

ITEM 11A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
CONSTRUCTION PLANS
FOR

QUAD-CITY
INTERNATIONAL
AIRPORT

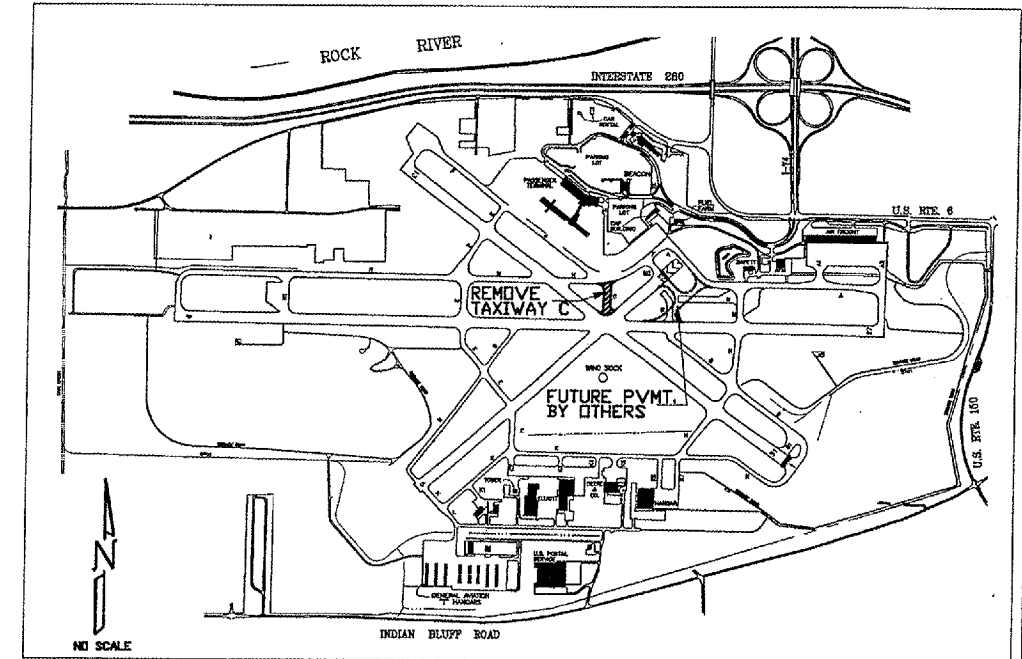
ROCK ISLAND COUNTY, ILLINOIS

TAXIWAY C REMOVAL

REMOVE EXISTING BITUMINOUS TAXIWAY
C (439' X 100') ALONG WITH ASSOCIATED
EARTHWORK, UTILITY ADJUSTMENTS, AND TURFING.

ILLINOIS PROJECT MLI-3571
A.I.P. PROJECT NO. 3-17-0068-55
AIRPORT CLASSIFICATION - AIR CARRIER

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

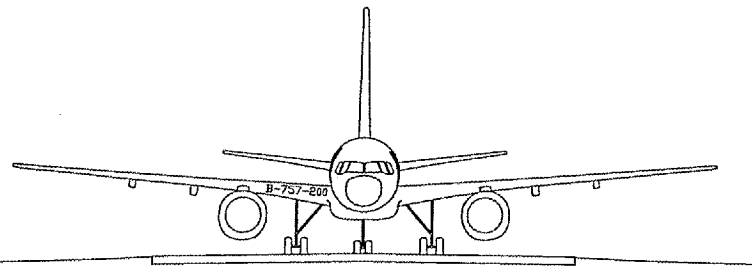


PROJECT LOCATION MAP

WARNING



CALL BEFORE
YOU DIG



INDEX OF SHEETS	
SHEET NO.	TITLE
1	COVER SHEET AND INDEX OF SHEETS
2	SUMMARY OF QUANTITIES / GENERAL NOTES
3-5	PROPOSED SAFETY PLAN
6	TYPICAL SECTIONS
7	TAXIWAY C PLAN & PROFILE
8	TAXIWAY C STAKING PLAN
9-15	LIGHTING & GUIDANCE SIGN DETAILS
16	REMOVE & REPLACE R 9-27 PAINTED THRESHOLD MARKINGS
17-19	MISCELLANEOUS DETAILS
20	PROPOSED STORM WATER POLLUTION PREVENTION PLAN
21-23	PROPOSED TAXIWAY C CROSS SECTIONS

<p>CONSULTING ENGINEERS MISSMAN, STANLEY & ASSOC.</p> <p>ENGINEER'S SIGNATURE <i>Dennis R. Martin</i></p> <p>SEALED & SIGNED 6/27/06</p> <p>DATE OF LICENSE EXPIRATION</p>	<p>METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY, ILLINOIS</p> <p><i>Bruce Carter</i></p> <p>06/28/06 DATE APPROVED</p>
--	--

<p>JUNE 30, 2006</p> <p>OFFICIAL DATE OF PLANS</p>	<p>PREPARED BY MISSMAN, STANLEY & ASSOCIATES Consulting Civil Engineers ROCK ISLAND, ILLINOIS</p>
--	---

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
AR108158	1/C #8 5KV UG CABLE IN UD	LF.	2,150	
AR108258	2/C #8 5KV UG CABLE IN UD	LF.	440	
AR110201	1" PVC DUCT, DIRECT BURY	LF.	20	
AR125451	TAXI GUIDANCE SIGN, 11 CHARACTER	EACH	1	
AR125520	HIRLO, BASE MOUNTED	EACH	1	
AR125565	SPLICE CAN	EACH	2	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	17	
AR125903	REMOVE INPAVEMENT LIGHT	EACH	1	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	14	
AR125906	REMOVE SPLICE CAN	EACH	2	
AR125962	RELOCATE BASE MOUNTED LIGHT	EACH	4	
AR125964	RELOCATE TAXI GUIDANCE SIGN	EACH	1	
AR125966	RELOCATE SPLICE CAN	EACH	2	
AR125984	REFURBISH TAXI GUIDANCE SIGN	EACH	3	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	1,000	
AR152419	UNCLASSIFIED DISPOSAL OFFSITE	C.Y.	685	
AR152442	OFFSITE BORROW EXCAVATION	C.Y.	340	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	5,325	
AR620510	PAVEMENT MARKING	S.F.	15,950	
AR620595	TEMPORARY MARKING & REMOVAL	S.F.	18,790	
AR620900	PAVEMENT MARKING REMOVAL	S.F.	20,075	
AR751415	INLET - SPECIAL	EACH	1	
AR751540	MANHOLE 4'	EACH	1	
AR751900	REMOVE INLET	EACH	1	
AR751945	ADJUST MANHOLE - NON PAVEMENT	EACH	1	
AR751983	RECONSTRUCT MANHOLE	EACH	3	
AR801605	REPLACE TAXI GUIDANCE SIGN PANEL	EACH	12	
AR801614	SUPPLY TAXI GUIDANCE SIGN PANEL	EACH	10	
AR801621	SECONDARY WIRE IN SAW KERF	LF.	165	
AR901510	SEEDING	ACRE	2.4	
AR908513	MULCHING - METHOD 3	ACRE	2.4	

GENERAL NOTES:

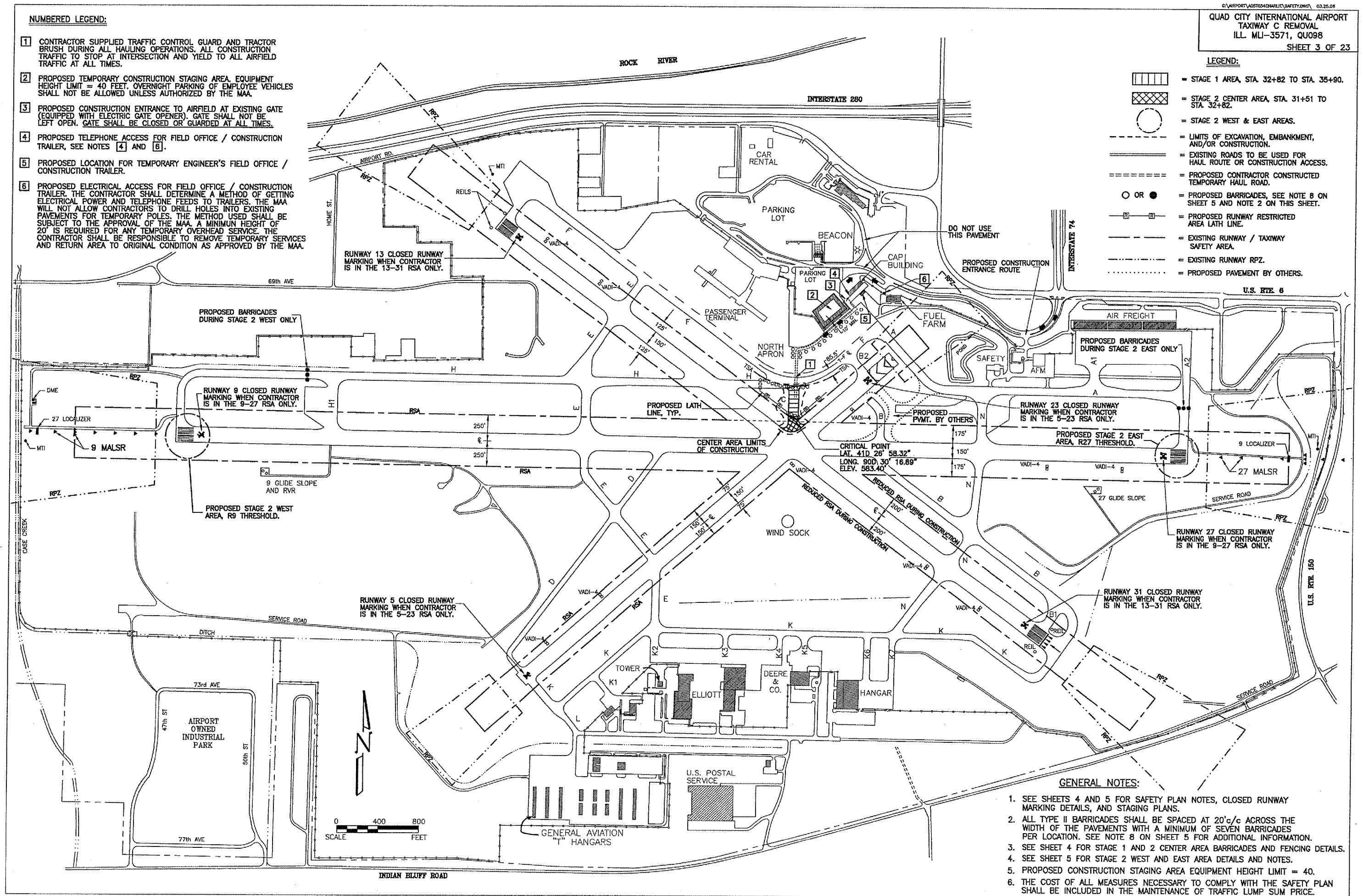
1. THE CONTRACTOR SHALL SALVAGE EXISTING AIRFIELD LIGHTING EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS PRIOR TO THE START OF EARTHWORK AND/OR PAVING ACTIVITIES. SALVAGED EQUIPMENT SHALL BE CLEANED AND REUSED ON THE AIRPORT OR DELIVERED TO THE METROPOLITAN AIRPORT AUTHORITY.
2. CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS APPROVED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
3. THE CONTRACTOR SHALL EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALES, AS REQUIRED BY THE RESIDENT ENGINEER, TO CONTROL STORM WATER RUN-OFF.
4. THE CONTRACT 152 - EARTHWORK ITEMS SHALL INCLUDE ALL COSTS ASSOCIATED WITH EXCAVATION OF SOILS, HAULING OF SOILS, STOCKPILING SOILS, INSTALLATION OF SOILS, COMPACTION OF SOILS, GRADING OF SOILS, INSTALLATION AND REMOVAL OF HAUL ROADS OR ROUTES, RESTORATION OF HAUL ROADS OR ROUTES, DISPOSAL OF WASTE SOILS, CLEANING OF PAVEMENTS, AND ALL OTHER ITEMS THAT ARE REQUIRED TO COMPLETE THE EARTHWORK. THESE ITEMS SHALL BE PAID FOR BASED UPON THE CUBIC YARDS OF MATERIALS REMOVED AND/OR REQUIRED AS ACCEPTED BY THE ENGINEER. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
5. AFTER CONSTRUCTION HAS BEEN COMPLETED, THE CONTRACTOR SHALL SEED AND HYDRAULIC MULCH ALL DISTURBED AREAS PER SPECIAL PROVISIONS 901 AND 908. ONLY SEEDING AND MULCHING AREAS WITHIN THE LIMITS OF CONSTRUCTION/SEEDING WILL BE ELIGIBLE FOR PAYMENT UNDER THESE CONTRACT PAY ITEMS. AREAS OUTSIDE OF THE LIMITS OF CONSTRUCTION/SEEDING SHALL BE SEEDED AND MULCHED BY THE CONTRACTOR PER SPECIAL PROVISION 901/908, BUT SHALL NOT BE MEASURED FOR PAYMENT.
6. ITEM AR908513 MULCHING - METHOD 3 SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE IDOT-DOA SUPPLEMENTAL SPECIFICATIONS AND IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, METHOD 3 (HYDRAULIC MULCH). THE MULCHING SHALL BE ACCOMPLISHED WITH FLEXIBLE GROWTH MEDIUM (FGM) MATERIALS.

NUMBERED LEGEND:

- 1 CONTRACTOR SUPPLIED TRAFFIC CONTROL GUARD AND TRACTOR BRUSH DURING ALL HAULING OPERATIONS. ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTION AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES.
- 2 PROPOSED TEMPORARY CONSTRUCTION STAGING AREA. EQUIPMENT HEIGHT LIMIT = 40 FEET. OVERNIGHT PARKING OF EMPLOYEE VEHICLES SHALL NOT BE ALLOWED UNLESS AUTHORIZED BY THE MAA.
- 3 PROPOSED CONSTRUCTION ENTRANCE TO AIRFIELD AT EXISTING GATE (EQUIPPED WITH ELECTRIC GATE OPENER). GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE CLOSED OR GUARDED AT ALL TIMES.
- 4 PROPOSED TELEPHONE ACCESS FOR FIELD OFFICE / CONSTRUCTION TRAILER, SEE NOTES 4 AND 6.
- 5 PROPOSED LOCATION FOR TEMPORARY ENGINEER'S FIELD OFFICE / CONSTRUCTION TRAILER.
- 6 PROPOSED ELECTRICAL ACCESS FOR FIELD OFFICE / CONSTRUCTION TRAILER. THE CONTRACTOR SHALL DETERMINE A METHOD OF GETTING ELECTRICAL POWER AND TELEPHONE FEEDS TO TRAILERS. THE MAA WILL NOT ALLOW CONTRACTORS TO DRILL HOLES INTO EXISTING PAVEMENTS FOR TEMPORARY POLES. THE METHOD USED SHALL BE SUBJECT TO THE APPROVAL OF THE MAA. A MINIMUM HEIGHT OF 20' IS REQUIRED FOR ANY TEMPORARY OVERHEAD SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE TEMPORARY SERVICES AND RETURN AREA TO ORIGINAL CONDITION AS APPROVED BY THE MAA.

LEGEND:

- [Hatched Box] = STAGE 1 AREA, STA. 32+82 TO STA. 35+90.
- [Cross-hatched Box] = STAGE 2 CENTER AREA, STA. 31+51 TO STA. 32+82.
- [Circle] = STAGE 2 WEST & EAST AREAS.
- [Dashed Line] = LIMITS OF EXCAVATION, EMBANKMENT, AND/OR CONSTRUCTION.
- [Solid Line] = EXISTING ROADS TO BE USED FOR HAUL ROUTE OR CONSTRUCTION ACCESS.
- [Dotted Line] = PROPOSED CONTRACTOR CONSTRUCTED TEMPORARY HAUL ROAD.
- [Circle with X] OR [Circle with dot] = PROPOSED BARRICADES, SEE NOTE 8 ON SHEET 5 AND NOTE 2 ON THIS SHEET.
- [Line with X] = PROPOSED RUNWAY RESTRICTED AREA LATH LINE.
- [Dashed Line with X] = EXISTING RUNWAY / TAXIWAY SAFETY AREA.
- [Dotted Line with X] = EXISTING RUNWAY RPZ.
- [Dotted Line] = PROPOSED PAVEMENT BY OTHERS.



GENERAL NOTES:

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

G:\Airport\AD5T034CHARLIE\SAFETY.dwg, 6/30/2006 2:21:31 PM, jefim

STAGE 1 NOTES:

1. TAXIWAY C TO REMAIN IN PLACE AND OPEN TO AIRCRAFT TRAFFIC UNTIL PROPOSED RELOCATED TAXIWAY B IS IN PLACE (BY OTHERS). SEE THE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. STAGE 1 AND STAGE 2 MAY OCCUR SIMULTANEOUSLY.
3. CONTRACTOR SHALL NOT STOCKPILE MATERIALS ABOVE THE FAA PART 77 CIVIL AIRPORT IMAGINARY SURFACE FOR RUNWAYS 9-27 OR 13-31. THIS LIMITATION INCLUDES THE 7:1 TRANSITIONAL SURFACES.

