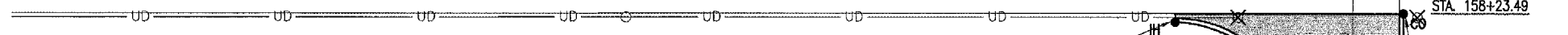
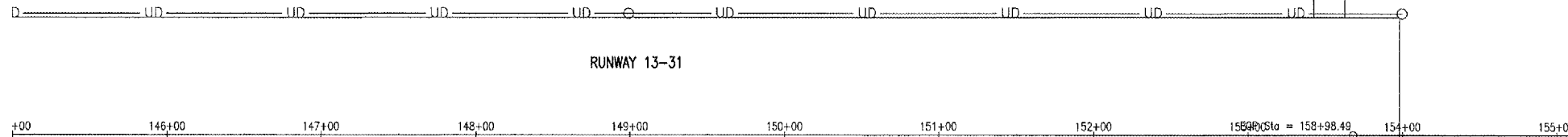


FOR UNDERDRAIN DETAILS  
SEE SHEETS 5 AND 10.

Q1055



**REMOVE UNDERDRAIN AND INSPECTION HOLE NOTE**

EXISTING UNDERDRAIN AND INSPECTION HOLES EXIST ADJACENT TO THE PAVEMENT PROPOSED TO BE REMOVED. THE UNDERDRAIN AND INSPECTION HOLES, IN THEIR ENTIRETY, WILL BE REMOVED AND DISPOSED OF OFF SITE BY THE CONTRACTOR IN A LEGAL MANNER. CARE SHOULD BE TAKEN NOT TO DAMAGE THE EXISTING UNDERDRAIN (TO BE REUSED) WHEN REMOVING THE UNDERDRAIN AND INSPECTION HOLES. ANY DAMAGE TO EXISTING UNDERDRAIN TO BE REUSED WILL BE REPLACED AT THE COST OF THE CONTRACTOR.

THIS ITEM WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAL FOOT OF UNDERDRAIN REMOVED. THE REMOVAL OF THE INSPECTION HOLES WILL BE CONSIDERED INCIDENTAL TO THE REMOVAL OF THE UNDERDRAIN AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THIS PRICE WILL CONSTITUTE FULL COMPENSATION FOR THE REMOVAL AND DISPOSAL OF THE UNDERDRAIN AND INSPECTION HOLES AND EXCAVATING AND BACKFILLING FOR THE REMOVAL IN ACCORDANCE TO ITEM 705.

THE REMOVAL OF THE UNDERDRAIN AND INSPECTION HOLES WILL BE PAID FOR UNDER ITEM:  
AR705900 - REMOVE UNDERDRAIN, PER L.F.

**LEGEND**

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- EXISTING STORM SEWER
- EXISTING UNDERDRAINS
- EXISTING INLET
- EXISTING UNDERDRAIN CLEANOUT
- EXISTING UNDERDRAIN CLEANOUT (TO BE REMOVED)
- PROPOSED STORM SEWER
- PROPOSED PERFORATED UNDERDRAIN
- PROPOSED INLET
- PROPOSED UNDERDRAIN CLEANOUT
- PROPOSED INSPECTION HOLE

