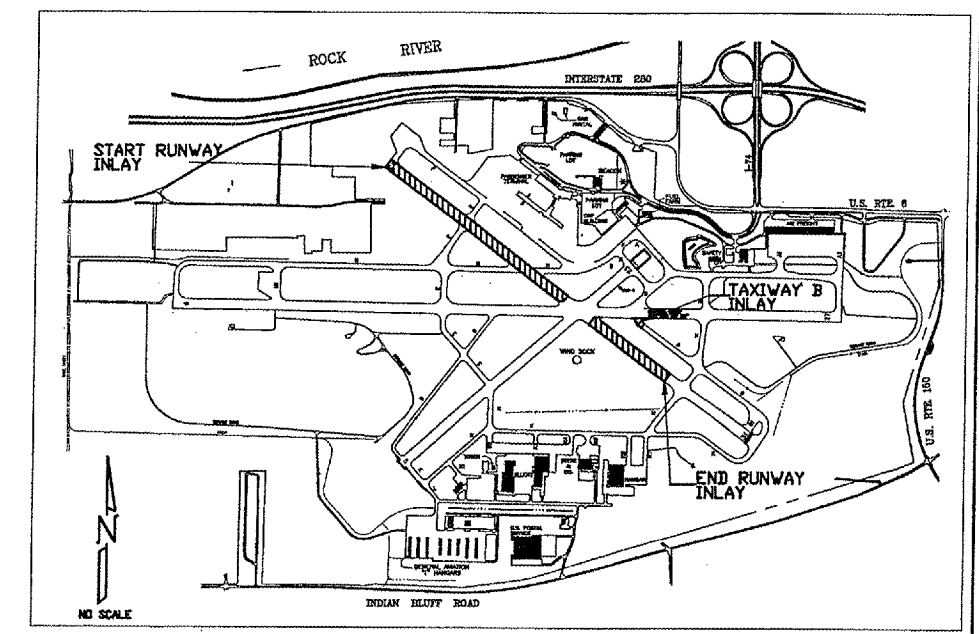


ITEM 12A



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF AERONAUTICS
 CONSTRUCTION PLANS

FOR
**QUAD-CITY
 INTERNATIONAL
 AIRPORT**



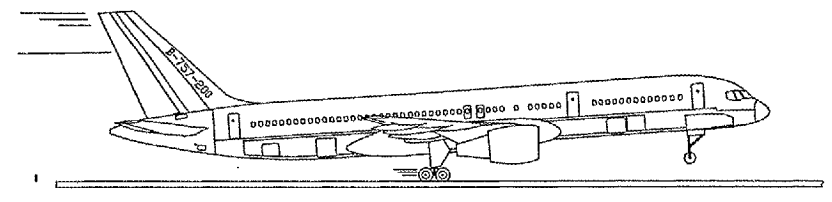
PROJECT LOCATION MAP

INDEX OF SHEETS	
SHEET NO.	TITLE
1	COVER SHEET AND INDEX OF SHEETS
2	SUMMARY OF QUANTITIES
3-6	PROPOSED SAFETY PLAN
7-8	TYPICAL SECTIONS
9	TAXIWAY B INLAY DETAILS
10	RUNWAY 13-31 OVERALL PLAN
11	PROPOSED PAVEMENT MARKINGS
12	DETAILS

ROCK ISLAND COUNTY, ILLINOIS

RUNWAY 13-31 PFC OVERLAY

POROUS FRICTION COURSE INLAY ON RUNWAY 13-31
 (4,264'X150'), BITUMINOUS SURFACE COURSE INLAY ON
 TAXIWAY B(175'X75'), UTILITY ADJUSTMENTS AND PAVEMENT
 MARKINGS



ILLINOIS PROJECT MLI-3574
 A.I.P. PROJECT NO. 3-17-0068-XX
 AIRPORT CLASSIFICATION - AIR CARRIER

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

WARNING



CALL BEFORE
 YOU DIG

CONSULTING ENGINEERS MISSMAN, STANLEY & ASSOC. ENGINEER'S SIGNATURE <i>Dennis R. Martin</i> SEALED & SIGNED 6/27/06 DATE OF LICENSE EXPIRATION 	METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY, ILLINOIS <i>Bruce Carter</i> 06/28/06 DATE APPROVED
JUNE 16, 2006 OFFICIAL DATE OF PLANS	PREPARED BY MISSMAN, STANLEY & ASSOCIATES Consulting Civil Engineers ROCK ISLAND, ILLINOIS