STAGE 1 AIRFIELD STATUS

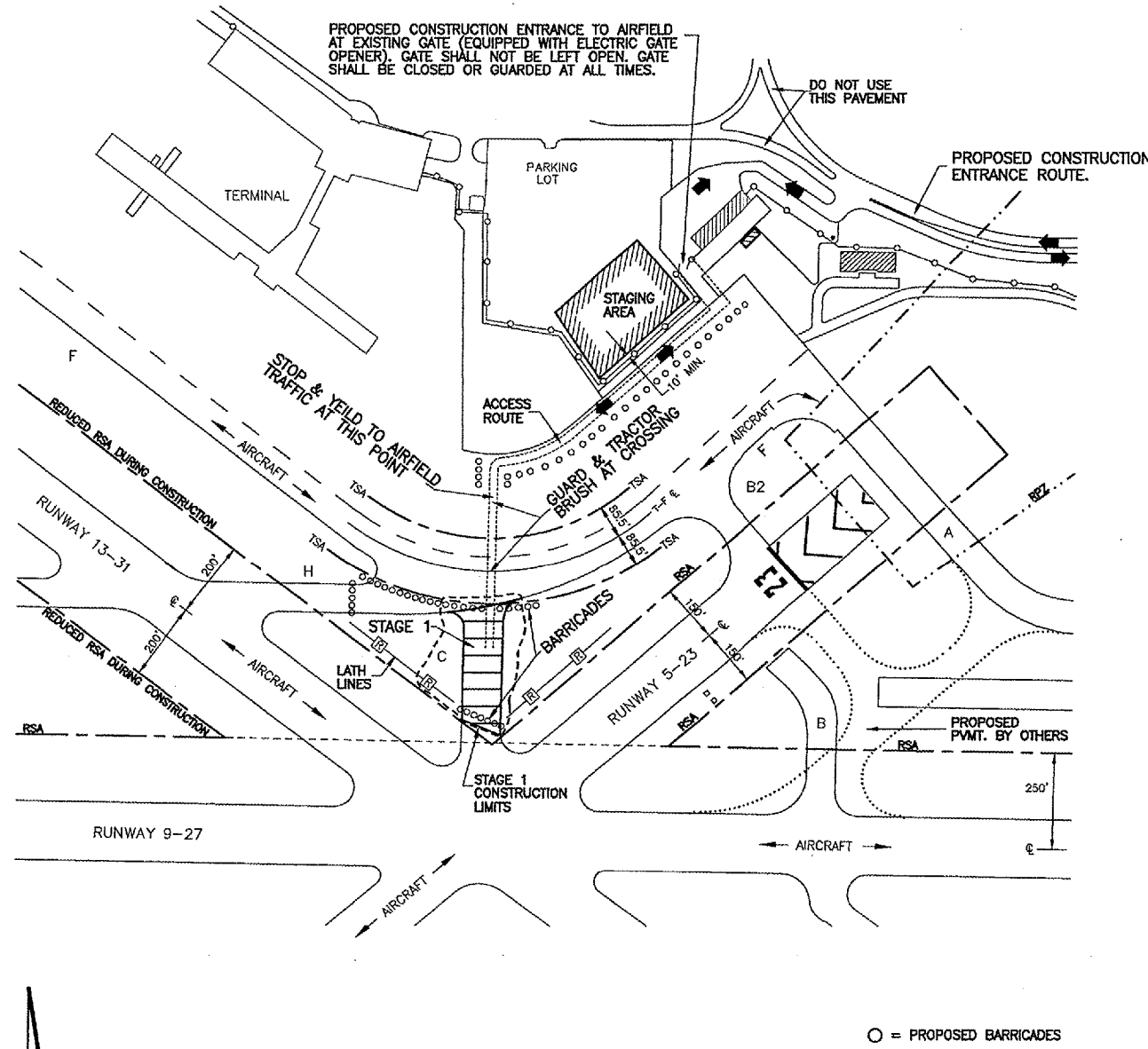
1. TAXIWAY H CLOSED BETWEEN TAXIWAY F AND RUNWAY 13-31.
2. TAXIWAY C CLOSED.
3. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

STAGE 2 CENTER AREA NOTES:

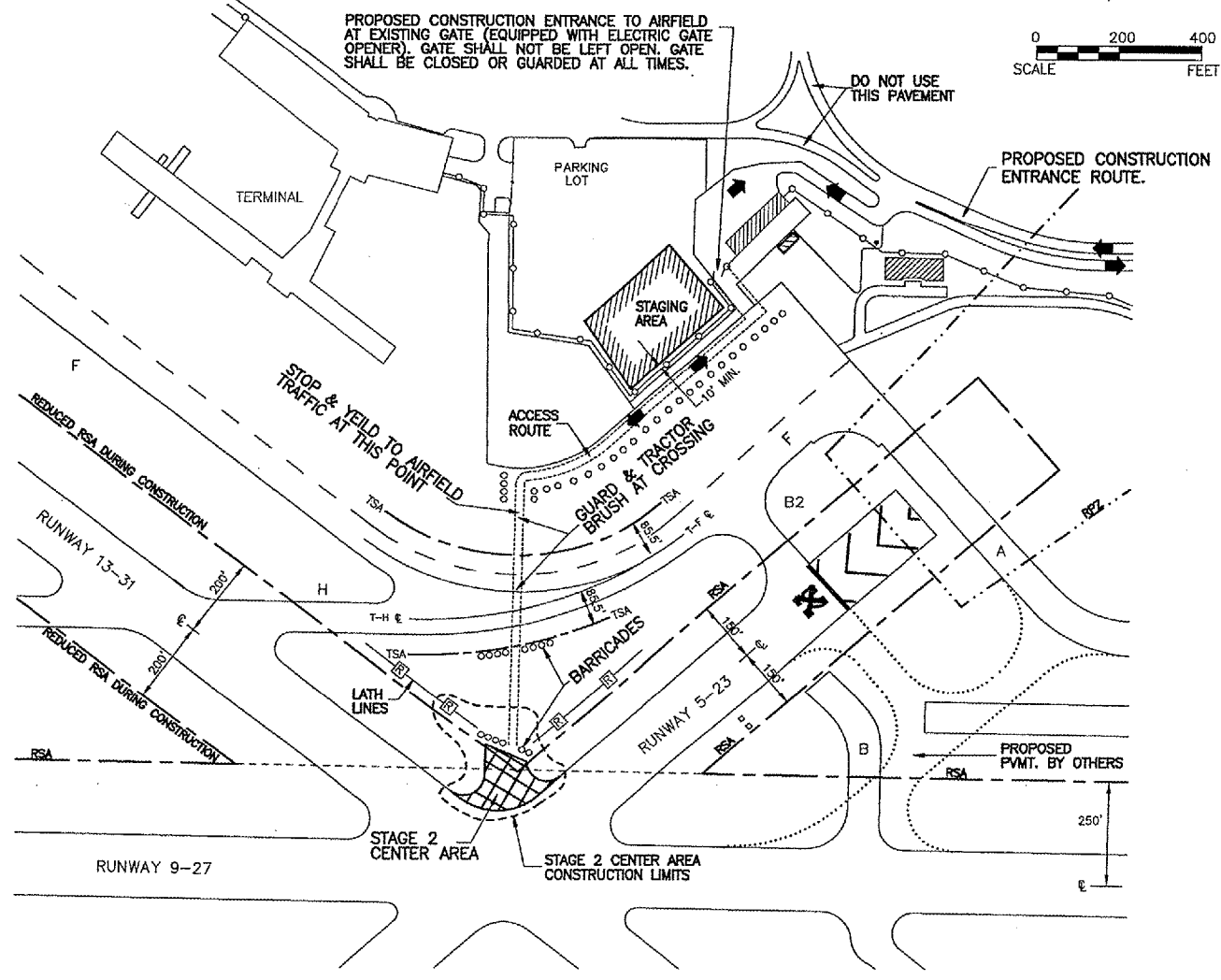
1. CONSTRUCTION NIGHT SHIFTS IN THE STAGE 2 CENTER AREA SHALL OCCUR BETWEEN THE HOURS OF 7:11:30 PM AND 5:30 AM ONLY. THE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC BETWEEN THESE HOURS. PRIOR TO THE END OF EACH NIGHT SHIFT, THE CONTRACTOR SHALL CLEAN THE PAVEMENT SURFACES TO THE SATISFACTION OF THE ENGINEER. ALL RUNWAYS SHALL BE OPEN TO AIRCRAFT TRAFFIC BETWEEN THE HOURS OF 5:30 AM AND 7:11:30 PM AND CONSTRUCTION TRAFFIC SHALL NOT BE ALLOWED WITHIN THE RUNWAY SAFETY AREAS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT ENGINEER. SEE THE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL MINIMIZE THE TIME SPENT IN THE RUNWAY SAFETY AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. AT THE END OF EVERY WORK PERIOD, CONTRACTOR SHALL REGRADE THE RSA / TSA AND REOPEN THE RUNWAYS AND TAXIWAYS TO AIRCRAFT TRAFFIC. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. CLOSED RUNWAY MARKINGS SHALL BE IN PLACE WHEN THE CONTRACTOR IS IN THE RUNWAY SAFETY AREAS (ALL RUNWAYS).
5. BARRICADES TO REMAIN IN PLACE UNTIL THE TAXIWAY H EDGE LIGHTS ARE INSTALLED.
6. TAXIWAY C TO REMAIN IN PLACE AND OPEN TO AIRCRAFT TRAFFIC UNTIL PROPOSED RELOCATED TAXIWAY B IS IN PLACE (BY OTHERS).
7. CONTRACTOR SHALL NOT STOCKPILE MATERIALS ABOVE THE FAA PART 77 CIVIL AIRPORT IMAGINARY SURFACE FOR RUNWAYS 9-27 OR 13-31. THIS LIMITATION INCLUDES THE 7:1 TRANSITIONAL SURFACES.

STAGE 2 CENTER AREA AIRFIELD STATUS

1. RUNWAYS 9-27, 13-31 AND 5-23 CLOSED TO AIRCRAFT TRAFFIC BETWEEN THE NIGHTTIME HOURS OF 7:11:30 P.M. AND 5:30 A.M.
2. RUNWAYS 9-27, 13-31 AND 5-23 OPEN TO AIRCRAFT TRAFFIC BETWEEN THE DAYTIME HOURS OF 5:30 A.M. AND 7:11:30 P.M.
3. SIX EACH - CLOSED RUNWAY MARKINGS IN PLACE WHEN CONTRACTOR IS IN THE COMMON RSA (NIGHTTIME ONLY).
4. TAXIWAY C CLOSED.
5. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.



STAGE 1 BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS



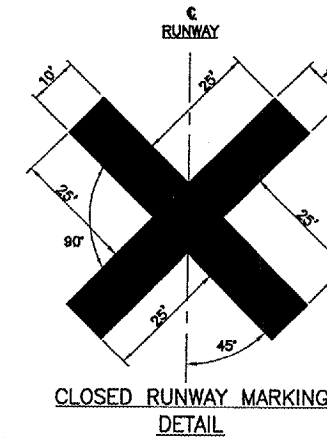
STAGE 2 CENTER AREA BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS

○ = PROPOSED BARRICADES

G:\Airport\A051034C\HARLIE\safety.dwg, 6/27/2006 10:23:31 AM, jeffm

SAFETY PLAN NOTES:

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



CLOSED RUNWAY MARKINGS NOTES:

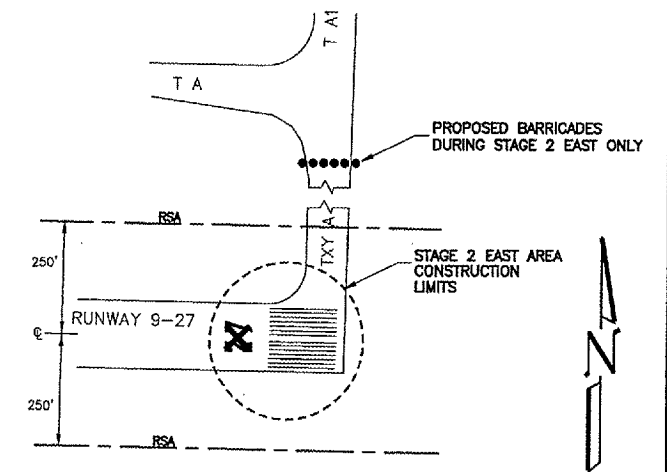
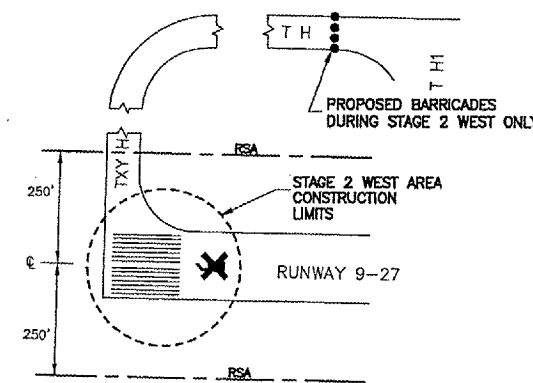
1. SOLID CROSS FOR CLOSED RUNWAY IS REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES AND SHALL BE PLACED DIRECTLY OVER THE RUNWAY IDENTIFICATION NUMERALS.
2. THE CONTRACTOR SHALL INSTALL, REMOVE AND REINSTALL THE CROSSES AS REQUIRED BY WORKING CONDITIONS AND AS APPROVED BY THE RESIDENT ENGINEER.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

STAGE 2 WEST & EAST NOTES:

1. CONSTRUCTION NIGHT SHIFTS IN THE STAGE 2 WEST & EAST AREAS SHALL OCCUR BETWEEN THE HOURS OF 11:30 PM AND 5:30 AM ONLY. RUNWAY 9-27 WILL BE CLOSED TO AIRCRAFT TRAFFIC BETWEEN THESE HOURS. PRIOR TO THE END OF EACH NIGHT SHIFT, THE CONTRACTOR SHALL CLEAN AND TEMPORARILY MARK THE PAVEMENT SURFACE TO THE SATISFACTION OF THE ENGINEER. ALL RUNWAYS SHALL BE OPEN TO AIRCRAFT TRAFFIC BETWEEN THE HOURS OF 5:30 AM AND 11:30 PM AND CONSTRUCTION TRAFFIC SHALL NOT BE ALLOWED WITHIN THE RUNWAY SAFETY AREAS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT ENGINEER. SEE THE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL MINIMIZE THE TIME SPENT IN THE RUNWAY SAFETY AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. AT THE END OF EVERY WORK PERIOD, CONTRACTOR SHALL CLEAN-UP THE RSA / TSA AND REOPEN THE RUNWAY AND TAXIWAYS TO AIRCRAFT TRAFFIC. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. CLOSED RUNWAY MARKINGS SHALL BE IN PLACE WHEN THE CONTRACTOR IS IN THE RUNWAY SAFETY AREA.

STAGE 2 WEST & EAST AREAS AIRFIELD STATUS

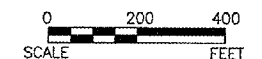
1. RUNWAYS 9-27 CLOSED TO AIRCRAFT TRAFFIC BETWEEN THE NIGHTTIME HOURS OF 11:30 P.M. AND 5:30 A.M.
2. RUNWAYS 9-27 OPEN TO AIRCRAFT TRAFFIC BETWEEN THE DAYTIME HOURS OF 5:30 A.M. AND 11:30 P.M.
3. TAXIWAY A CLOSED BETWEEN TAXIWAY A1 AND RUNWAY 9-27 DURING NIGHTTIME HOURS ONLY.
4. TAXIWAY H CLOSED BETWEEN TAXIWAY H1 AND RUNWAY 9-27 DURING NIGHTTIME HOURS ONLY.
5. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.



RN WY 9 THRESHOLD AREA

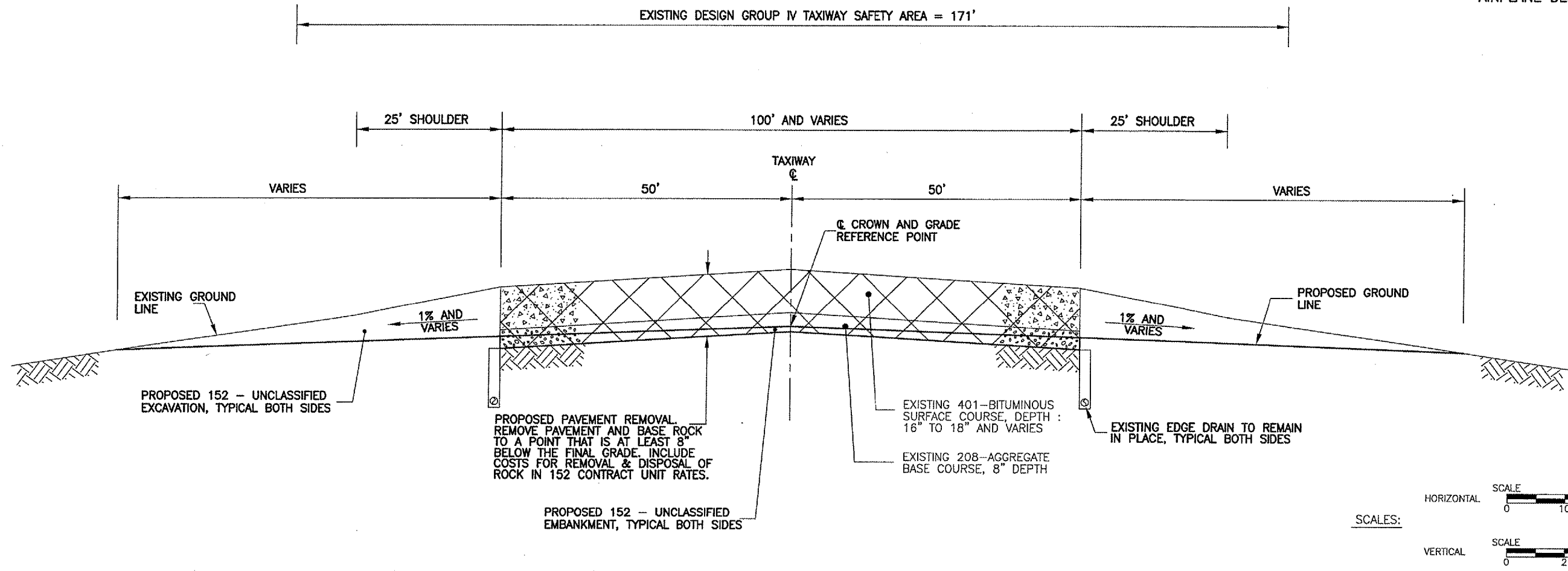
RN WY 27 THRESHOLD AREA

STAGE 2 WEST & EAST AREAS BARRICADES, LATH LINES, AND CONSTRUCTION OPERATION LIMITS

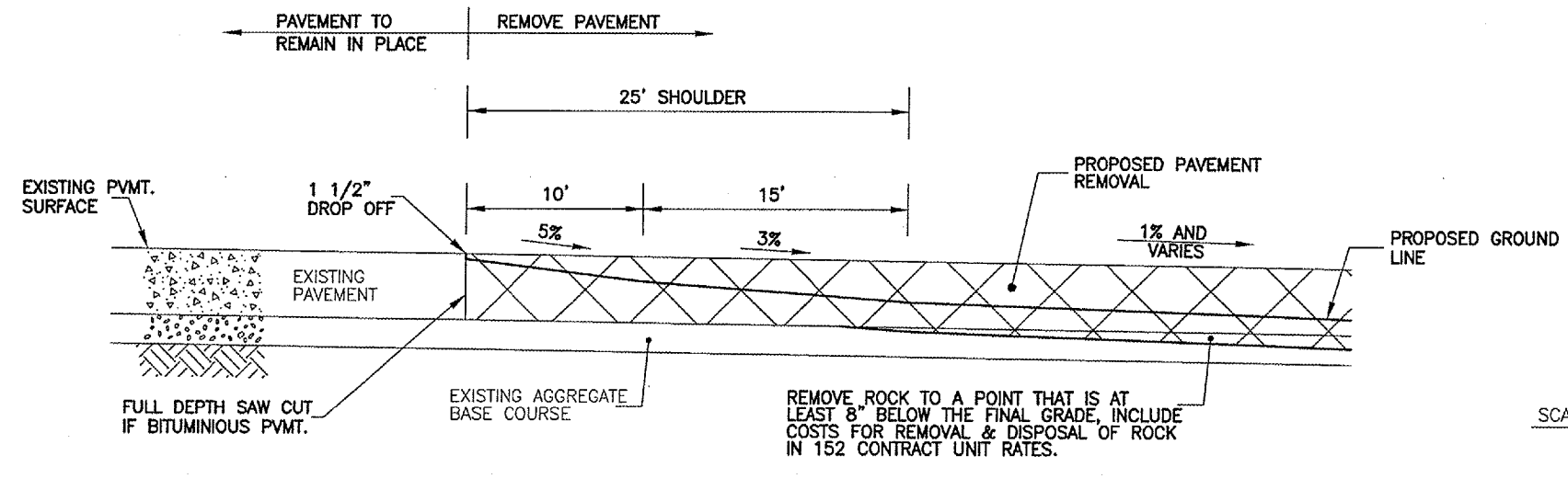


PROPOSED TYPICAL SECTION
 TAXIWAY C, STA. 31+51.19 TO STA. 35+90.17
 PAVEMENT REMOVAL

AIRCRAFT APPROACH CATEGORY D
 AIRPLANE DESIGN GROUP IV



PROPOSED TYPICAL SECTION
 ALONG RUNWAY & TAXIWAY PAVEMENTS TO REMAIN IN PLACE

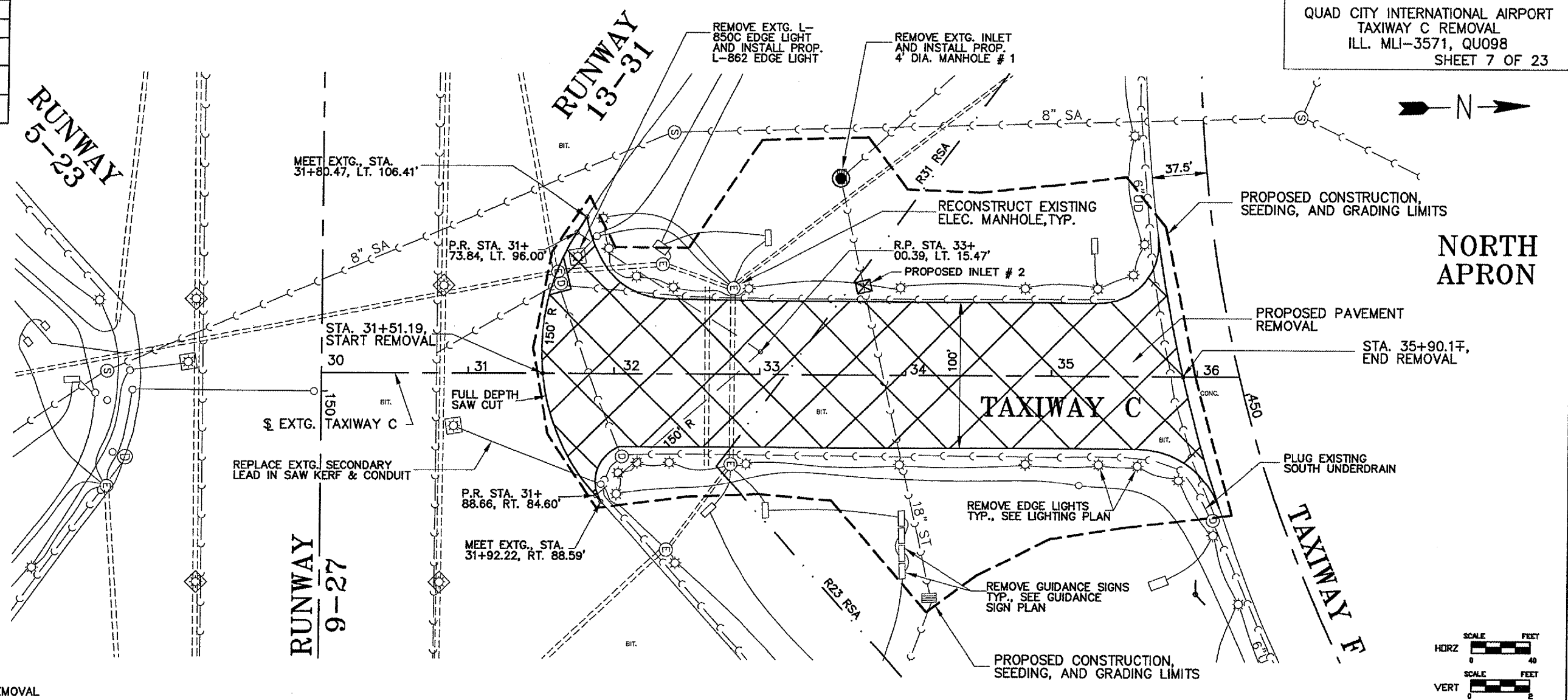


TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM G	576.91	CHIS. □ S. EDGE OF 6TH RWY LIGHT, N.E. OF T-K, S. OF R-5, STATION 27+15.3, RT. 85.3
TBM H	578.56	CHIS. □ S.E. COR. TAXY. E SIGN @ S.V. COR. OF TAXY. E & RWY 5, STATION 32+52.3, LT. 111.3
TBM I	579.55	CHIS. □ N.E. COR. TAXY. E SIGN @ S.E. COR. OF TAXY. E & RWY 5, STATION 30+74.3, RT. 119.3