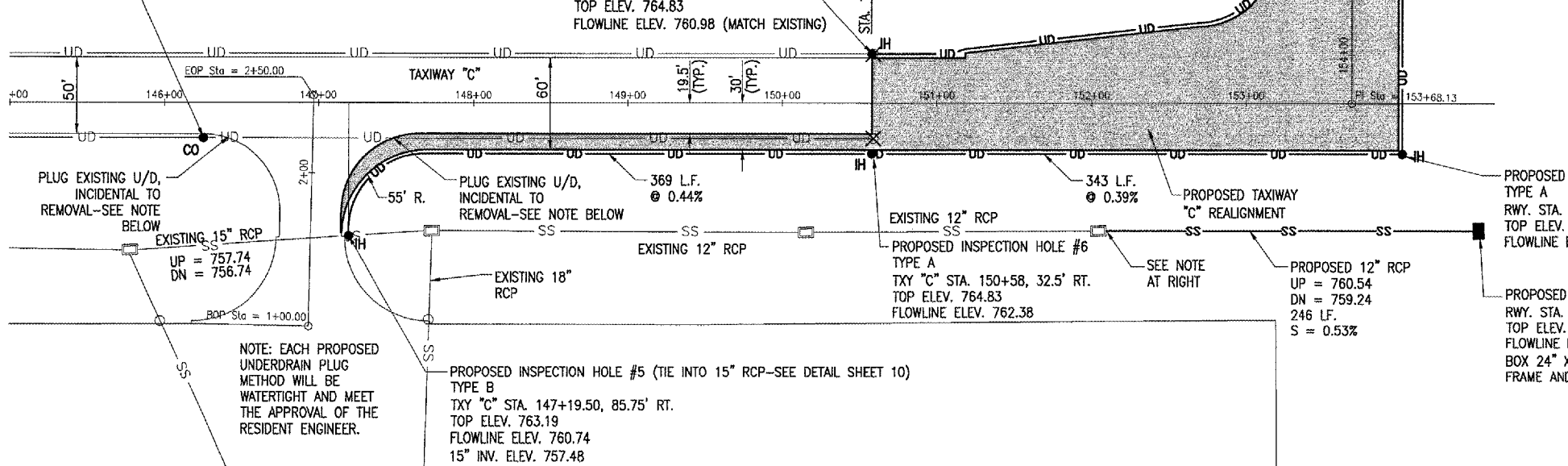
PROPOSED INSPECTION HOLE #1  
TYPE A  
TXY "C" STA. 158+18, 115' LT.  
TOP ELEV. 767.10  
FLOWLINE ELEV. 764.65  
TIE TO EXISTING - INCIDENTAL TO  
ITEM AR705630 - UNDERDRAIN INSPECTION  
HOLE

PROPOSED CLEANOUT #1  
TYPE B  
TXY "C" STA. 158+23.49, 32.5' RT.  
TOP ELEV. 767.52  
FLOWLINE ELEV. 765.07

PROPOSED INSPECTION HOLE #2  
TYPE A  
TXY "C" STA. 156+28, 32.5' LT.  
TOP ELEV. 766.49  
FLOWLINE ELEV. 764.04

PROPOSED INSPECTION HOLE #4  
TYPE A  
TXY "C" STA. 150+58, 32.5' LT.  
TOP ELEV. 764.83  
FLOWLINE ELEV. 780.98 (MATCH EXISTING)

PROPOSED CLEANOUT #2  
TYPE B  
TXY "C" STA. 146+25, 22.5' RT.  
TOP ELEV. 762.64  
EXISTING INVERT



**705-UNDERDRAIN NOTES:**

THE PROPOSED UNDERDRAIN PIPE WILL BE CONSTRUCTED IN ACCORDANCE WITH ITEM 705 "PIPE UNDERDRAINS FOR AIRPORTS" AS STATED ON PAGE 109 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING 6" PERFORATED P.E. TUBING (WRAPPED) AND UNDERDRAIN INSPECTION HOLES AT THE LOCATIONS AND TO THE GRADES SHOWN ON THE CONSTRUCTION PLANS.

PIPE DRAINS SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE PIPE SHALL BE BEDDED IN THE UNDERLYING MATERIAL TO A DEPTH NOT LESS THAN 10 PERCENT OF THE EXTERNAL DIAMETER OF THE PIPE, AND WHERE TRENCHING IS REQUIRED, THE TRENCH SHALL HAVE A WIDTH OF NOT LESS 12 IN. THE BOTTOM OF THE TRENCH SHALL BE COMPACTED IN A MANNER MEETING THE APPROVAL OF THE RESIDENT ENGINEER.

JOINTS AND FITTINGS MAY BE ASSEMBLED WITHOUT GASKETS OR SOLVENT CEMENT IF THE JOINT IS SAND TIGHT AND THE SPIGOT ENTERS THE SOCKET NOT LESS THAN 1/3 OF THE SOCKET DEPTH FOR SOLVENT CEMENT JOINTS AND FULL-DEPTH FOR ELASTOMERIC GASKET JOINTS.

NO PIPE SHALL BE PLACED IN THE TRENCH UNTIL IT AND THE PREPARED FOUNDATION HAVE BEEN APPROVED BY THE RESIDENT ENGINEER. THE PIPE SHALL BE LAID SO THAT THE FLOWLINE WILL BE AT THE GRADE SHOWN ON THE PLANS OR ESTABLISHED BY THE RESIDENT ENGINEER. THE PERMISSIBLE MINIMUM COVER OVER A PIPE SHALL BE 6 IN.