G:\airport\A06-TD15 RUNWAY 13-31 PFC OVERLAY\COVER SHEET.dwg, 6/28/2006 9:10:52 AM, jefim

SUMMARY OF QUANTITIES

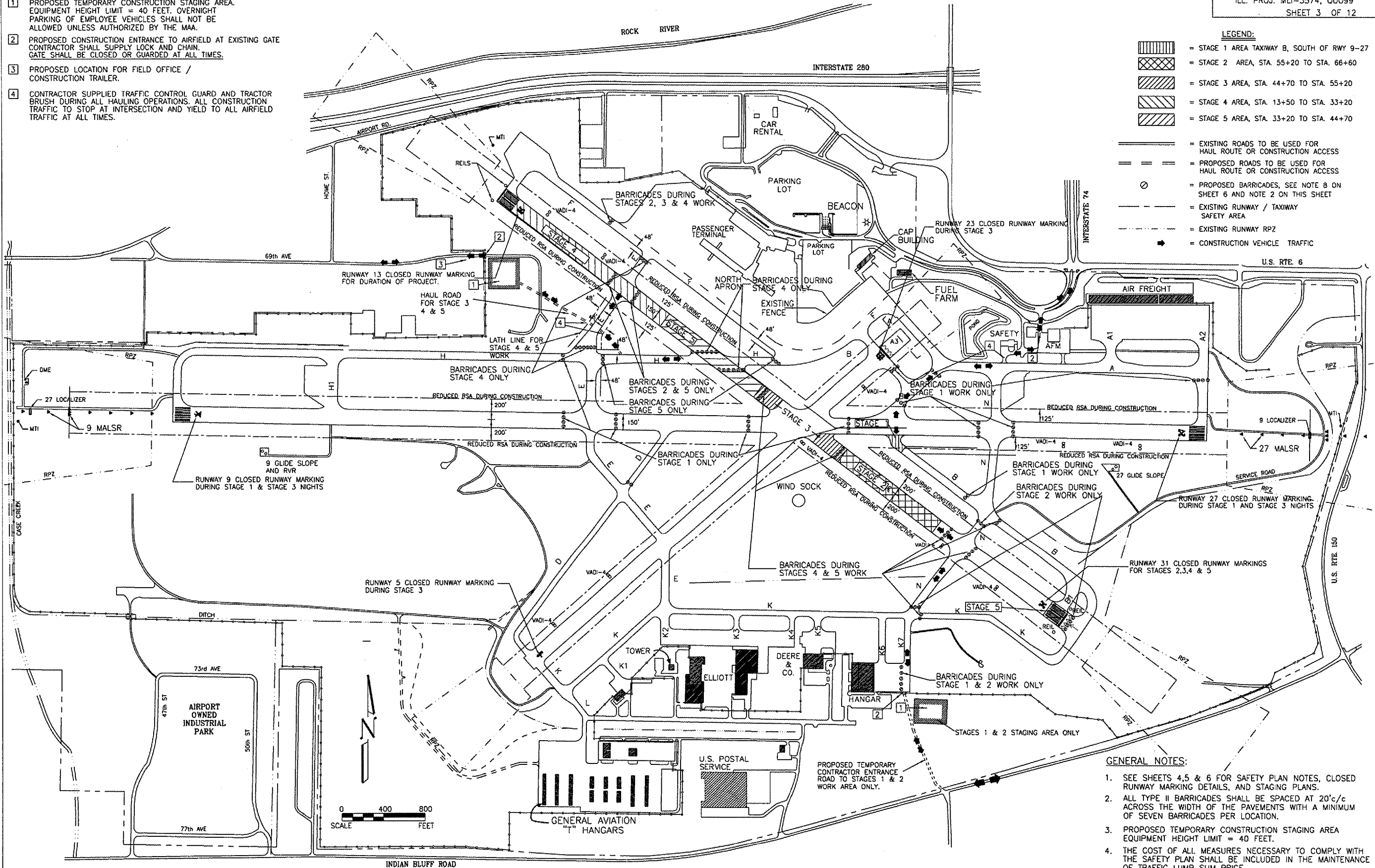
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
			AR150512 AR150530 AR201670 AR401610 AR401630	ENGINEERS FIELD OFFICE(MONTHLY) TRAFFIC MAINTENANCE CRACK CONTROL FABRIC BITUMINOUS SURFACE COURSE BITUMINOUS SURFACE COURSE TEST SECTION
AR401650 AR401651 AR402620	BITUMINOUS PAVEMENT MILLING BITUMINOUS PAVEMENT MILLING POROUS FRICTION COURSE, 5/8"	S.Y. C.Y. S.Y.	82,550 130 80,720	
AR603510 AR620510 AR620900 AR801609 AR801621	BITUMINOUS TACK COAT PAVEMENT MARKING PAVEMENT MARKING REMOVAL SURFACE SENSOR INSTALLATION SECONDARY WIRE IN SAW KERF	GAL. S.F. S.F. L.SUM L.F.	28,960 43,000 15,000 1 15	