PROPOSED MANHOLE # 1,
4' DIA. WITH FLAT SLAB TOP,
STA. 33+54, LT. 133'
LID EL = 581.20'
NW E EL = 578.48'
E E EL = 576.70'

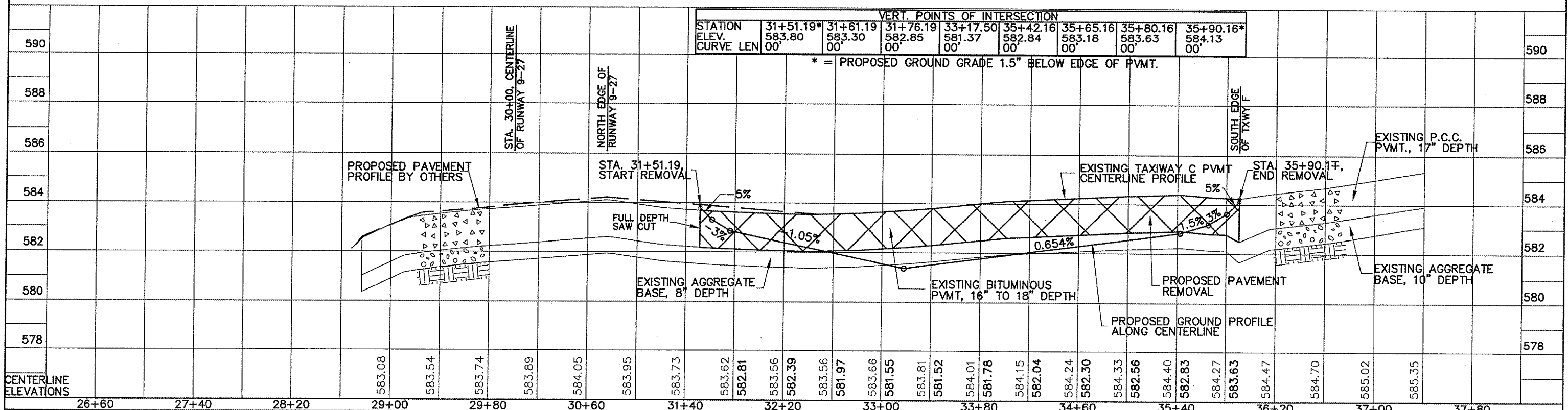
PROPOSED INLET SPECIAL # 2,
STA. 33+71, LT. 60.7 (MATCH EXTG.)
GRATE EL = 580.45'
E EL = MATCH EXTG. PIPE
(±576.45')

- LEGEND:**
- ☉ EDGE LIGHT
 - GUIDANCE SIGN
 - ELECTRICAL CABLE
 - STORM SEWER OR UNDERDRAIN
 - ⊕ INLET
 - ▽ OUTLET
 - ⊙ STORM MANHOLE
 - ⊙ SANITARY MANHOLE
 - DRAINAGE DITCH
 - CONDUIT OR DUCT BANK
 - ▨ PROPOSED PAVEMENT MILLING
 - ▩ PROPOSED AR401900 PAVEMENT REMOVAL



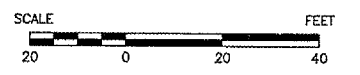
VERT. POINTS OF INTERSECTION								
STATION	31+51.19*	31+61.19	31+76.19	33+17.50	35+42.16	35+65.16	35+80.16	35+90.16*
ELEV.	583.80	583.30	582.85	581.37	582.84	583.18	583.63	584.13
CURVE LEN	00'	00'	00'	00'	00'	00'	00'	00'

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

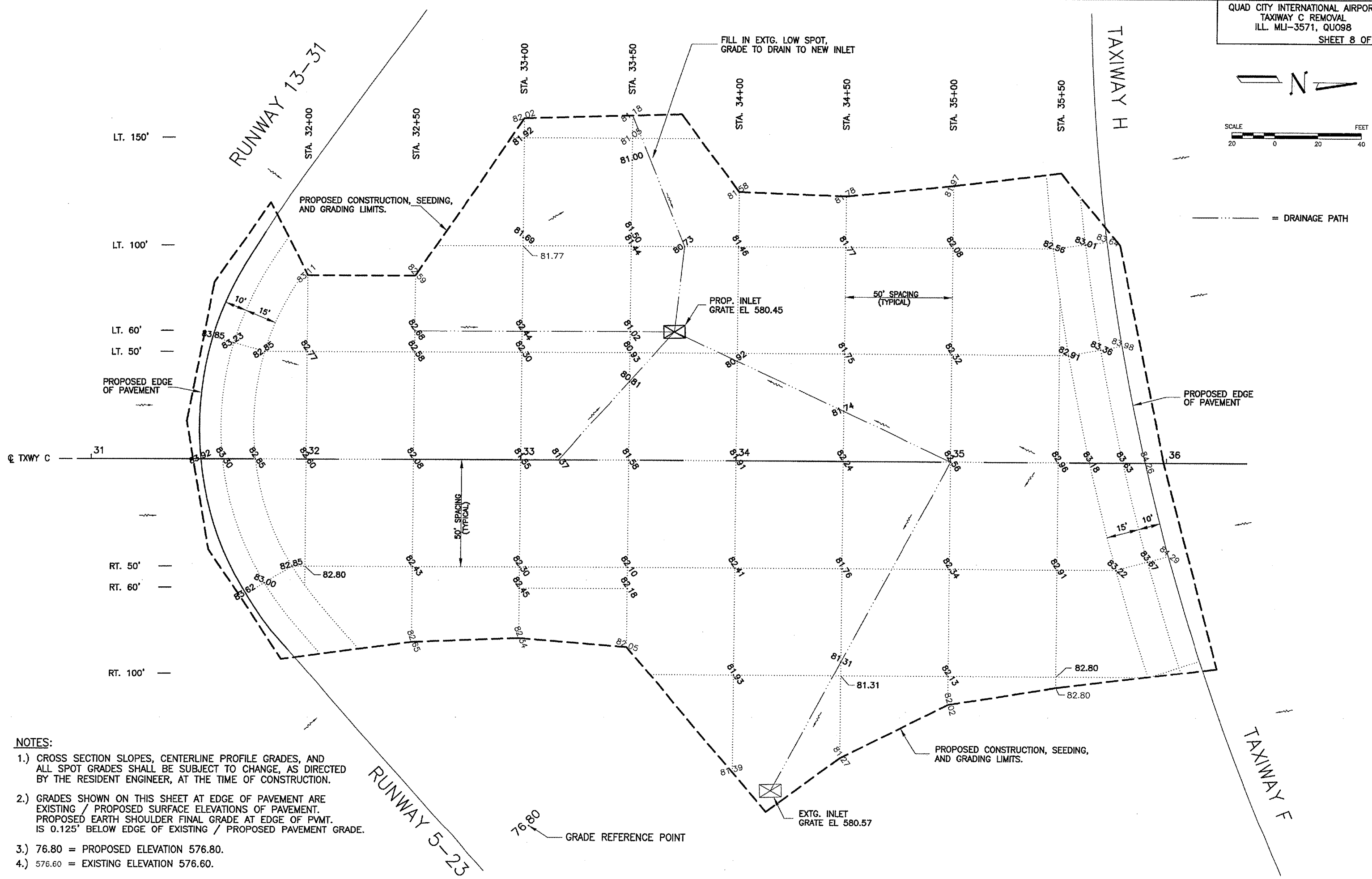


TAXIWAY C PLAN & PROFILE, STA 28+20 TO STA 37+80

G:\AIRPORT\A051034CHARLIE\PP.DWG, 6/27/2006 10:33:02 AM, jefm



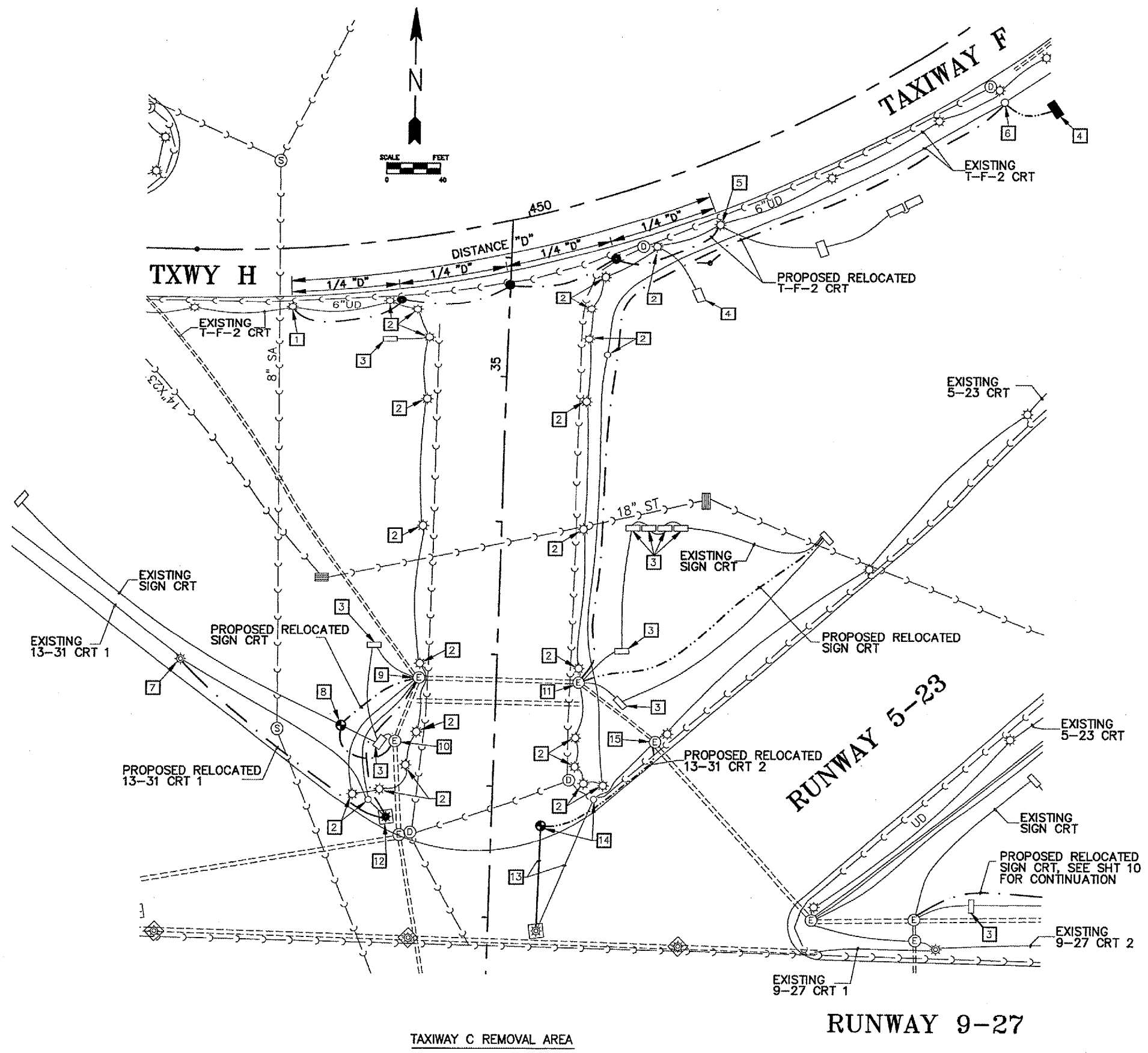
--- = DRAINAGE PATH



NOTES:

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

G:\AIRPORT\A05T034CHARLIE\STAKING.DWG, 6/27/2006 10:33:56 AM, jefrm



SYMBOL LEGEND

- ☼ EXISTING L-861T MITL OR L-861 MIRL
- ☼ EXISTING L-862 HIRLQ
- ◊ EXISTING HIRLQ L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- Ⓢ EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- ==== EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- ☼ PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE)
- ⊙ PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- - - - PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- · - · - · PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT

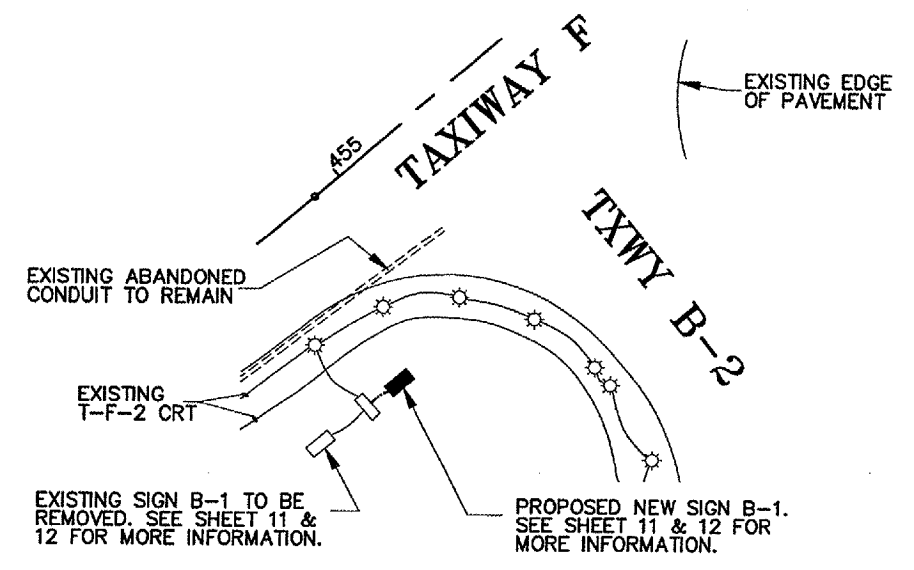
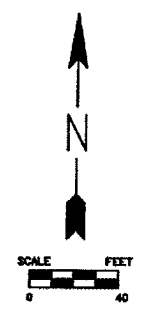
GENERAL NOTES:

1. SEE SHEET 13 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 13-14 FOR ELECTRICAL DETAILS
3. SEE SHEET 15 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.

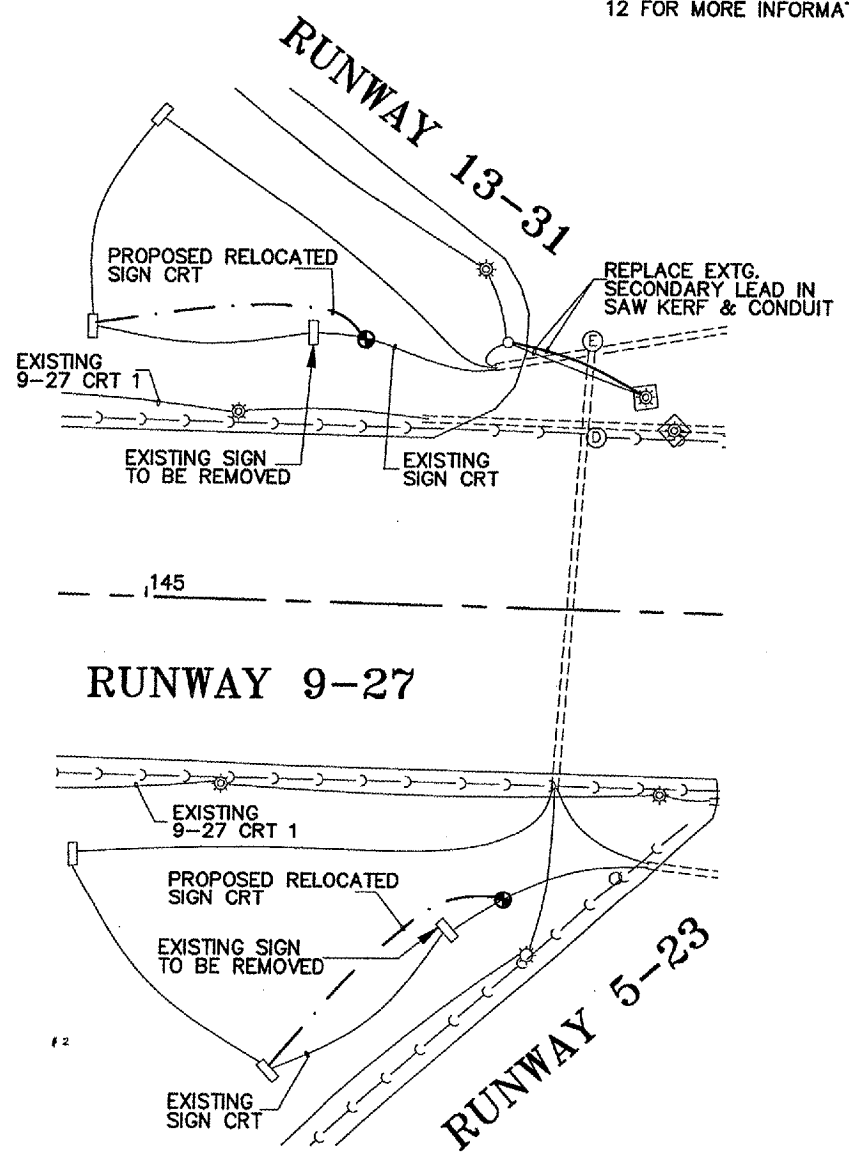
NUMBERED LEGEND

- 1 DISCONNECT EXTG. T-F-2 CRT CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED T-F-2 CRT RELOCATION AT THIS LOCATION.
- 2 RELOCATE OR REMOVE EXISTING L-861T MITL UNITS OR SPLICE CANS.
- 3 REMOVE EXISTING GUIDANCE SIGNS. SEE SHEET 11 FOR MORE INFORMATION.
- 4 RELOCATE EXISTING GUIDANCE SIGNS. SEE SHEET 11 FOR MORE INFORMATION.
- 5 DISCONNECT EXTG. T-F-2 CRT CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED T-F-2 CRT RELOCATION AT THIS LOCATION.
- 6 DISCONNECT EXTG. T-F-2 CRT CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED T-F-2 CRT RELOCATION AT THIS LOCATION. REMOVE EXTG. 2-WAY SPLICE CAN. RELOCATE EXTG. 3-WAY LIGHT CAN TO THIS LOCATION AND CONVERT TO SPLICE CAN WITH SOLID BASE PLATE.
- 7 DISCONNECT EXTG. 13-31 CRT 1 CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED 13-31 CRT 1 RELOCATION AT THIS LOCATION.
- 8 LOCATED EXTG. SIGN CRT CABLE AND INSTALL INTO PROPOSED OR RELOCATED SPLICE CAN. INSTALL NEW SIGN CRT CABLE TO MANHOLES AT LOCATIONS 9 AND 10.
- 9 RECONSTRUCT EXTG. MANHOLE. START / END PROPOSED SIGN CRT RELOCATION IN THIS MANHOLE. START / END PROPOSED 13-31 CRT 1 RELOCATION IN THIS MANHOLE.
- 10 ADJUST EXTG. MANHOLE. START / END PROPOSED SIGN CRT RELOCATION IN THIS MANHOLE.
- 11 RECONSTRUCT EXTG. MANHOLE. START / END PROPOSED SIGN CRT RELOCATION IN THIS MANHOLE. START / END PROPOSED T-F-2 CRT RELOCATION IN THIS MANHOLE.
- 12 REMOVE EXTG. HIRLQ L-850C IN-PAVEMENT EDGE LIGHT. INSTALL PROPOSED L-862 HIRLQ BASE MOUNTED EDGE LIGHT.
- 13 REPLACE EXTG. SECONDARY LEAD IN SAW KERF AND CONDUIT. SEE DETAIL ON SHT. 15.
- 14 RELOCATE EXTG. L-867 TRANSFORMER CAN. SEE DETAIL ON SHT. 15.
- 15 DISCONNECT EXTG. 13-31 CRT 2 CABLE & UNIT DUCT IN THIS MANHOLE. START / END PROPOSED 13-31 CRT 2 RELOCATION AT THIS LOCATION. INSTALL NEW 2/C IN UNIT DUCT 13-31 CRT 2 CABLE TO TRANSFORMER CAN AT LOCATION 14.