LAYING OF PIPES SHALL COMMENCE AT THE OUTLET END AND PROCEED TOWARD THE INLET END WITH THE PIPES TRUE TO LINE AND GRADE.

THE ENDS OF THE PIPE SHALL BE CAREFULLY CLEANED BEFORE THEY ARE PLACED, AND SHALL BE PLACED TO AVOID UNNECESSARY HANDLING ON THE FOUNDATION. AS EACH LENGTH OF PIPE IS LAID, THE ENDS OF THE PIPE SHALL BE PROTECTED TO PREVENT THE ENTRANCE OF ANY MATERIAL.

LONGITUDINAL LAPS SHALL BE PLACED AT THE SIDES AND SEPARATE SECTIONS OF PIPE SHALL BE JOINED WITH TIGHTLY-DRAWN, APPROVED CONNECTING BANDS.

THE TRENCH SHALL BE BACKFILLED WITH CA-14 OR CA-16, IN ACCORDANCE WITH ITEM 705, AND CONSOLIDATED TO THE RESIDENT ENGINEER'S SATISFACTION. THE POROUS BACKFILL WILL BE CONSIDERED INCIDENTAL TO ITEM AR70526 - 6" PERFORATED UNDERDRAIN W/ SOCK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

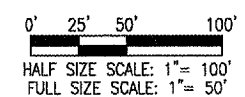
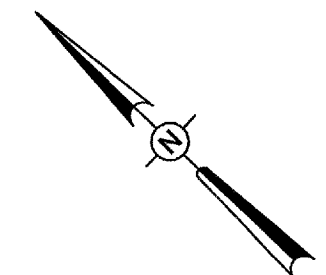
50 L.F. OF 6" NON-PERFORATED UNDERDRAIN IS INCLUDED FOR UNFORESEEN REPAIRS, IF NECESSARY.

THE PROPOSED UNDERDRAIN PIPE WILL BE PAID FOR UNDER ITEMS:

AR70526 6" PERFORATED UNDERDRAIN W/ SOCK	1,882 L.F.
AR705630 UNDERDRAIN INSPECTION HOLE	6 EACH
AR705546 6" NON PERFORATED UNDERDRAIN	50 L.F.
AR705640 UNDERDRAIN CLEANOUT	2 EACH
AR705900 REMOVE UNDERDRAIN	1653 L.F.

**PIPE CONNECTION NOTE**

NOTE: THE CONTRACTOR WILL TIE THE PROPOSED 12" RCP TO THE EXISTING INLET AT THE PROPOSED LOCATION AND INVERT SHOWN, IN ACCORDANCE TO ITEMS 701 AND 751. THE INLET WAS RECENTLY INSTALLED, IS IN GOOD CONDITION, AND WILL NOT REQUIRE REPLACEMENT DUE TO THE PLACEMENT OF THE PROPOSED PIPE. IF, DURING THE COURSE OF THE INSTALLATION, THE CONTRACTOR DAMAGES THE INLET BEYOND REPAIR, TO THE RESIDENT ENGINEER'S SATISFACTION, THE CONTRACTOR WILL REPLACE THE INLET AND ALL NECESSARY ITEMS AT HIS EXPENSE. THE COST OF CONNECTING THE PIPE TO THE EXISTING INLET WILL BE PAID FOR UNDER ITEM AR701512 - 12" RCP, CLASS IV, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE COST WILL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS TO COMPLETE THIS TASK.



BY		REVISION		DATE	
<p><b>QUINCY REGIONAL AIRPORT BALDWIN FIELD ADAMS COUNTY, ILLINOIS</b></p> <p><small>Quincy Regional Airport Illinois</small></p>					
<p>IL PROJ.: UN-3338 A.I.P. PROJ.: 3-17-0085-XX</p>					
<p>IL Proj. No.: 82406TCD 0240 Engineer: R-131DRN.DWG Scale: 1" = 50' Date: 06/19/06</p>		<p>06/19/06 06/19/06 07/12/06</p>		<p>RAW BAK RAW</p>	
<p><b>HANSON</b> Hanson Professional Services Inc. 1505 S. Main Street Springfield, Illinois 62703-2886 Offices Nationwide</p>					
<p><b>REALIGN AND WIDEN TAXIWAY "C"</b></p> <p>PROPOSED DRAINAGE PLAN</p>					
<p><b>9</b></p> <p>9 of 24 sheets</p>					

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