NUMBERED LEGEND:

- 1 PROPOSED TEMPORARY CONSTRUCTION STAGING AREA. EQUIPMENT HEIGHT LIMIT = 40 FEET. OVERNIGHT PARKING OF EMPLOYEE VEHICLES SHALL NOT BE ALLOWED UNLESS AUTHORIZED BY THE MAA.
- 2 PROPOSED CONSTRUCTION ENTRANCE TO AIRFIELD AT EXISTING GATE. CONTRACTOR SHALL SUPPLY LOCK AND CHAIN. GATE SHALL BE CLOSED OR GUARDED AT ALL TIMES.
- 3 PROPOSED LOCATION FOR FIELD OFFICE / CONSTRUCTION TRAILER.
- 4 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.

LEGEND:

- [Hatched Box] = STAGE 1 AREA TAXIWAY B, SOUTH OF RWY 9-27
- [Cross-hatched Box] = STAGE 2 AREA, STA. 55+20 TO STA. 66+60
- [Diagonal Lines] = STAGE 3 AREA, STA. 44+70 TO STA. 55+20
- [Diagonal Lines] = STAGE 4 AREA, STA. 13+50 TO STA. 33+20
- [Diagonal Lines] = STAGE 5 AREA, STA. 33+20 TO STA. 44+70
- [Solid Line] = EXISTING ROADS TO BE USED FOR HAUL ROUTE OR CONSTRUCTION ACCESS
- [Dashed Line] = PROPOSED ROADS TO BE USED FOR HAUL ROUTE OR CONSTRUCTION ACCESS
- [Circle with X] = PROPOSED BARRICADES, SEE NOTE 8 ON SHEET 6 AND NOTE 2 ON THIS SHEET
- [Dashed Line] = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- [Dotted Line] = EXISTING RUNWAY RPZ
- [Arrow] = CONSTRUCTION VEHICLE TRAFFIC



- GENERAL NOTES:**
1. SEE SHEETS 4, 5 & 6 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.
 3. PROPOSED TEMPORARY CONSTRUCTION STAGING AREA EQUIPMENT HEIGHT LIMIT = 40 FEET.
 4. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.