G:\airport\A05T034CHARLIE\LIGHTING.dwg, 6/27/2006 10:36:19 AM, jeffm

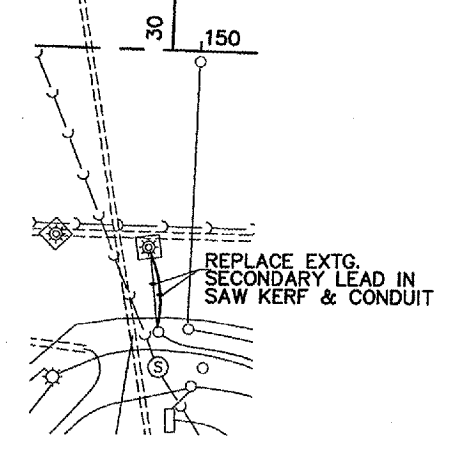


SIGN B-1 / F-14 AREA

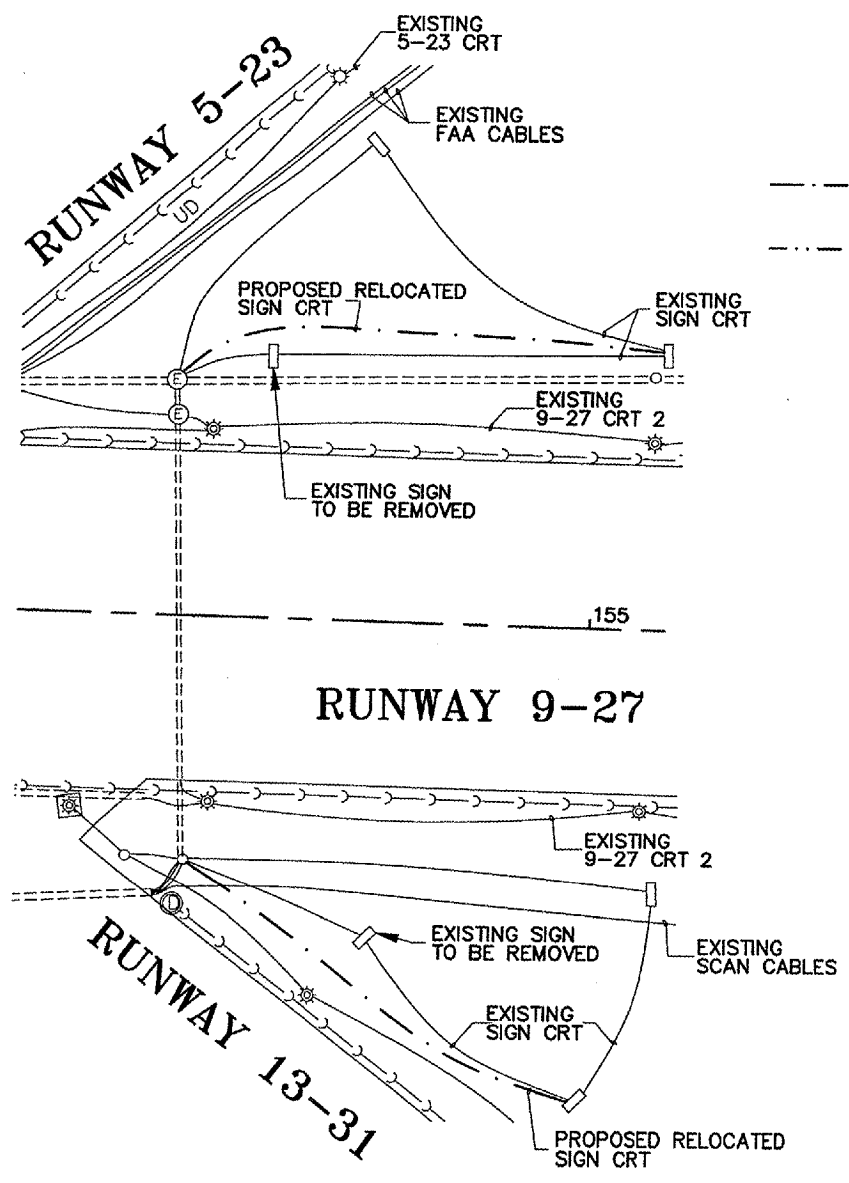


SIGN 5-5 / 9-7 AREA

RUNWAY 9-27



SOUTH OF MID-FIELD AREA



SIGN 27-6 / 31-5 AREA

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ
- EXISTING HIRLQ L-850C SEMI-FLUSH RUNWAY EDGE LIGHT
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE)
- PROPOSED OR RELOCATED L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, EPR CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, EPR CABLES IN 1-1/2" HDPE UNIT DUCT

GENERAL NOTES:

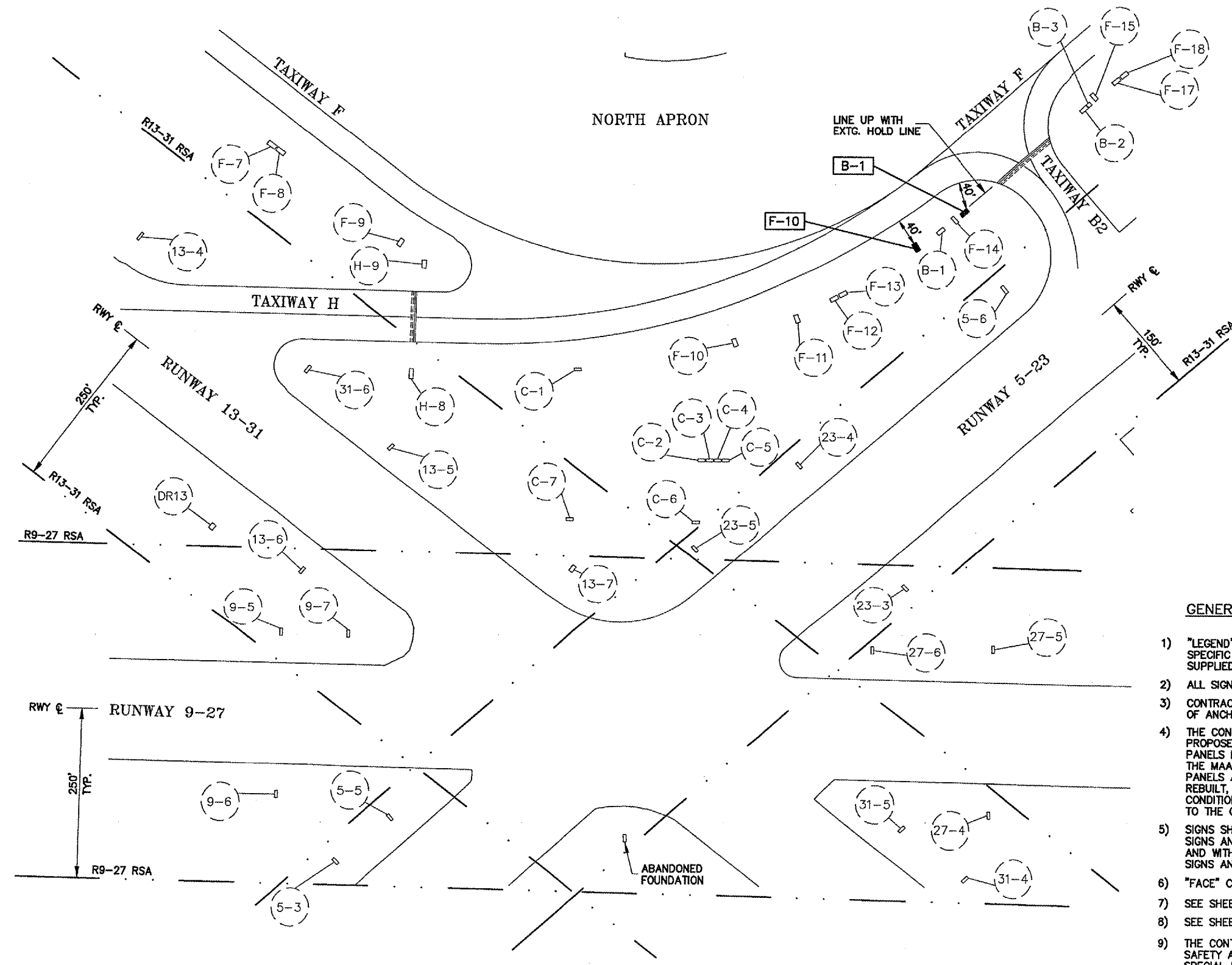
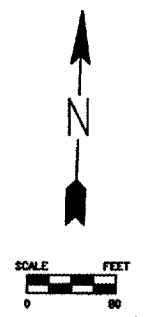
1. SEE SHEET 13 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 13-14 FOR ELECTRICAL DETAILS
3. SEE SHEET 15 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAYED FOR.

SPLICE CANS:

1. NEW: SIGN 5-5 AREA
SIGN 9-7 AREA
2. RELOCATE: STA. 31+87, LT. 93' TO STA. 32+55F, LT. 116'F
STA. 31+92, RT. 76' TO STA. 31+70.6, RT. 37'
3. REMOVE: STA. 35+20, RT. 76'
STA. 37+28, RT. 368'

G:\airport\A05T034CHARLIE\LIGHTING.dwg, 6/27/2006 10:37:45 AM, jefrm

QUAD CITY INTERNATIONAL AIRPORT
 TAXIWAY C REMOVAL
 ILL. MLI-3571, QU098
 SHEET 11 OF 23



- LEGEND:**
- ⊛ EXISTING EDGE LIGHT
 - ▭ EXISTING GUIDANCE SIGN
 - ⊙ 5-1 EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
 - ▭ 5-1 EXISTING SIGN NUMBER AT NEW OR RELOCATED SIGN LOCATION
 - ▬ PROPOSED LOCATION FOR NEW OR RELOCATED GUIDANCE SIGN

- GENERAL NOTES:**
- 1) "LEGEND" COLUMN IN TABLE (FOUND ON PAGE 12) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
 - 2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44E.
 - 3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
 - 4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
 - 5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, OR L-969L). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE LUMACURVE, OR APPROVED EQUAL.
 - 6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
 - 7) SEE SHEET 13 - 14 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
 - 8) SEE SHEET 15 FOR SIGN DETAILS.
 - 9) THE CONTRACTOR MAY REMOVE AND REPLACE SIGN PANELS ON SIGNS LOCATED WITH THE RUNWAY SAFETY AREA ONLY WHEN THE RUNWAY IS NOT OPEN TO AIRCRAFT TRAFFIC. SEE SAFETY PLAN AND SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

G:\AIRPORT\A05T034CHARLIE\SIGNS.DWG, 6/27/2006 10:38:57 AM, jefrm

REMOVE AND MODIFY EXISTING GUIDANCE SIGNS
SIZE 3, STYLE 2, CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS BACKGROUND	PROPOSED LEGEND ON REPLACEMENT PANELS	LETTERS BACKGROUND	CIRCUIT	PAY ITEMS	REMARK
5-5	NE		B B					
	SW	↖ C	B Y			SIGN	AR125904	REMOVE
9-7	W	← C	B Y					
	E		B B			SIGN	AR125904	REMOVE
13-7	NW	↙ C	B Y					
	SE		B B			SIGN	AR125904	REMOVE
23-5	NE	C ↘	B Y					
	SW		B B			SIGN	AR125904	REMOVE
27-6	W		B B					
	E	C →	B Y			SIGN	AR125904	REMOVE
31-5	NW		B B					
	SE	C ↗	B Y			SIGN	AR125904	REMOVE
B-1	NW		B B B B B B B B	23 -5 B2	W R W R Y B	T-F-2	AR125451 & AR125904	REMOVE EXISTING 4 MODULE SIGN & SUPPLY / INSTALL PROPOSED 3 MODULE SIGN WITH ALL NEW PANELS
	SE	B2 ← F →	B B Y B B Y B Y	B2 ← F →	Y B B Y B Y			
B-2 & B-3	NW	B2 23 -5	Y B W R W R			T-F-2	NONE	NO CHANGE
	SE	B2	Y B B B B B					
C-1	N		B B B B B B			T-F-2	AR125904	REMOVE
	S	← H ↖ F →	B Y B Y B Y					
C-2	N	↖ 31-13 ↘	W R W R W R B B			SIGN	AR125904	REMOVE
	S		B B B B B B B B					
C-3	N	← 2 7 - 9 →	W R W R W R			SIGN	AR125904	REMOVE
	S		B B B B B B					
C-4	N	↙ 2 3 - 5 ↗	W R W R W R			SIGN	AR125904	REMOVE
	S		B B B B B B					
C-5	N	C	Y B			SIGN	AR125904	REMOVE
	S		B B					
C-6	N		B B			SIGN	AR125904	REMOVE
	S	C	Y B					
C-7	N		B B			SIGN	AR125904	REMOVE
	S	C	Y B					
F-9	NW	F C → H ↘	Y B B Y B Y	F	Y B B B	T-F-2	AR125984 & AR801605	REFURBISH (EXISTING 3 MODULE SIGN TO PROPOSED 2 MODULE SIGN) & REPLACE 4 PANELS
	SE	F	Y B B B B B	F F ↑	Y B B Y			
F-10	NE	← C ↑ H F ↗	B Y B Y B Y	H ↑ F ↗	B Y B Y	T-F-2	AR125984 & AR801605	RELOCATE, REFURBISH (EXISTING 3 MODULE SIGN TO PROPOSED 2 MODULE SIGN) & REPLACE 4 PANELS
	SW	F	B B B B Y B	F ↑	B Y B B			
H-9	W	↙ F H F ↑ C →	B Y B B Y B Y	H F ↑	Y B B Y	T-F-2	AR125984 & AR801605	REFURBISH (EXISTING 4 MODULE SIGN TO PROPOSED 2 MODULE SIGN) & REPLACE 4 PANELS
	E		B B B B B B		B B B B			

LEGEND:

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

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

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

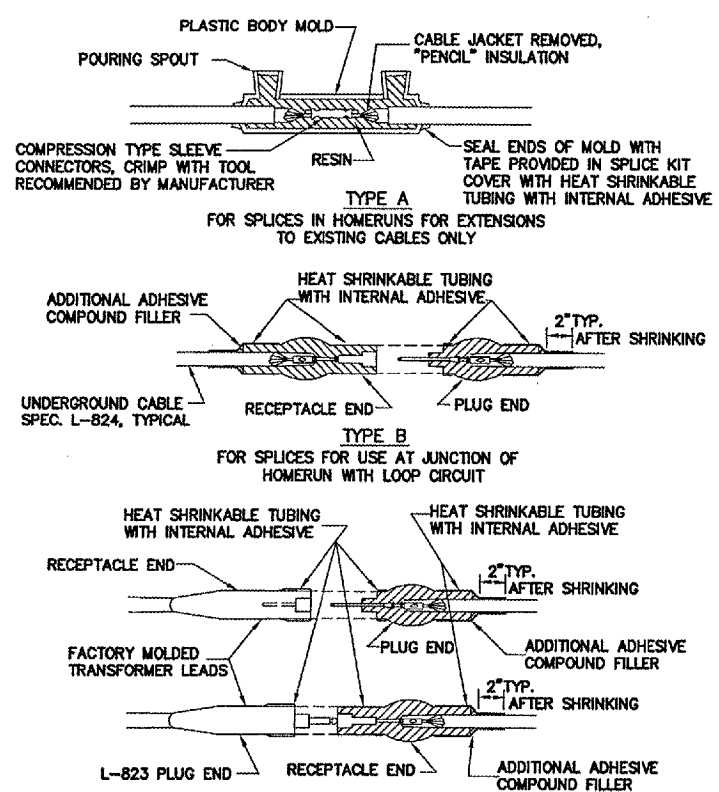
* TRANSFORMERS SHALL BE 6.6/6.6 AMP.
* - OR AS REQUIRED BY SIGN MANUFACTURER.

