83, 17' RT.	1740372.24	2205175.74	574.04	7"	32"
C-1	447+95, 60' LT.	1740667.02	2205306.28	575.46	7-7/8"	20"
C-2	446+95, 26' RT.	1740533.82	2205311.93	575.20	5-1/2"	24"
C-3	441+59, 20' LT.	1740138.19	2204948.89	574.78	9-7/8"	18"



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FILE: 30 ENG INFO 1.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 10:01 AM
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MLI Alignments
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ENGINEERING INFORMATION SHEET 1

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3-17-0068-XX

SHEET 30 OF 31 SHEETS

BORING LOG No. 1

Page 1 of 1

PROJECT Taxiway G Rehabilitation — **SITE** Quad City International Airport

Approx. Surface Elev.: 574.04
Site Datum:
Drilling Method: HSA

DESCRIPTION	USCS SYMBOL	DEPTH (ft)	SAMPLES NUMBER	SAMPLES TYPE	SAMPLES RECOVERY	TESTS SPT - N (BLOWS / FT.)	TESTS MOISTURE, %	TESTS DRY DENSITY (PCF)	TESTS UNCONFINED STRENGTH (PSF)	OTHER
ASPHALT (7")		0								
0.6 573.4 GRAVEL BASE -- Crushed limestone GRAVEL, with sand and silt, gray	GP-GM									
3.3 570.7 FILL -- Sandy lean CLAY, trace gravel, olive brown, very dark brown, light olive brown, and gray	CL	2	1	AS			3.9			
	CL	4	2	SS	2	14	12.4			Bag 5'-8' Atterberg Limits LL=28, PI=12
8.0 566.0 BURIED TOPSOIL -- Fat CLAY, with sand, and organic matter, very dark gray, soft	CH	6	3	SS	14	10	10.9			
10.0 564.0 Bottom of Boring		8	4	SS	18	2	46.4			
		10								

Notes: * Calibrated hand penetrometer
Hammer Type: Manual

Water Level:
None Ft. While Drilling
None Ft. After Drilling
Ft.

TEAM Services — Geotechnical and Construction Material Consultants

Boring Started: 2/22/2016
Boring Completed: 2/22/2016
Rig: ATV **Foreman:** DC
Approved: **Job #:** 1-3896

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL AND ROCK TYPES; IN-SITU, THE TRANSITION MAY BE GRADUAL.

TEAM *Services*

p1

CBR TEST RESULTS

Project Name Taxiway G Rehabilitation — Project # 1-3896
Date 3/16/2016 — Test Procedure: ASTM D1883

Sample
Sample # B-1, 5 to 8 feet — Description: Sandy lean clay, soaked
Maximum dry unit weight 131 pcf
Optimum moisture content 8 %
Mold # 493 weight 4333.00 g
Mold +wet soil 8940.00 g volume 0.0752
Weight of wet soil 4607.00 g
Total unit weight 135.09 pcf
Moisture content 8.24 %
Dry unit weight 124.80 pcf
Compaction level 95.3 %

Initial moisture test	
wt wet+tare	210.6 g
wt dry +tare	200.5 g
wt tare	77.9 g

Soaking
Surcharge 5703.00 g — initial swell reading 0.466 in
Total time 4 days — final swell reading 0.536 in
Total swell 0.07 in 1.5 %
Mold +wet soil 9130.00 g

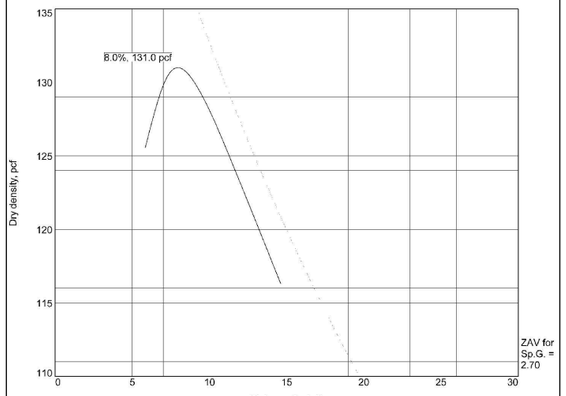
Bearing test
Surcharge 4540.00 g 0.35 psi
Loading rate 0.05 in/min
Cross sectional area 3.00 in^2
Final moisture content 14.59

Penetration (in)	Load (lb)	Corrected Load (lb)	Stress (psi)
0	5	0	0.0
0.025	116	111	37.0
0.05	222	217	72.3
0.075	303	298	99.3
0.1	362	357	119.0
0.125	426	421	140.3
0.15	472	467	155.7
0.175	512	507	169.0
0.2	549	544	181.3
0.3	656	651	217.0
0.4	751	746	248.7
0.5	830	825	275.0

Final moisture test	
wt wet+tare	445.1 g
wt dry +tare	398.6 g
wt tare	79.9 g

Penetration (in)	Corrected Stress (psi)	Bearing Ratio (%)
0.1	119.0	**11.9**
0.2	181.3	**12.1**
0.3	217.0	**11.4**
0.4	248.7	**10.8**
0.5	275.0	**10.6**

MOISTURE-DENSITY TEST REPORT



Test specification: ASTM D 1557-12 Method A Modified

Elev/ Depth	Classification USCS	Classification AASHTO	Nat. Moist.	Sp.G.	LL	PI	% > #4	% < No.200
4	CL			2.7	28	12		

TEST RESULTS
Maximum dry density = 131.0 pcf
Optimum moisture = 8.0 %
Project No. 1-3896 **Client:**
Project: Taxiway G Rehabilitation
Source of Sample: 1 **Sample Number:** 2

MATERIAL DESCRIPTION
FILL -- Sandy lean CLAY, trace gravel, olive brown, very dark brown, light olive bown and gray

Remarks:
Material derived from auger cuttings between 5' and 8' below grade in Boring 1

TEAM Services — Geotechnical and Construction Material Consultants

Figure

Tested By: NG **Checked By:** CH

K:\MolineAp\15014-05_Rehabilitate_Taxiway_N\Draw\Sheets
FILE: 31 ENG INFO 2.dwg
UPDATE BY: Sean Smith
PLOT DATE: 5/31/2016 10:01 AM

QU023

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND
QUAD CITY INTERNATIONAL AIRPORT
MOLINE, ILLINOIS

RECONSTRUCT TAXIWAY G

ENGINEERING INFORMATION SHEET 2

CMT

License No. 184-000613

QUAD CITY INTERNATIONAL AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	TAS
DATE:	06/03/2016
JOB No:	15014-05-00

MLI-4532
3-17-0068-XX

SHEET 31 OF 31 SHEETS