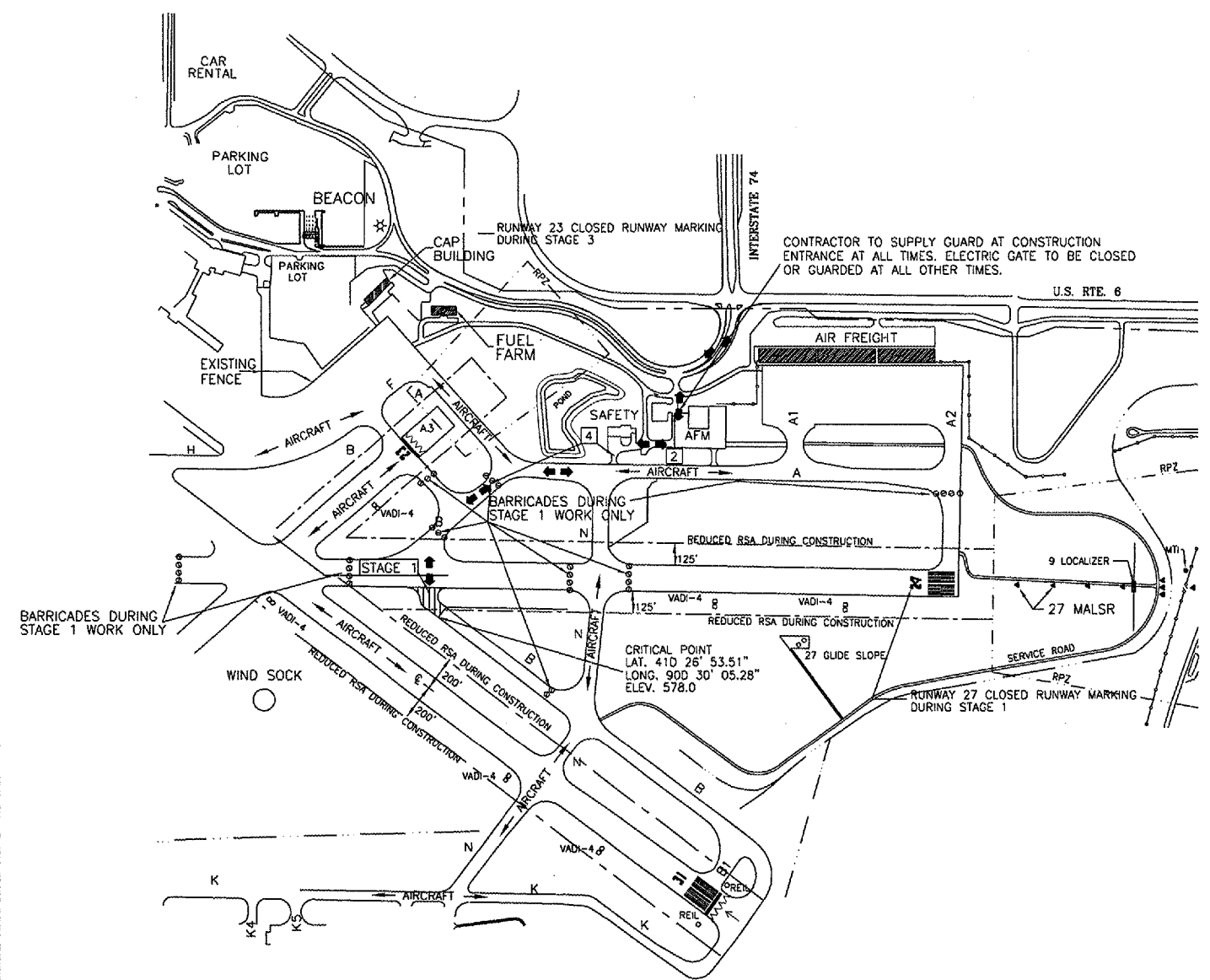
STAGE 1

STAGE 1 AIRFIELD STATUS

1. RUNWAY 9-27 CLOSED.
2. TAXIWAY B CLOSED SOUTHEAST OF RUNWAY 5-23 TO TAXIWAY N.
3. TAXIWAY H CLOSED WEST OF TAXIWAY E
4. TAXIWAY A CLOSED FROM TAXIWAY A2 TO THE APPROACH END OF RUNWAY 27
5. ALL OTHER AIRFIELD PAVEMENTS OPEN.

STAGE 1 NOTES

1. STAGE 1 MAY BE DONE USING DAYTIME CLOSURES OF RUNWAY 9-27 AT THE DISCRETION OF THE MAA.
2. STAGE 1 MAY BE DONE AT NIGHT CONCURRENT OR SEPARATE FROM STAGE 3.