NOTES:

1. THE AR125904 - REMOVE TAXI GUIDANCE SIGN CONTRACT UNIT PRICE SHALL INCLUDE THE REMOVAL / DISPOSAL OF THE SIGN, SIGN EQUIPMENT, P.C. CONCRETE SIGN BASE, AND SIGN TRANSFORMER BASE CAN. THIS ITEMS SHALL ALSO INCLUDE THE SUPPLYING / INSTALLING / COMPACTING OF SOIL BACKFILL, MULCHING & SEEDING AS REQUIRED. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. THE AR125584 - REFURBISH TAXI GUIDANCE SIGN CONTRACT UNIT PRICE SHALL INCLUDE THE MODIFICATIONS TO THE SIGN AS DETAILED ABOVE, FULL DEPTH SAW CUTTING OF THE EXISTING SIGN BASE, REMOVAL / DISPOSAL OF THE ABANDON PORTION OF THE P.C. CONCRETE SIGN BASE, AND SUPPLYING / INSTALLING / COMPACTING OF SOIL BACKFILL, MULCHING & SEEDING AS REQUIRED. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. THE AR125964 - RELOCATE TAXI GUIDANCE SIGN CONTRACT UNIT PRICE SHALL INCLUDE DISASSEMBLING SIGN EQUIPMENT, REMOVAL / DISPOSAL OF THE EXISTING P.C. CONCRETE SIGN BASE, SUPPLYING / INSTALLING / COMPACTING OF SOIL BACKFILL, MULCHING, SEEDING, EXCAVATION FOR NEW SIGN BASE, NEW P.C. CONCRETE SIGN BASE, AND REASSEMBLING SIGN EQUIPMENT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

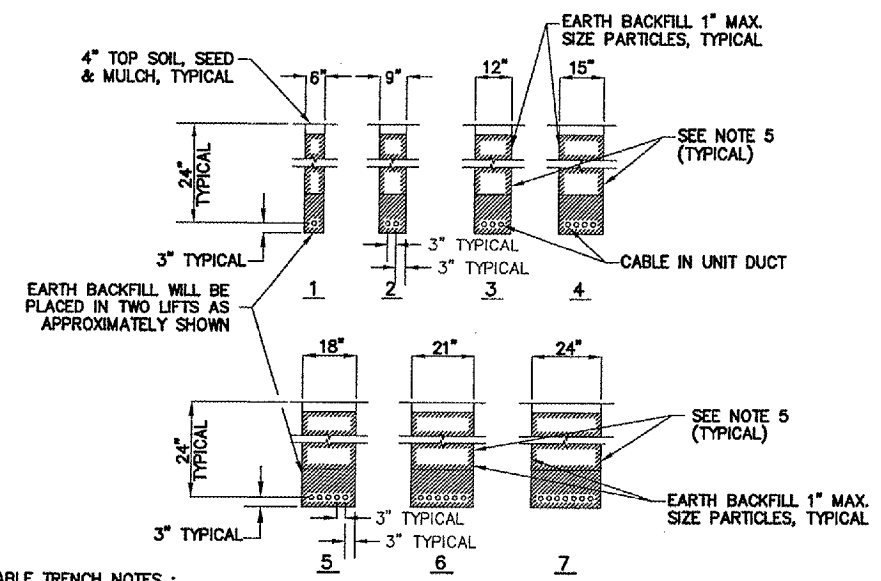
GENERAL ELECTRICAL NOTES:

- ALL EXCAVATION SHALL BE DONE VERY CAREFULLY. EXCAVATION BY HAND DIGGING SHALL BE REQUIRED AROUND ALL EXISTING DUCT BANKS, SPLICE CANS, MANHOLES, AND EXISTING CABLES. MANY EXISTING ACTIVE UNDERGROUND CABLES, WHOSE EXACT LOCATIONS CANNOT BE DETERMINED, ARE FOUND IN THE PROJECT AREA. IN ORDER TO AVOID EXISTING UNDERGROUND CABLES, THE CONTRACTOR SHALL CONNECT A THUMPER TO ALL EXISTING CIRCUITS AFTER WHICH THEY SHALL BE STAKED IN ALL AREAS REQUIRING TRENCHING OR EXCAVATION. CONTRACTOR SHALL ALSO NOTE THAT LOW VOLTAGE, FAA CABLES ALSO RUN UNDERGROUND THROUGHOUT THESE AREAS. ANY CABLE DAMAGED SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- A MINIMUM OF 3 FEET OF SLACK SHALL BE PROVIDED IN THE CABLES AT EACH TRANSFORMER, CONNECTOR, OR SPLICE POINT. ALL CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS OR SPLICE CANS, UNLESS NOTED OTHERWISE.
- THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
- ALL MANUFACTURERS FOR SUPPLYING AIRPORT LIGHTING EQUIPMENT SHALL APPEAR ON THE CURRENT FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-53C. THE EQUIPMENT SHALL COMPLY WITH THE APPLICABLE CURRENT FAA ADVISORY CIRCULAR LISTED IN THE FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-2 (AIRPORTS ELECTRONIC BULLETIN BOARD NUMBER 14).
- THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM (INCLUDING FAA APPROVED EQUIPMENT) ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE RESIDENT ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
- IF THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT WHICH REQUIRES ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., BEYOND THAT SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, THEN THE COST FOR THE ADDITIONAL ITEMS SHALL BE INCLUDED TO THE CONTRACT UNIT PRICES.
- THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
- WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES, STYLES, CLASSES, ETC. MAY BE FAA APPROVED.
- ALL CONCRETE FOR ELECTRICAL EQUIPMENT SHALL COMPLY WITH SPECIFICATION 610-STRUCTURAL PC CONCRETE 3500 PSI AT 28 DAYS, AIR ENTRAINED CONCRETE MIX SHALL BE USED.
- BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL HAVE A 1/4" DIAMETER OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE CONNECTOR INTO THE BASE.
- THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1 1/2" ABOVE THE EDGE OF THE COVER IN THE CASE OF A BASE MOUNTED COUPLING.
- ALL PERMANENT CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS, OR SPLICE CANS, UNLESS NOTED OTHERWISE.
- MIMIC PANEL COLORS : TAXIWAY F-2 CIRCUIT = LIME, RUNWAY 5-23 CIRCUIT = WHITE, SIGN CIRCUIT = WHITE, RUNWAY 9-27 CIRCUIT = WHITE AND RUNWAY 13-31 CIRCUIT = WHITE.

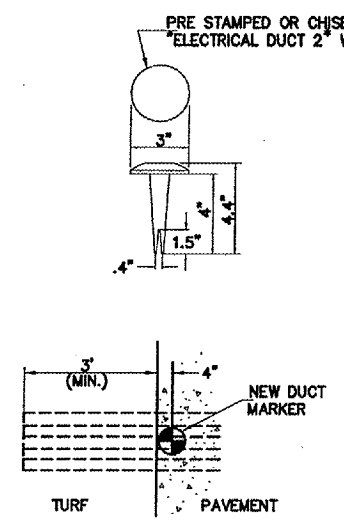


- NOTES :**
- SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
 - INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE

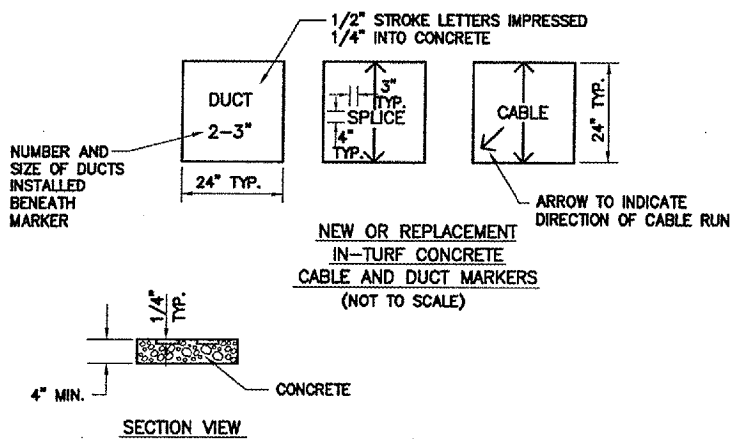
CABLE SPLICES
(NOT TO SCALE)



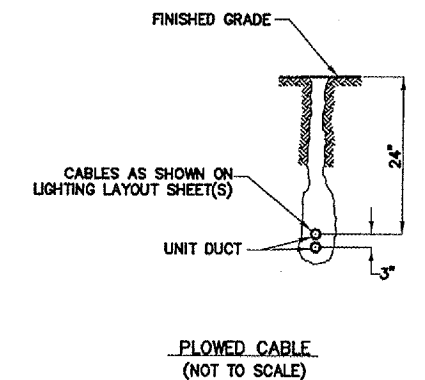
CABLE TRENCHES
(NOT TO SCALE)



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

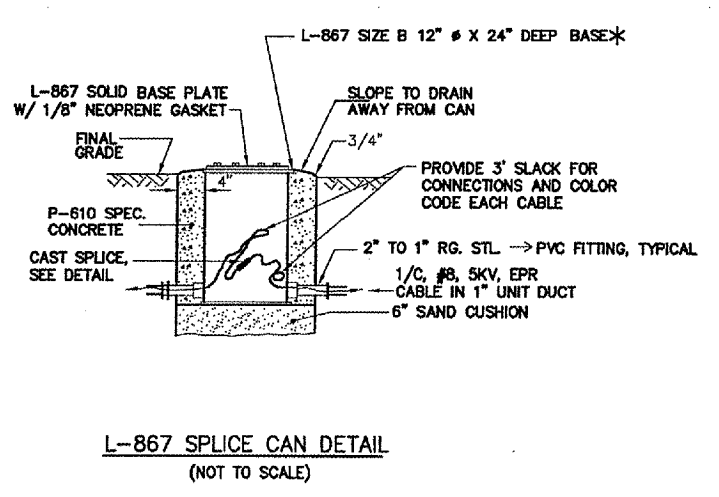
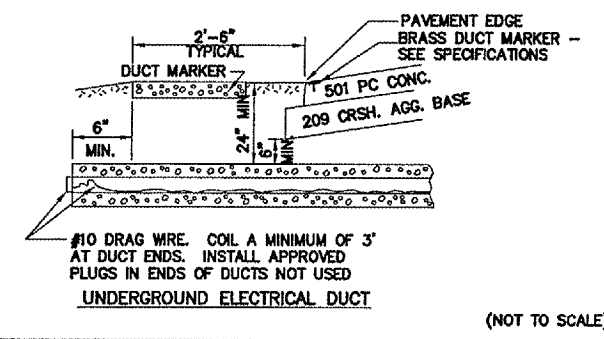
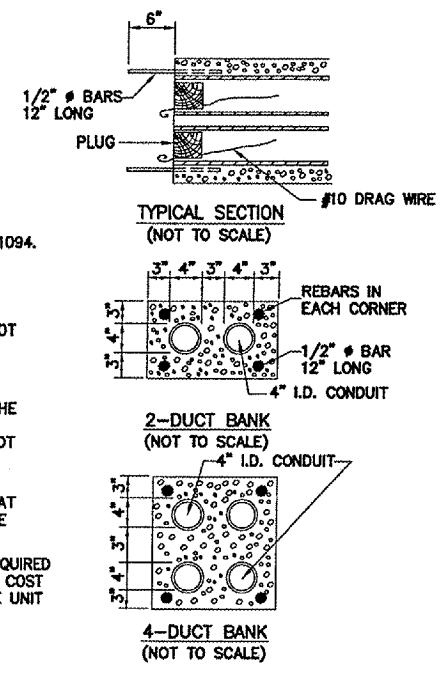


- NOTES:**
- NEW MARKERS ARE NOT REQUIRED FOR THIS PROJECT. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ELEVATION OF EXISTING MARKERS AND / OR REPLACE EXISTING MARKERS DAMAGED DURING CONSTRUCTION.
 - COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
 - EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
 - WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED.
 - REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE
 - INCREASE THE MARKER SIZE TO 30" X 30" MAX.
 - PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE

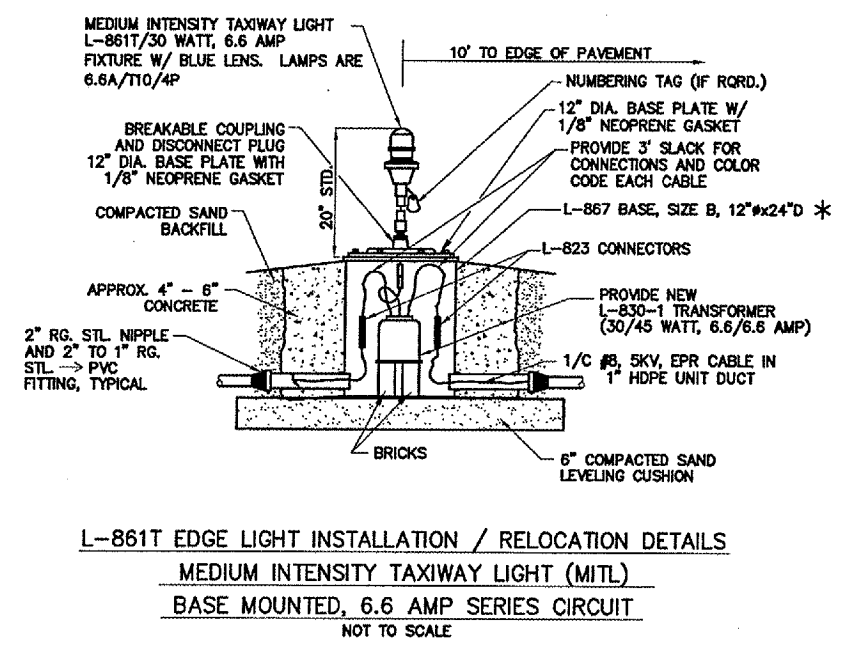


G:\airport\A05T034CHARLIE\LIGHTING1.dwg, 6/27/2006 10:41:23 AM, jefrm

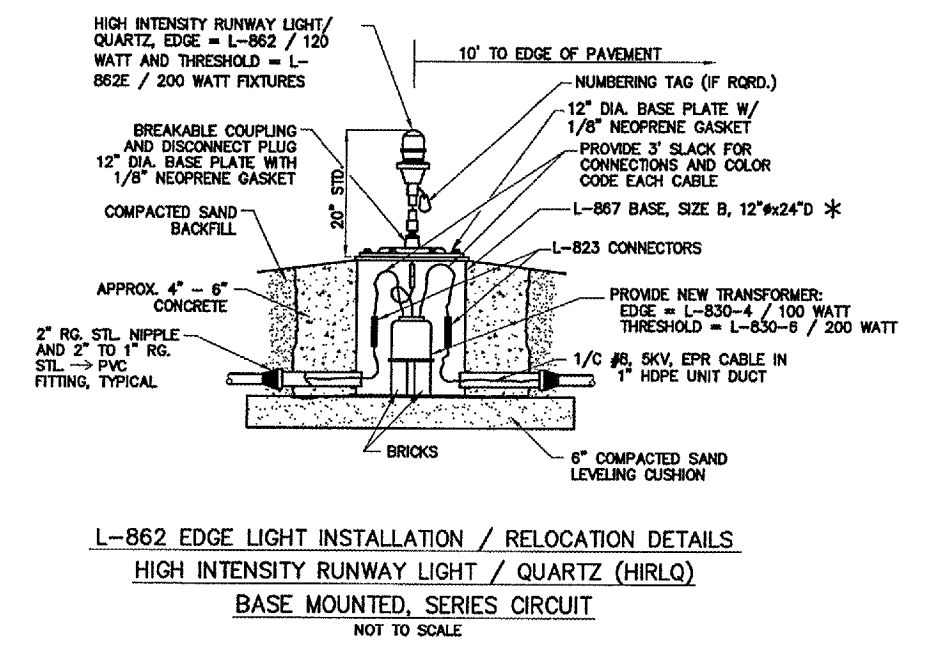
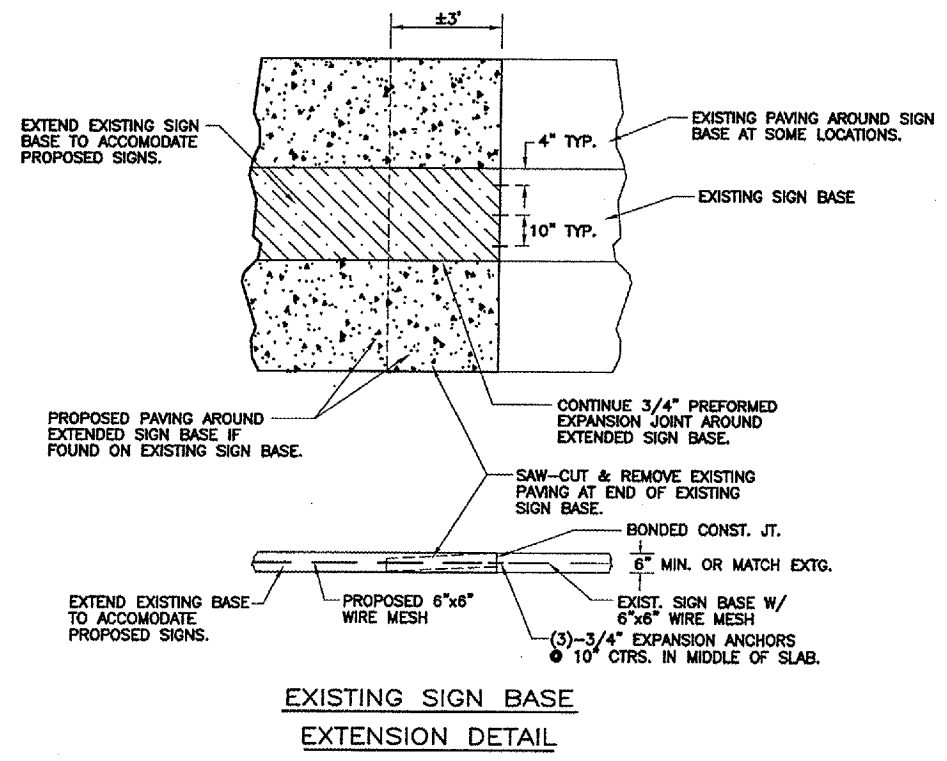
- NOTES :
- DIMENSIONS SHOWN ARE MINIMUM.
 - TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
 - DUCT CONCRETE SHALL BE 610 STRUCTURAL P.C. CONC.
 - PLASTIC DUCT (PVC) SHALL BE TYPE 1 CONFORMING TO FEDERAL SPEC. W-C-1094.
 - ALL DUCT SHALL BE 4" INSIDE DIA.
 - WHERE EDGE DRAINS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



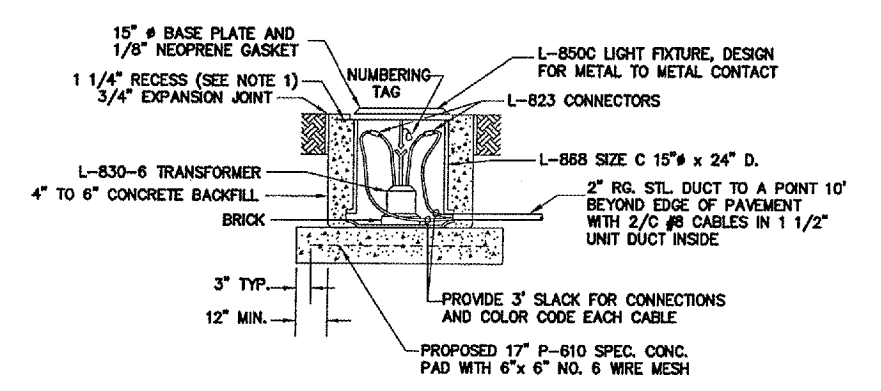
* ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90' FROM MAIN ENTRANCE HUB WHERE SHOWN ON PLAN SHEETS.



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



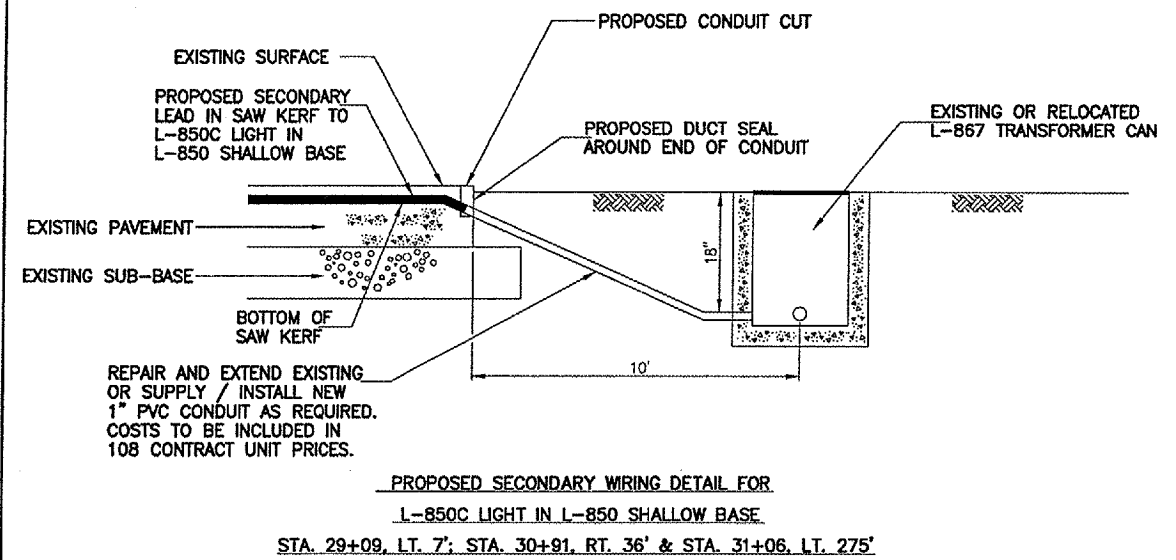
- NOTES :
- BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
 - * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90' FROM MAIN ENTRANCE HUB WHERE INDICATED ON PLAN SHEETS.
 - SEE NOTE 3 UNDER L-861T TAXIWAY EDGE LIGHT DETAIL. THIS NOTE ALSO APPLIES TO TYPE L-862 RUNWAY EDGE LIGHTS.