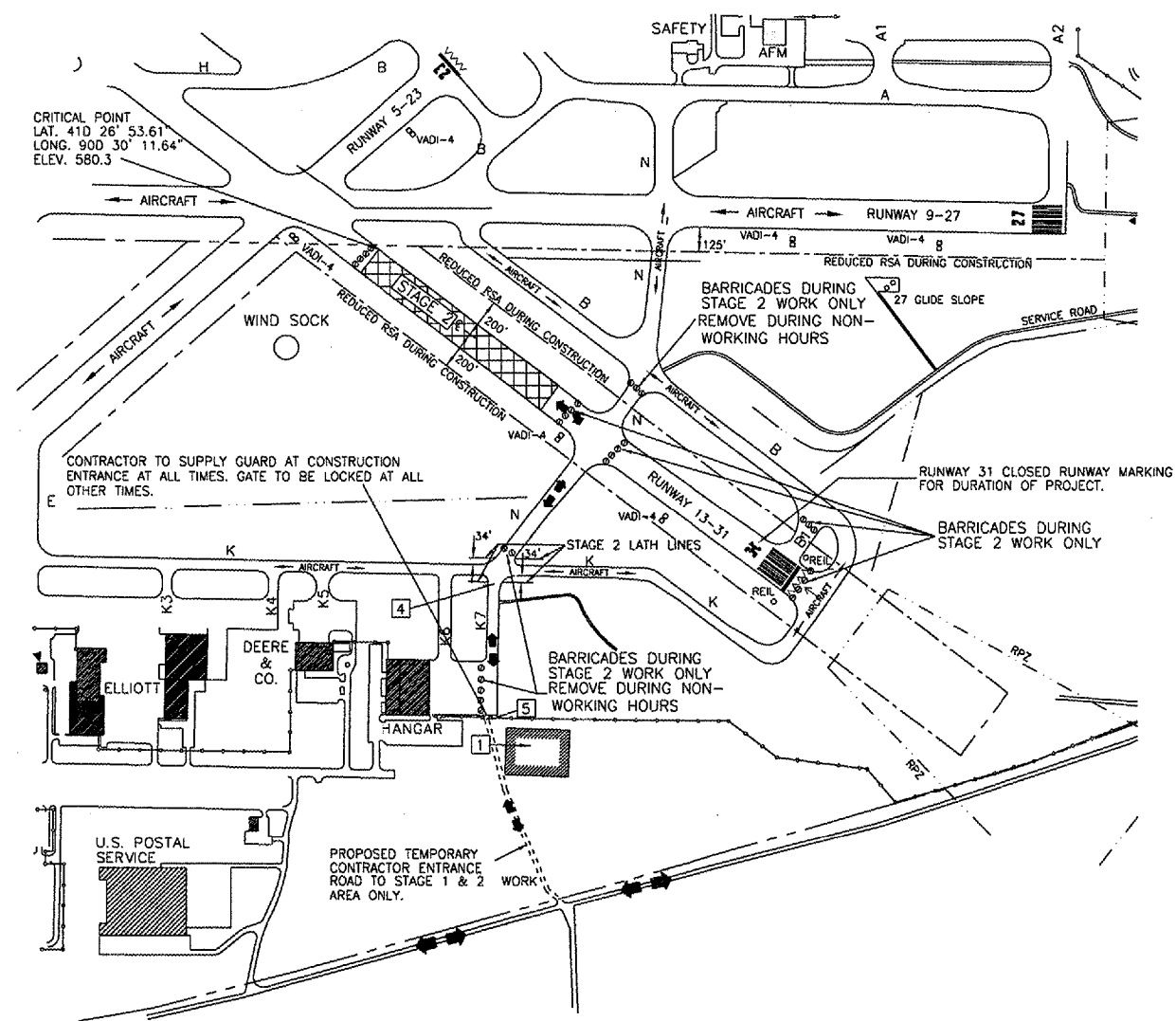
STAGE 2

STAGE 2 AIRFIELD STATUS

1. RUNWAY 13-31 CLOSED
2. TAXIWAY F CLOSED FROM THE APPROACH END OF RUNWAY 13 TO THE NORTH RAMP
3. TAXIWAY N CLOSED FROM TAXIWAY K TO RUNWAY 13-31
4. ALL OTHER AIRFIELD PAVEMENTS OPEN.