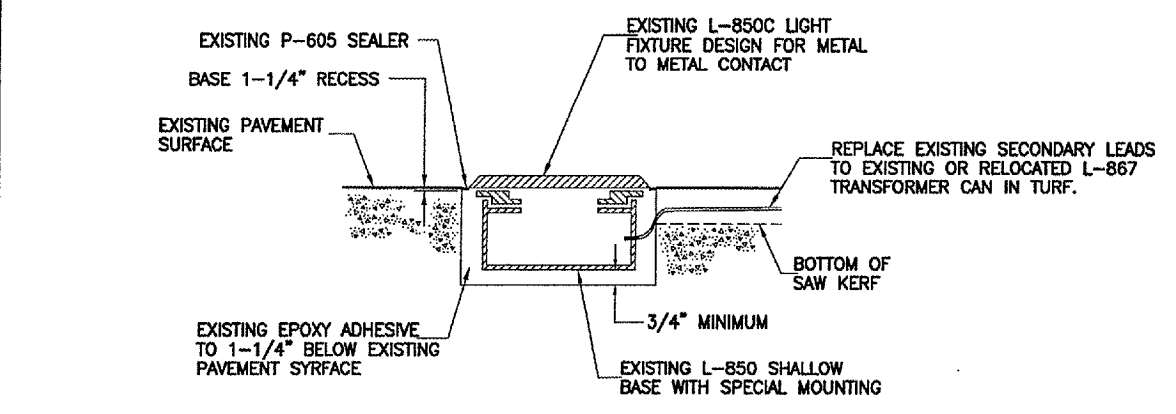
- NOTES :
- IF INSTALLATION IS IN BITUMINOUS PAVEMENT, LEAVE CONCRETE BACKFILL 3-4 INCHES LOW FOR BACKFILL WITH BITUMINOUS MATERIAL.
 - SEE NOTE 3 UNDER L-861T TAXIWAY EDGE LIGHT DETAIL. THIS NOTE ALSO APPLIES TO TYPE L-850C RUNWAY EDGE LIGHTS.

**TYPICAL INSTALLATION OF L-850C HIRLQ
EDGE LIGHT IN NEW PAVEMENT
ON L-868 BASE CAN
NOT TO SCALE**

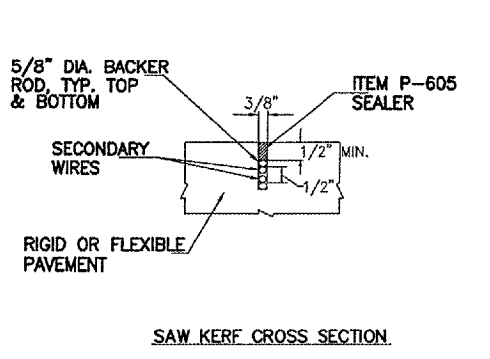
ADJUSTMENT / RELOCATION OF EXISTING GUIDANCE SIGNS



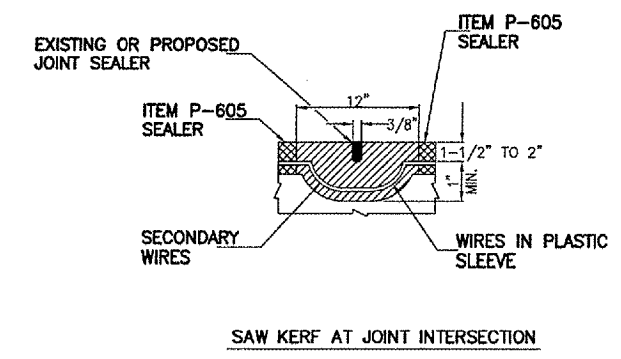
PROPOSED SECONDARY WIRING DETAIL FOR
L-850C LIGHT IN L-850 SHALLOW BASE
STA. 29+09, LT. 7'; STA. 30+91, RT. 36' & STA. 31+06, LT. 275'



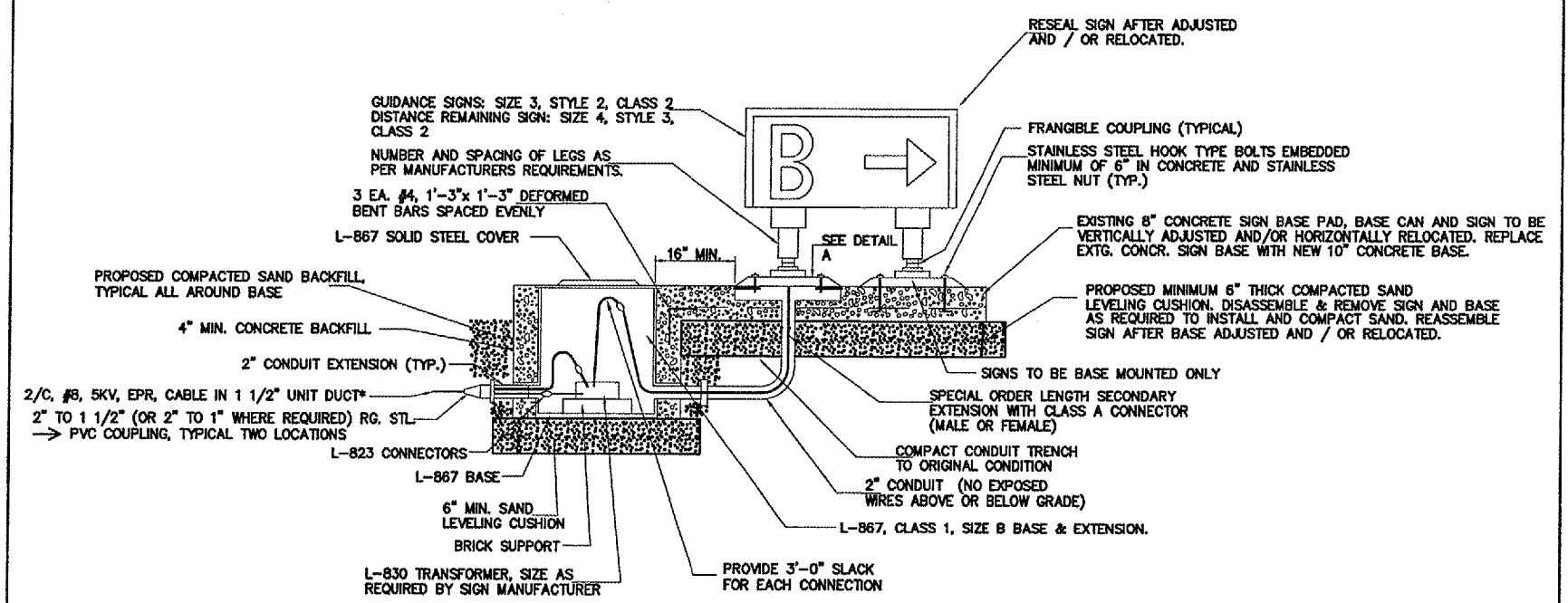
TYPICAL INSTALLATION OF L-850C HIRLO IN PAVEMENT
EDGE LIGHT ON L-850 SHALLOW BASE
STA. 29+09, LT. 7'; STA. 30+91, RT. 36' & STA. 31+06, LT. 275'



SAW KERF CROSS SECTION



SAW KERF AT JOINT INTERSECTION

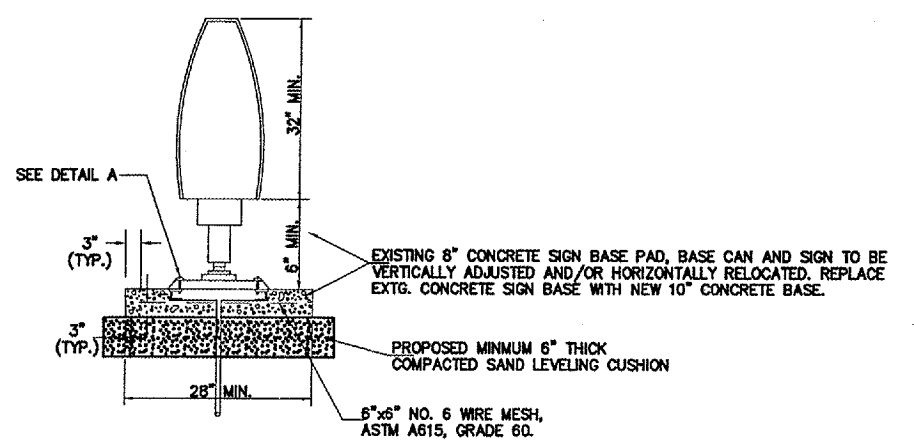


FRONT VIEW

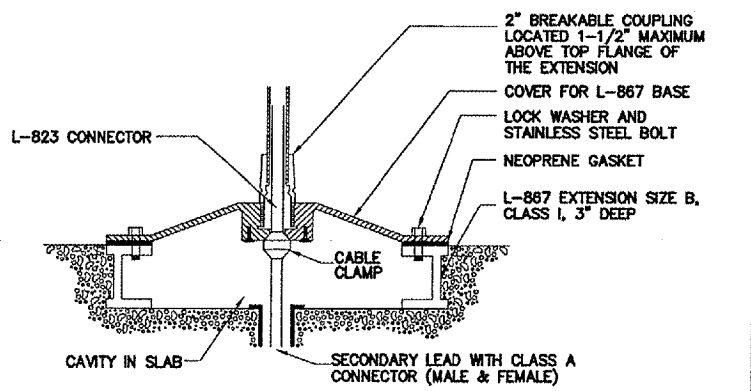
* = FOR SIGN ELEVATION ADJUSTMENTS, RAISE EXISTING UNIT DUCT AS REQUIRED TO ADJUST ELEVATION OF TRANSFORMER CAN.

NOTES:

- COLOR CODE TAPE FOR WIRE IDENTIFICATION 6\"/>
- CONTRACTOR MAY REUSE EXISTING MATERIALS AND EQUIPMENT. CONTRACTOR SHALL SUPPLY AND INSTALL NEW EQUIPMENT AND MATERIALS AS REQUIRED TO COMPLETE SIGN ADJUSTMENT / RELOCATION.
- DRAINAGE TO FLOW AWAY FROM SIGN. NO WATER PONDING AROUND SIGN BASE PERMITTED.



SIDE VIEW



DETAIL A

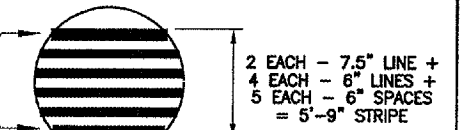
LIGHTING DETAILS

G:\AIRPORT\A05T034CHARLIE\LIGHTING1.DWG, 6/27/2006 10:43:17 AM, jeffm

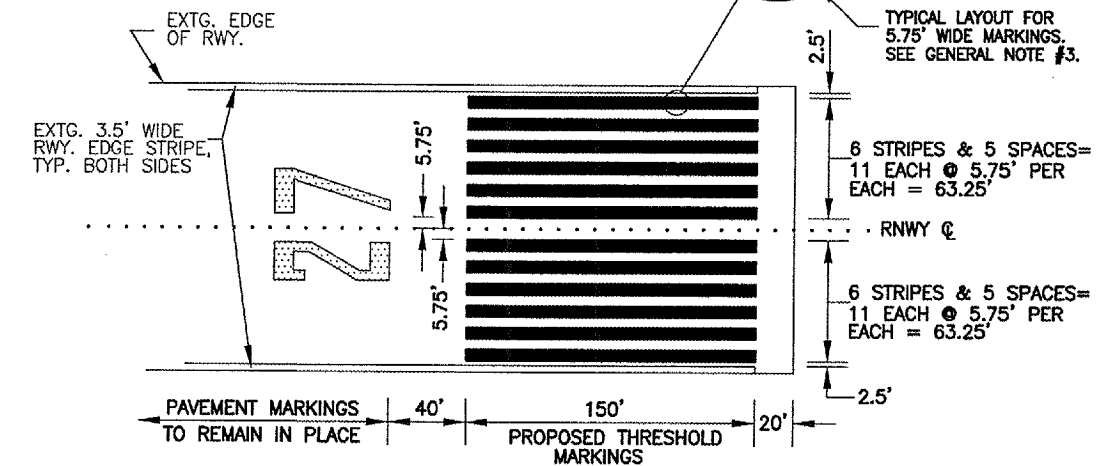


PROPOSED
PRECISION RUNWAY MARKINGS
CONFIGURATION "B"
TYPICAL, BOTH ENDS OF RWNY

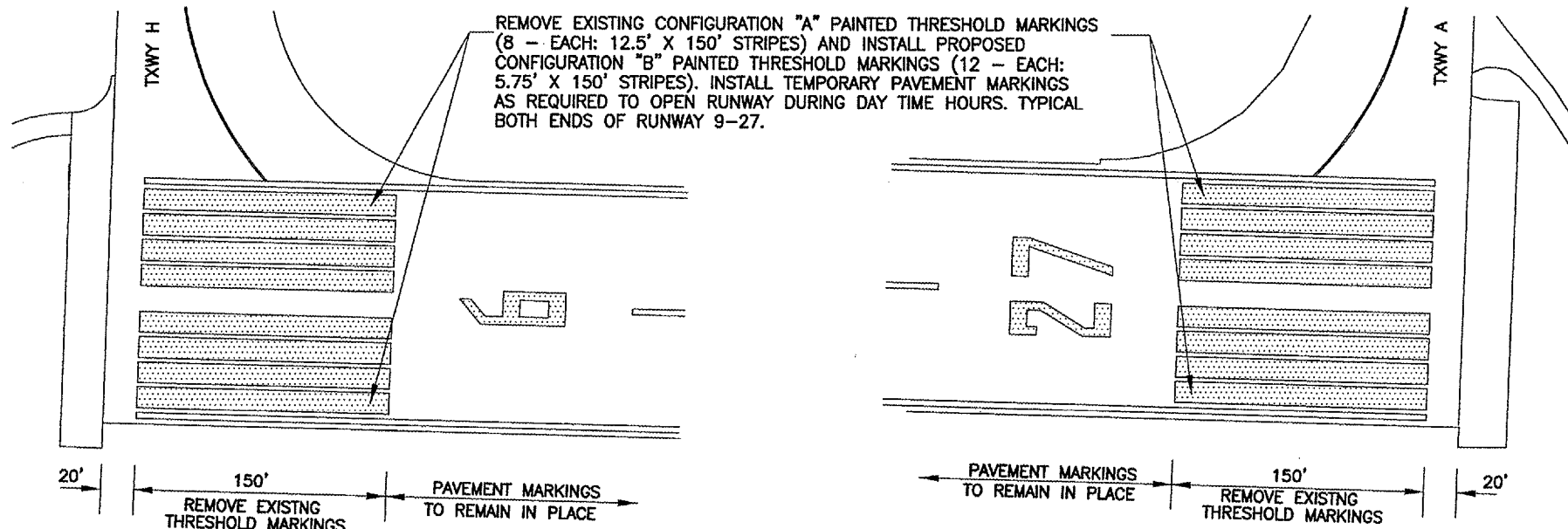
OUTSIDE STRIPES TO BE 7.5' WIDE, TYPICAL BOTH SIDES.



TYPICAL LAYOUT FOR 5.75' WIDE MARKINGS. SEE GENERAL NOTE #3.



PROPOSED THRESHOLD MARKINGS

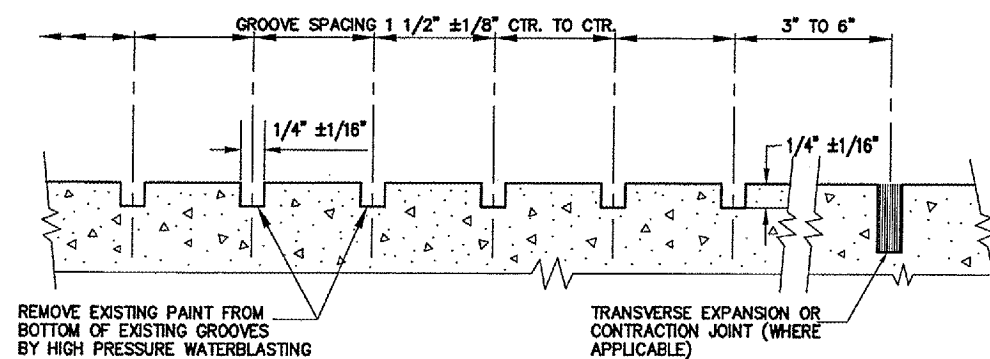


REMOVE EXISTING CONFIGURATION "A" PAINTED THRESHOLD MARKINGS (8 - EACH: 12.5' X 150' STRIPES) AND INSTALL PROPOSED CONFIGURATION "B" PAINTED THRESHOLD MARKINGS (12 - EACH: 5.75' X 150' STRIPES). INSTALL TEMPORARY PAVEMENT MARKINGS AS REQUIRED TO OPEN RUNWAY DURING DAY TIME HOURS. TYPICAL BOTH ENDS OF RUNWAY 9-27.