STAGE 2 NOTES

1. COMPLETE ALL STAGE 2 WORK INCLUDING ALL RUNWAY MARKING.
2. STAGE 3 MAY BE WORKED CONCURRENTLY WITH STAGE 2.

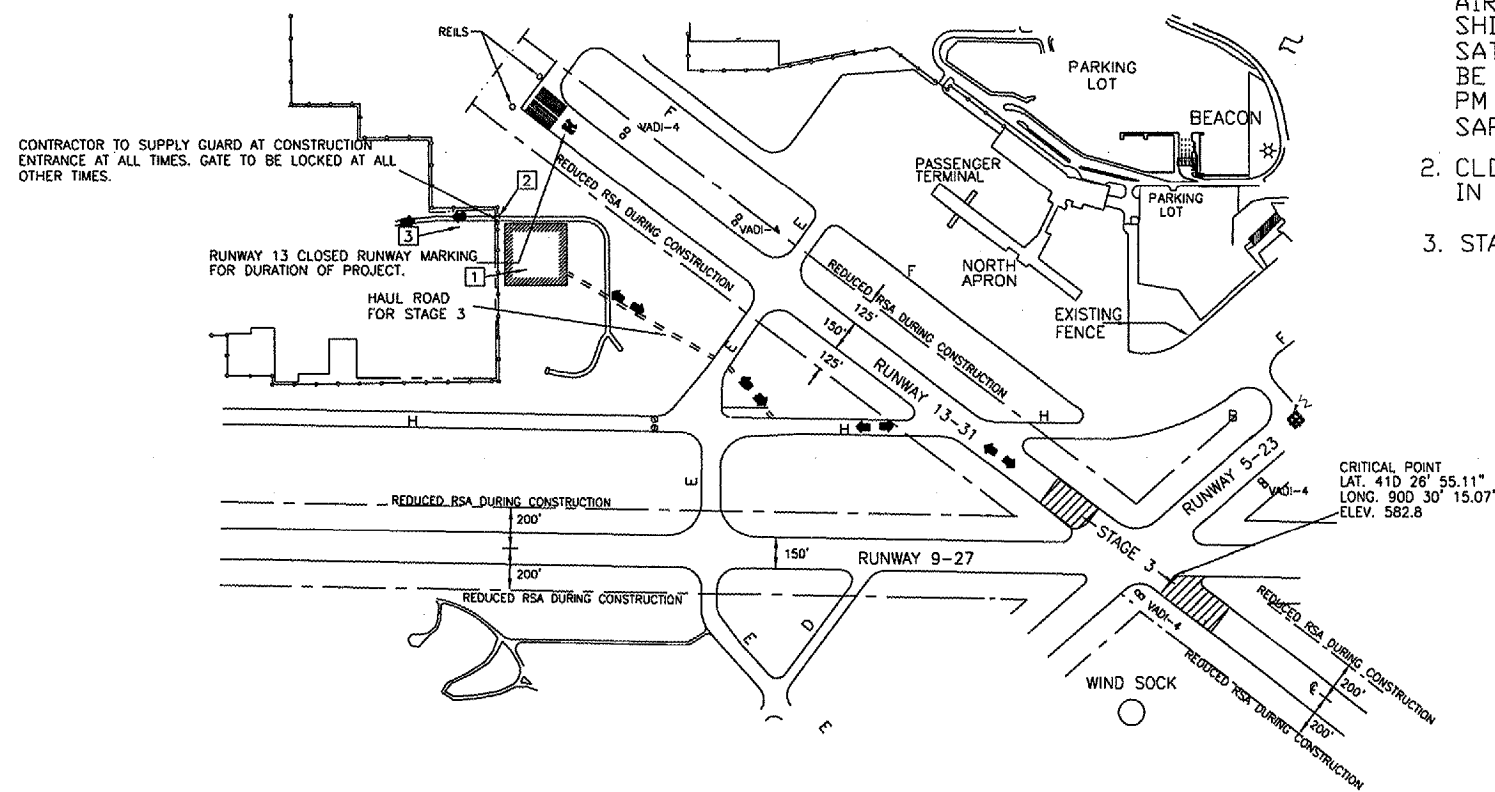


STAGE 3

STAGE 3 AIRFIELD STATUS
 1. ALL AIRFIELD PAVEMENTS CLOSED

STAGE 3 NOTES

1. CONSTRUCTION NIGHT SHIFTS IN THE STAGE 3 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. RUNWAY 9-27 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 ENGINEER.
2. CLOSED RUNWAY MARKINGS SHALL BE IN PLACE WHEN THE CONTRACTOR IS IN THE RUNWAY SAFETY AREAS (ALL RUNWAYS).
3. STAGE 3 WORK MAY BE DONE CONCURRENTLY WITH STAGE 5