RUNWAY 9 THRESHOLD AREA

RUNWAY 27 THRESHOLD AREA

PAVEMENT MARKING PLAN



REMOVE EXISTING PAINT FROM BOTTOM OF EXISTING GROOVES BY HIGH PRESSURE WATERBLASTING

TRANSVERSE EXPANSION OR CONTRACTION JOINT (WHERE APPLICABLE)

EXISTING PAVEMENT GROOVES

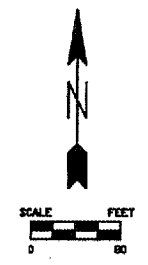
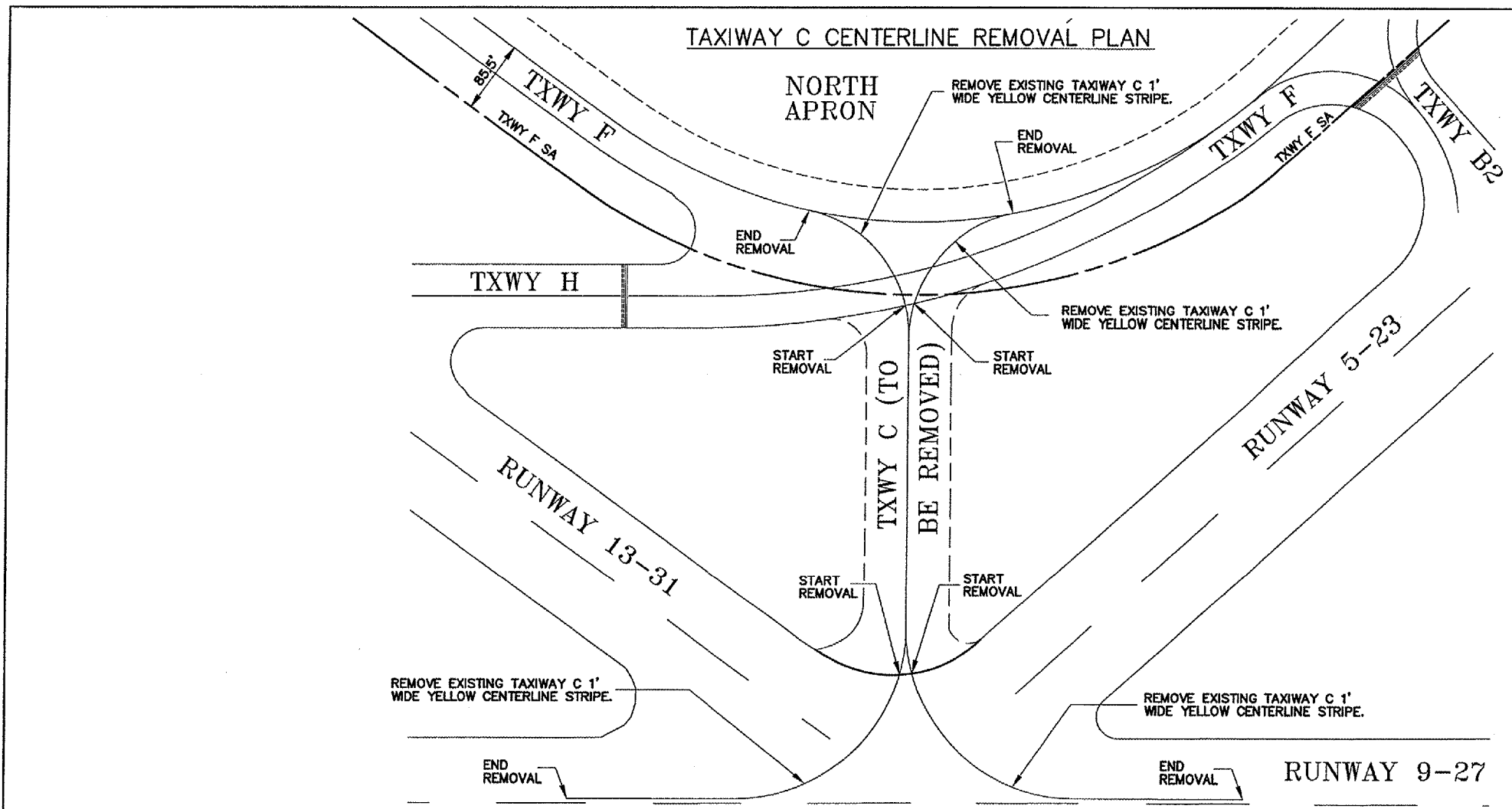
N.T.S.

REMOVAL & REPLACEMENT NOTES:

1. ALL PAVEMENT MARKING REMOVAL & REPLACEMENT WORK SHALL BE DONE DURING A SERIES OF CONSTRUCTION NIGHT SHIFTS WHEN RUNWAY 9-27 IS CLOSED TO AIRCRAFT TRAFFIC. RUNWAY 9-27 SHALL BE OPEN TO AIRCRAFT TRAFFIC DURING THE DAY. SEE SAFETY PLAN FOR ADDITIONAL INFORMATION.
2. DURING THE REMOVAL OF THE EXISTING PAINTED THRESHOLD MARKINGS, THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT MARKINGS IN THE REMOVAL AREA SO THAT RUNWAY 9-27 MAY BE OPENED TO AIRCRAFT TRAFFIC EACH DAY WITH THE FULL THRESHOLD MARKINGS IN PLACE.
3. THE REMOVAL OF THE EXISTING MARKINGS & TEMPORARY MARKINGS SHALL BE ACCOMPLISHED WITH A HIGH PRESSURE / HIGH CAPACITY WATERBLASTING SYSTEM THAT IS CAPABLE OF REMOVING A MINIMUM OF 2,000 S.F. OF PERMANENT PAINT PER HOUR AND / OR 5,000 S.F. OF TEMPORARY PAINT PER HOUR. THE WATERBLASTING SYSTEM SHALL BE CAPABLE OF TOTALLY REMOVING THE PAVEMENT MARKINGS FROM THE BOTTOM OF THE EXISTING PAVEMENT GROOVES AND SHALL BE SUBJECT TO THE APPROVAL OF THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL SUPPLY AND USE A HIGH PRESSURE / HIGH CAPACITY AIRBLASTING SYSTEM THAT IS CAPABLE OF DRYING THE PAVEMENT SURFACE QUICKLY. THE AIRBLASTING SYSTEM SHALL BE SUBJECT TO THE APPROVAL OF THE RESIDENT ENGINEER.

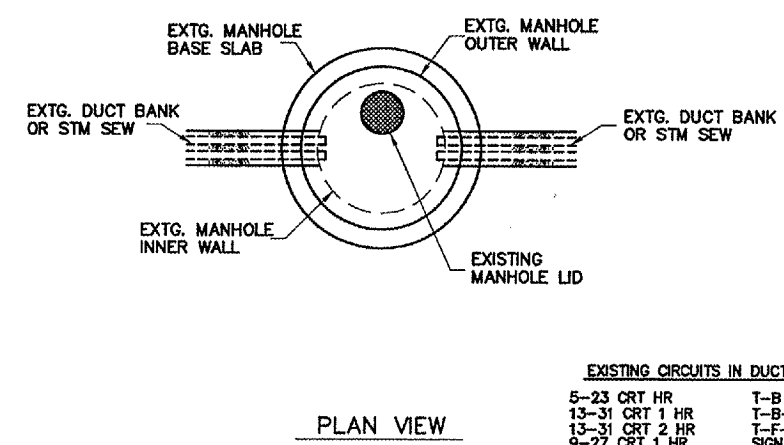
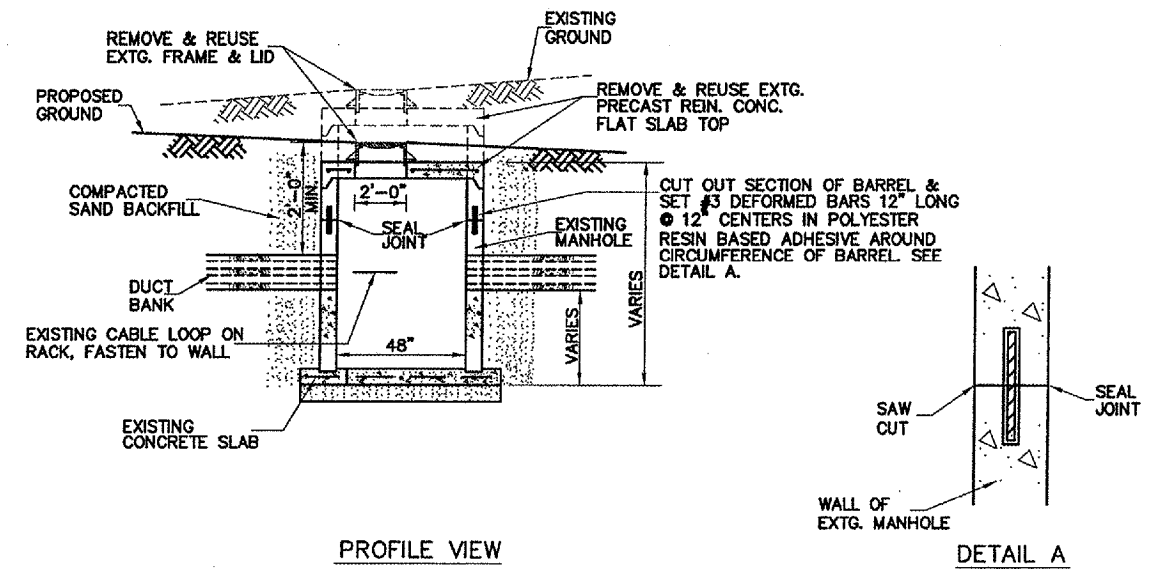
GENERAL NOTES - PAINTING:

1. ALL RUNWAY MARKINGS SHALL BE WHITE UNLESS NOTED OTHERWISE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS NOTED OTHERWISE.
3. RUNWAY MARKINGS 3' FEET WIDE AND OVER SHALL CONSIST OF A SERIES OF LONGITUDINAL STRIPES 6" WIDE (OR WIDTH AS NOTED IN DETAIL) WITH EQUAL WIDTH SPACING BETWEEN THE STRIPES (STRIATED MARKINGS).
4. ALL MARKINGS SHALL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
5. EXISTING TAXIWAY AND RUNWAY MARKINGS DAMAGED BY CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
6. ALL NEW PAVEMENT MARKINGS (SHALL BE OUTLINED WITH A SIX INCH (6") WIDE BLACK BORDER. FOR HOLD LINES, THE BLACK BORDER WIDTH SHALL BE INCREASE TO TWELVE INCHES (12").
7. CONTRACTOR SHALL NOT ALLOW ACCUMULATION OF WASTE MATERIALS AND POLLUTED WATERS IN TURFED AREAS. A VACUUM MACHINE SHALL BE SUPPLIED AND USED TO PREVENT ACCUMULATION OF WASTE MATERIALS AND POLLUTED WATERS IN THE TURFED AREAS.
8. CONTRACTOR SHALL RE-SEAL ALL JOINTS DAMAGED BY THE PAVEMENT MARKING REMOVAL OPERATIONS. THE JOINT SEALER SHALL MEET THE REQUIREMENTS OF ASTM D-3405, JOINT SEALANT, HOT - POURED. COSTS TO BE INCLUDED IN CONTACT UNIT RATES.



MANHOLE RECONSTRUCTION DETAIL

RECONSTRUCT EXISTING MANHOLES					
REFERENCE NUMBER	LOCATION		MANHOLE TYPE	LID ELEVATION	
	STA.	OUT		EXISTING	PROPOSED
1	32+06	RT. 57'	STORM	583.15	582.76
2	32+80	RT. 62'	ELECTRICAL	582.72	582.43
3	32+81	LT. 58'	ELECTRICAL	582.70	582.53



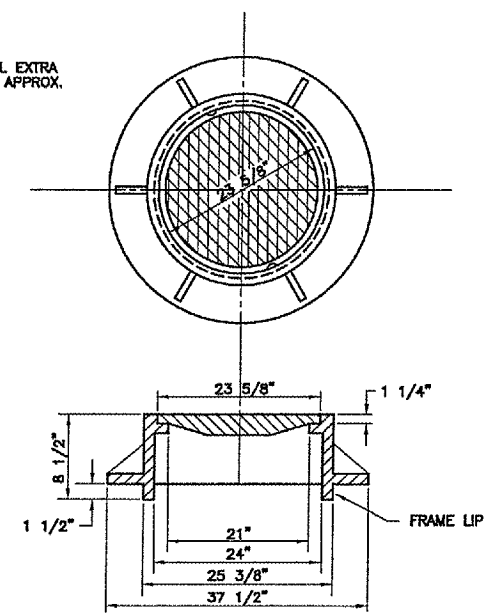
- RECONSTRUCT PROCEDURE:**
- EXCAVATE MANHOLE.
 - REMOVE FRAME & LID.
 - REMOVE FLAT SLAB TOP.
 - SAW CUT OUT SECTION OF BARREL.
 - DRILL HOLES FOR TIE BARS IN BARREL SECTIONS.
 - INSTALL TIE BARS IN ADHESIVE.
 - REINSTALL BARREL SECTION, FLAT SLAB TOP, AND FRAME / LID.
 - BACKFILL MANHOLE WITH COMPACTED SAND.

- EXISTING CIRCUITS IN DUCT BANKS:**
- 5-23 CRT HR
 - 13-31 CRT 1 HR
 - 13-31 CRT 2 HR
 - 9-27 CRT 1 HR
 - 9-27 CRT 2 HR
 - T-A CRT HR
 - T-B CRT HR
 - T-B-1 CRT HR
 - T-F-2 CRT CABLE
 - SIGN CRT HR
 - FAA CONTROL CABLES
 - FIBER OPTIC CONTROL CABLES

- GENERAL NOTES:**
- THE CONTRACTOR SHALL FIELD VERIFY MEASUREMENTS AND SUPPLY ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO RECONSTRUCT MANHOLES TO THE ELEVATIONS SHOWN.
 - BOLT HOLES SHALL BE CLEANED FREE OF RUST AND LID BOLTED DOWN WATER TIGHT. COST TO BE INCLUDED IN RECONSTRUCT MANHOLE UNIT PRICE.
 - ALL MATERIALS REMOVED AND NOT REUSED SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN APPROVED LOCATION OFF OF AIRPORT PROPERTY.
 - ALL WORK DESCRIBED IN THIS DETAIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR RECONSTRUCT MANHOLE.

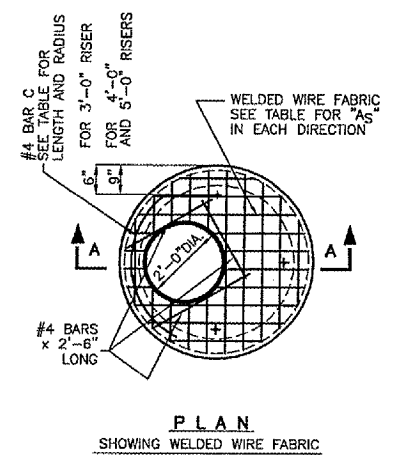
G:\airport\A05T034CHARLIE\MISC1.dwg, 6/27/2006 10:46:48 AM, jeffm

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

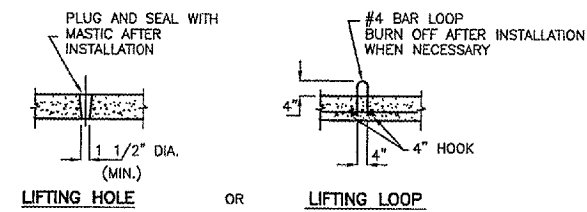


- NOTES:
1. USE FOR ALL MANHOLES (UNLESS NOTED OTHERWISE ON THE PLAN SHEETS).
 2. REMOVE BOLTS THAT HOLD THE GRATE TO THE FRAME AND DO NOT REINSTALL.

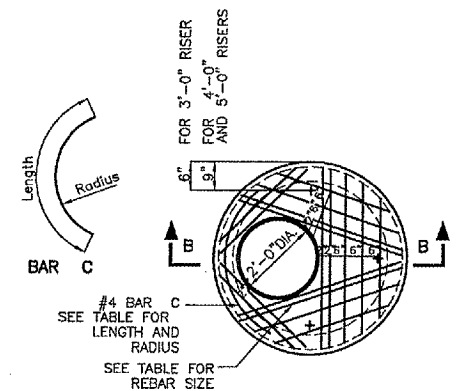
MANHOLE FRAME AND LID



PLAN
 SHOWING WELDED WIRE FABRIC



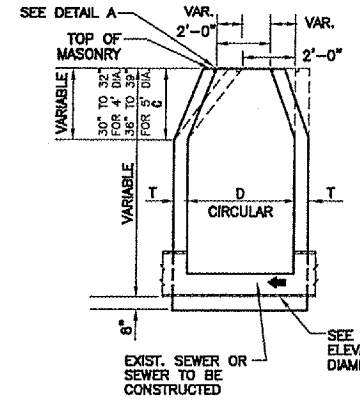
TYPICAL
 (3 REQUIRED PER SLAB)



PLAN
 SHOWING REBAR REINFORCEMENT WITH TYPICAL SPACING

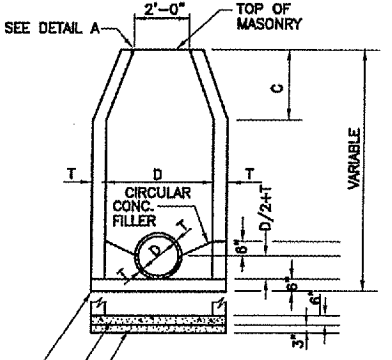
D	T	D ₀ (MIN)	f	REINFORCEMENT	
				"AS" W.W.F. OR EACH DIRECTION	#4 BAR SIZE
3'-0"	See Standards 1514, 1926, 1527, and 1888	D + 2"	6"	.20 sq.in./lin.ft.	#4 4'-0" 1'-7"
4'-0"		D + 2"	6"	.35 sq.in./lin.ft.	#5 4'-6" 2'-2"
5'-0"		D + 2"	8"	.35 sq.in./lin.ft.	#5 5'-0" 2'-8"

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



DIAMETER OF MAIN SEWER	D
30 INCHES AND UNDER	4'-0"
36 TO 60 INCHES INCLUSIVE	5'-0"

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



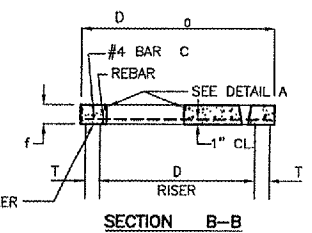
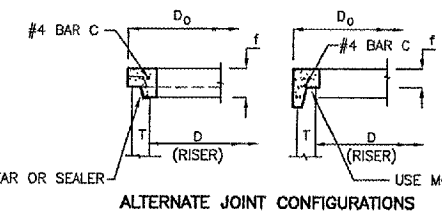
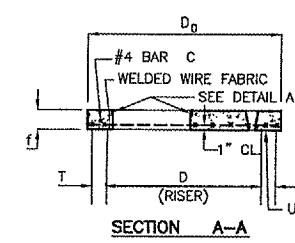
SEE PLAN SHEETS FOR ELEVATION OF INVERT AND DIAMETER OF SEWER

BOTTOM TO BE EITHER PLAIN CONCRETE OR PRECAST REINFORCED CONCRETE SLAB IDOT CA-14 OR -18

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

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

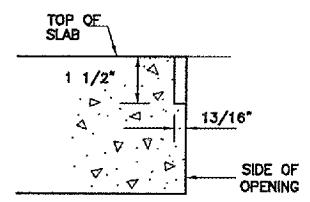
DETAIL OF MANHOLE



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

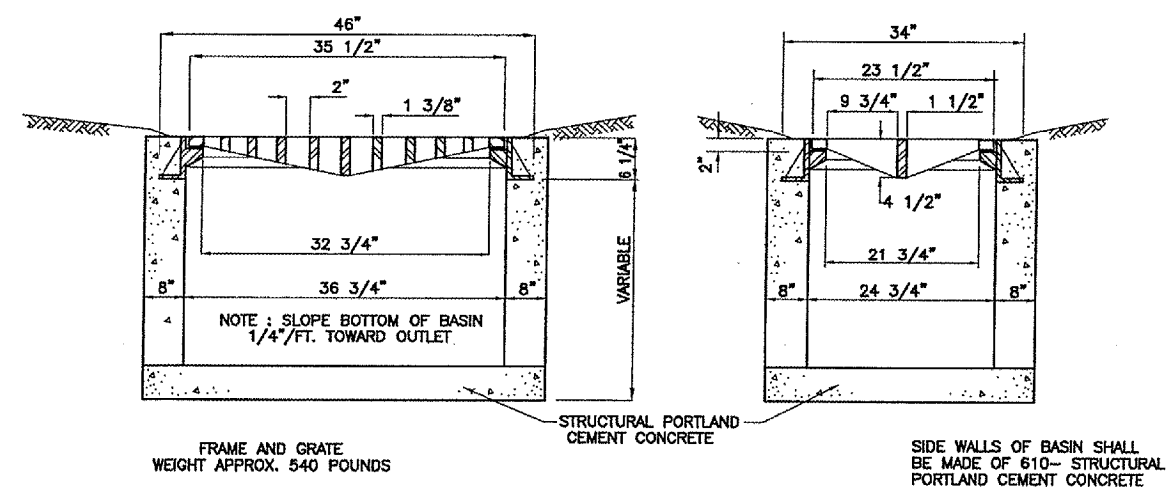
MODIFIED I.D.O.T. STANDARD 602601

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



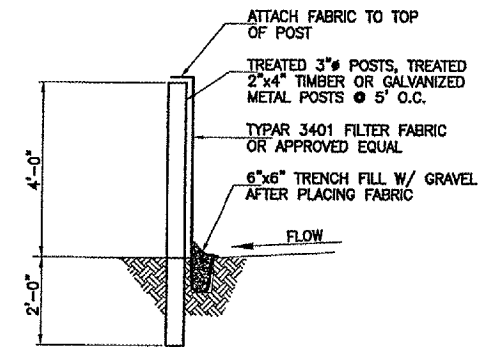
DETAIL A
 NOTCH OUT FOR FRAME LIP

G:\airport\A05T034CHARLIE\MISC.dwg, 6/27/2006 10:48:29 AM, jefim

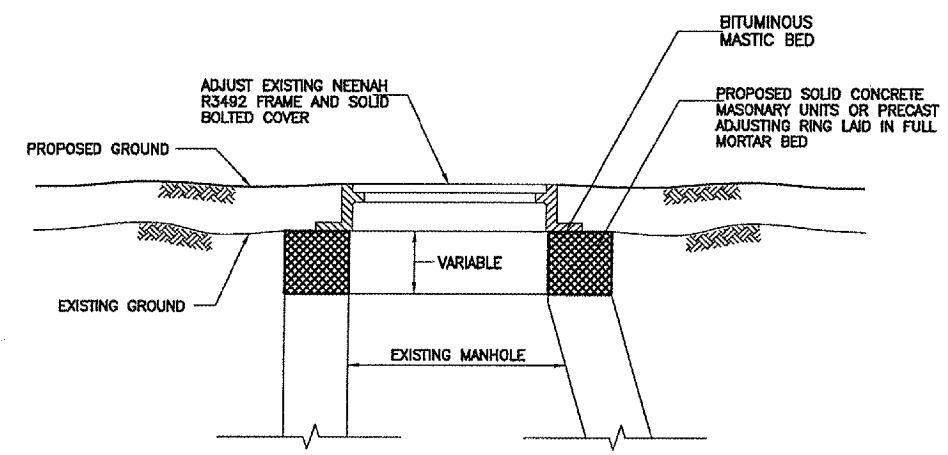


INLET SPECIAL, ITEM 751415

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

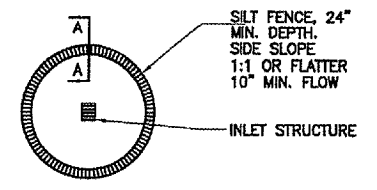


SECTION A-A
SILT FENCE DETAIL
NOT TO SCALE



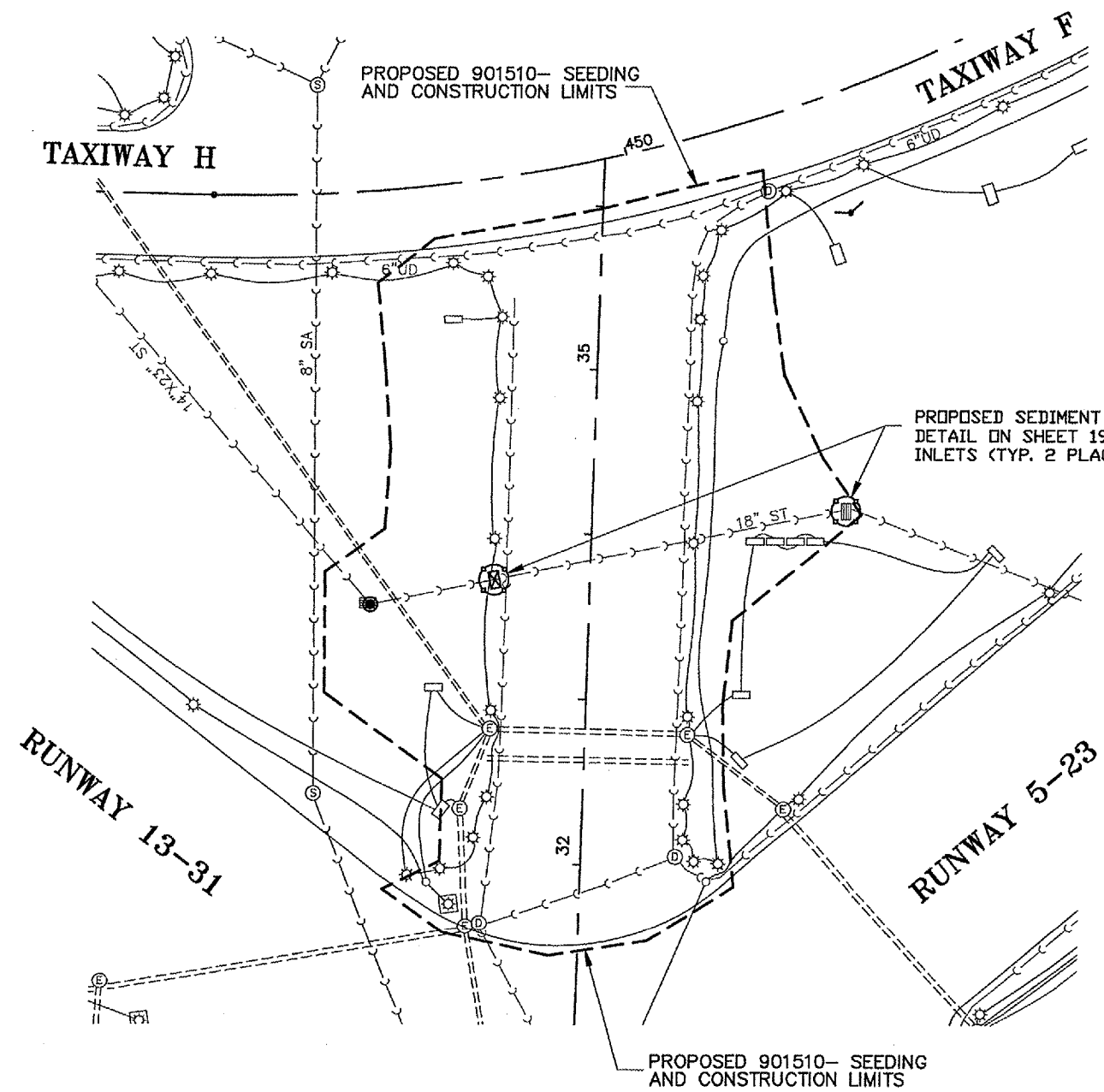
TYPICAL DETAIL -- MANHOLE
ADJUST -- IN TURF

ELECTRICAL MANHOLE AT STA. 32+32, LT. 75':
 EXISTING LID = 582.74'
 PROPOSED LID = 582.85'



TEMPORARY SEDIMENT TRAP
AT ALL INLET STRUCTURES

G:\airport\A05T034CHARLIE\MISC.dwg, 6/27/2006 10:49:42 AM, jeffm



TAXIWAY C REMOVAL AREA PLAN

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

ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE

NO.	ITEM DESCRIPTION	WEEK											
		1	2	3	4	5	6	7	8	9	10	11	12
1	INSTALL SEDIMENT/EROSION CONTROLS	█											
2	CLEARING AND GRADING		█	█	█								
3	EXCAVATION AND EMBANKMENT			█	█	█	█	█					
4	TURFING								█	█	█		
5	MAINTAIN SEDIMENT/EROSION CONTROL	█	█	█	█	█	█	█	█	█	█	█	█
6	CLEAN-UP											█	█

STORM WATER MANAGERS

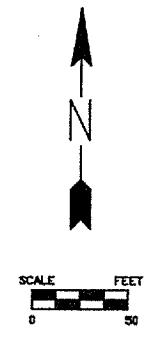
	NAME	ADDRESS	TELEPHONE NUMBER		SIGNATURE
			WORK	HOME	
CONTRACTOR					
SUBCONTRACTOR					
SUBCONTRACTOR					

EROSION AND SEDIMENT CONTROL MEASURES

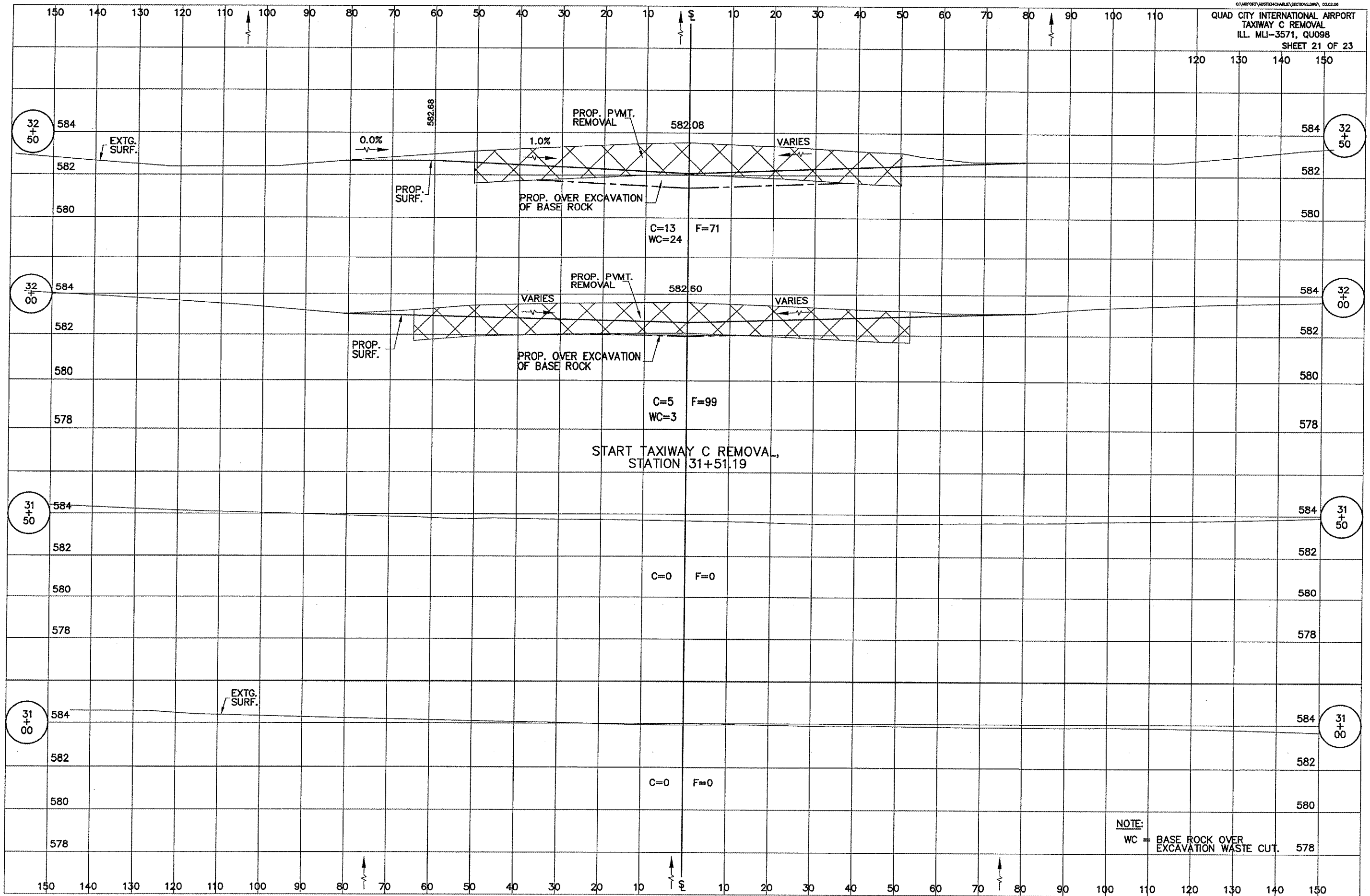
ITEM	LOCATION	SPECIAL PROVISION/PAY ITEM
TEMPORARY DITCH CHECKS	NONE REQUIRED	156500
TEMPORARY SILT FENCE	AT SEDIMENT TRAPS	156500
TEMPORARY SEDIMENT TRAPS	TAXIWAY C, STA. 33+71, LT. AND STA. 34+18, RT.	156500

GENERAL NOTES:

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

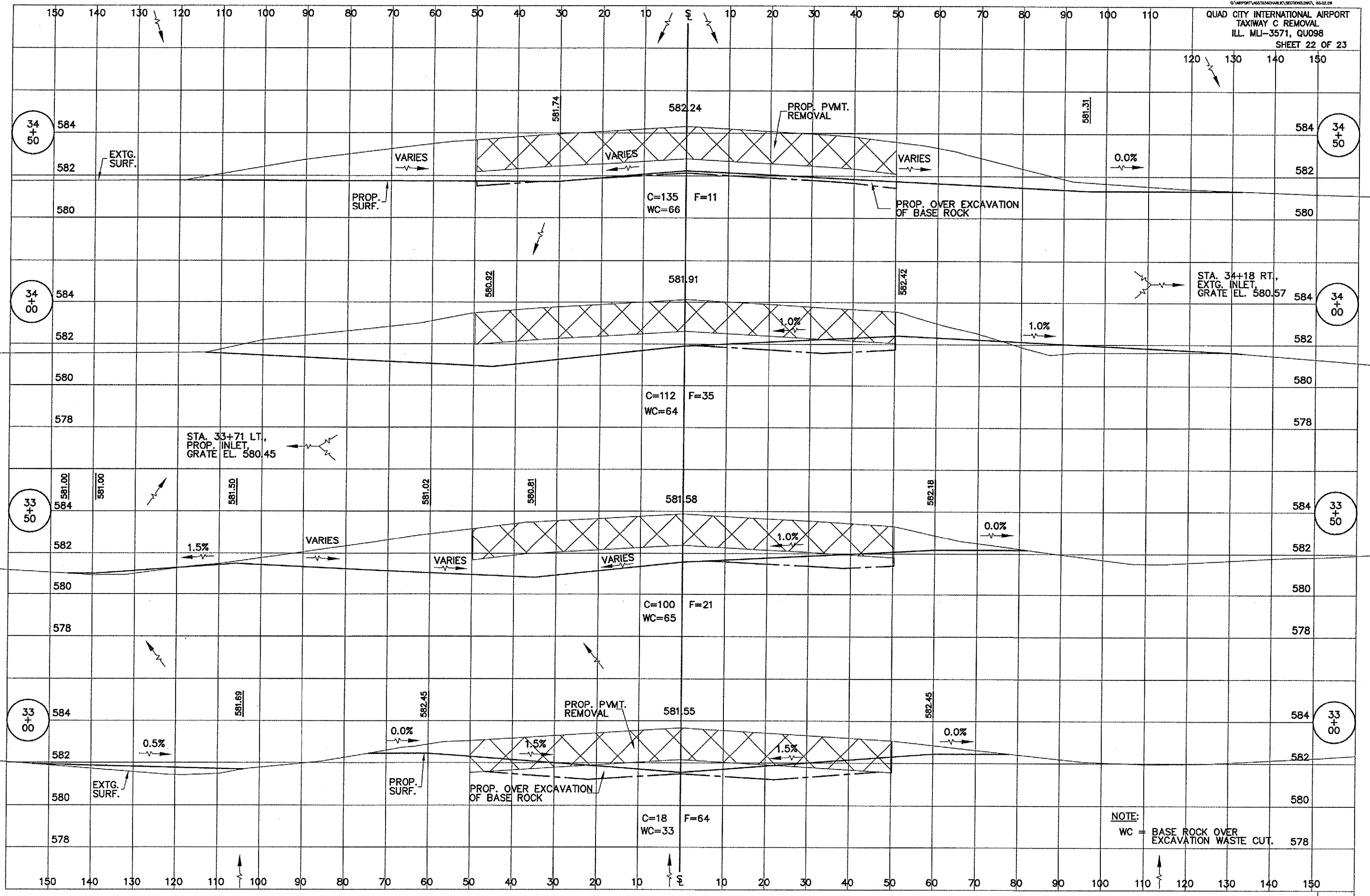


G:\airport\A05T034CHARLIE\SWPP.dwg, 6/27/2006 10:51:19 AM, jeffm



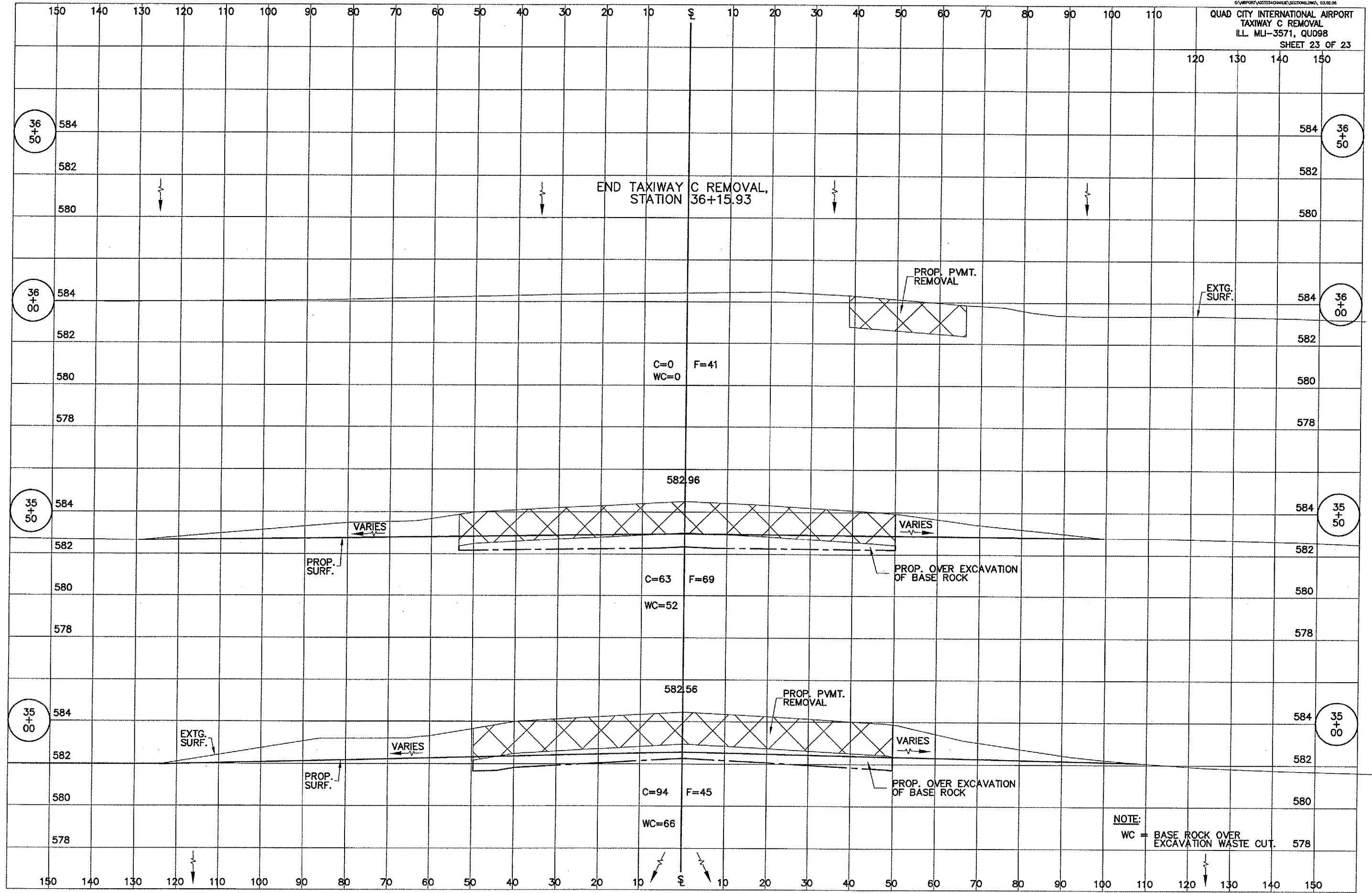
TAXIWAY C CROSS SECTIONS, STA 31+00 TO STA 32+50

G:\Airport\A05T034CH\A05T034CH\Sections.dwg, 6/27/2006 10:52:24 AM, jeffm



TAXIWAY C CROSS SECTIONS, STA 33+00 TO STA 34+50

G:\Airport\A051034\HARLIE\Sections.dwg, 6/27/2006 10:53:11 AM, jefm



NOTE:
WC = BASE ROCK OVER EXCAVATION WASTE CUT.

G:\Airport\A05T034CHARLIE\Sections.dwg, 6/27/2006 10:53:46 AM, jefm