STAGE 4 AIRFIELD STATUS
 1. RUNWAY 13-31 CLOSED
 2. TAXIWAY E CLOSED FROM TAXIWAY H TO TAXIWAY F.
 3. TAXIWAY F CLOSED FROM THE APPROACH END OF RUNWAY 13 TO THE NORTH RAMP.
 4. TAXIWAY B CLOSED FROM TAXIWAY N TO THE APPROACH END OF RUNWAY 31.
 5. TAXIWAY K CLOSED FROM TAXIWAY N TO THE APPROACH END OF RUNWAY 31.
 6. ALL OTHER AIRFIELD PAVEMENTS OPEN.

STAGE 4

STAGE 5

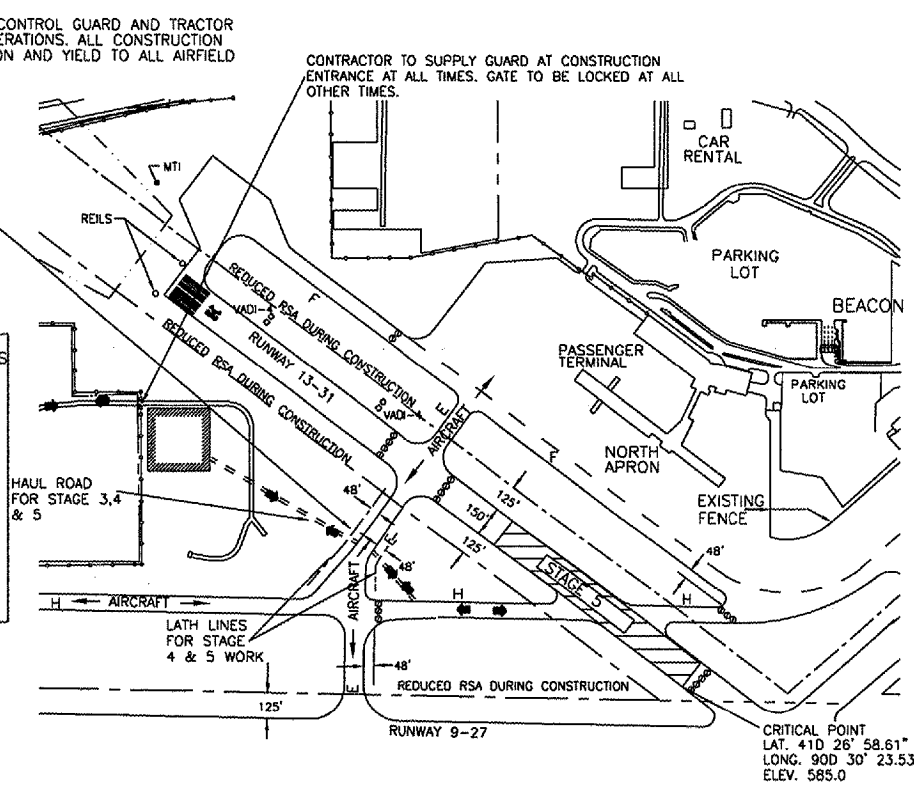
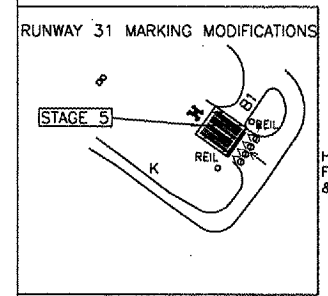
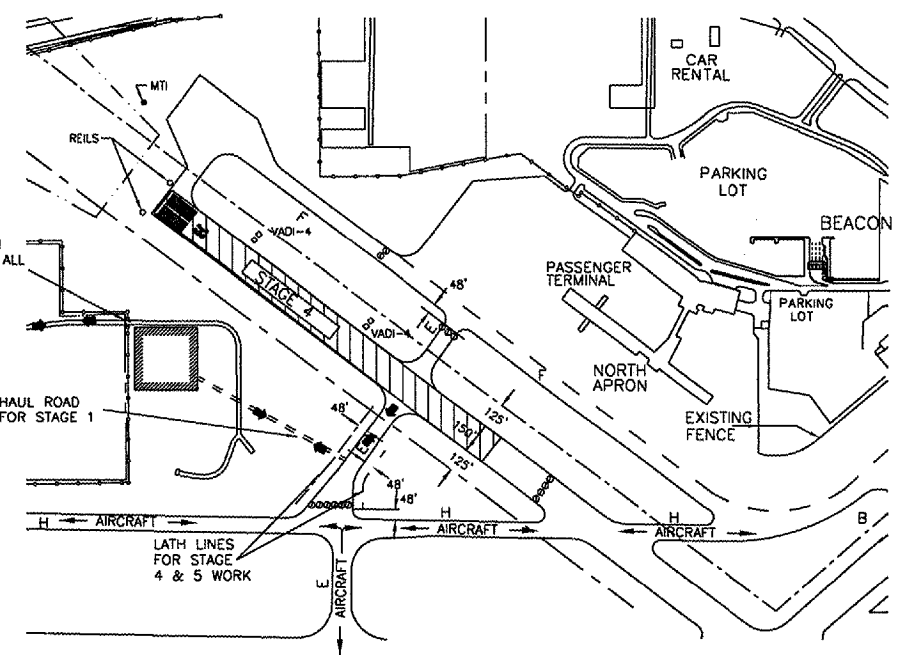
STAGE 5 AIRFIELD STATUS
 1. RUNWAY 13-31 CLOSED
 2. TAXIWAY H CLOSED FROM TAXIWAY E TO TAXIWAY F.
 3. TAXIWAY F CLOSED FROM THE APPROACH END OF RUNWAY 13 TO THE NORTH RAMP
 4. TAXIWAY B CLOSED FROM TAXIWAY N TO THE APPROACH END OF RUNWAY 13-31.
 5. TAXIWAY K CLOSED FROM TAXIWAY N TO THE APPROACH END OF RUNWAY 31.
 6. ALL OTHER AIRFIELD PAVEMENTS OPEN.

STAGE 5 NOTES
 1. COMPLETE ALL STAGE 5 WORK INCLUDING MARKING REMOVAL AND REPLACEMENT AND REOPEN ALL CLOSED AIRFIELD PAVEMENTS.
 2. STAGE 5 MAY BE WORKED CONCURRENTLY WITH STAGE 3.

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.

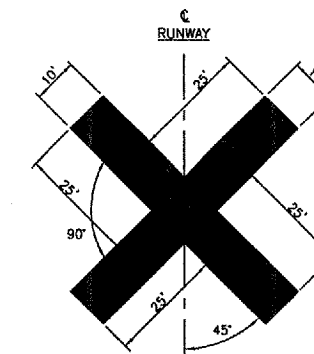
CONTRACTOR TO SUPPLY GUARD AT CONSTRUCTION ENTRANCE AT ALL TIMES. GATE TO BE LOCKED AT ALL OTHER TIMES.

STAGE 4 NOTES
 1. COMPLETE ALL STAGE 4 WORK AND OPEN TAXIWAY E PRIOR TO BEGINNING WORK ON STAGE 5.
 2. RUNWAY 13-31 CLOSED RUNWAY MARKINGS REMAIN IN PLACE.
 3. STAGE 3 MAY BE WORKED ON CONCURRENTLY WITH STAGE 4.



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 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 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 ENGINEER / MAA.
7. THE CONTRACTOR AND EACH SUBCONTRACTOR SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WORK OR EQUIPMENT. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL TYPE II BARRICADES EQUIPPED WITH FLASHING RED LIGHTS AND 20" X 20" ORANGE FLAGS AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE 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 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 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 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 MARKING
 DETAIL

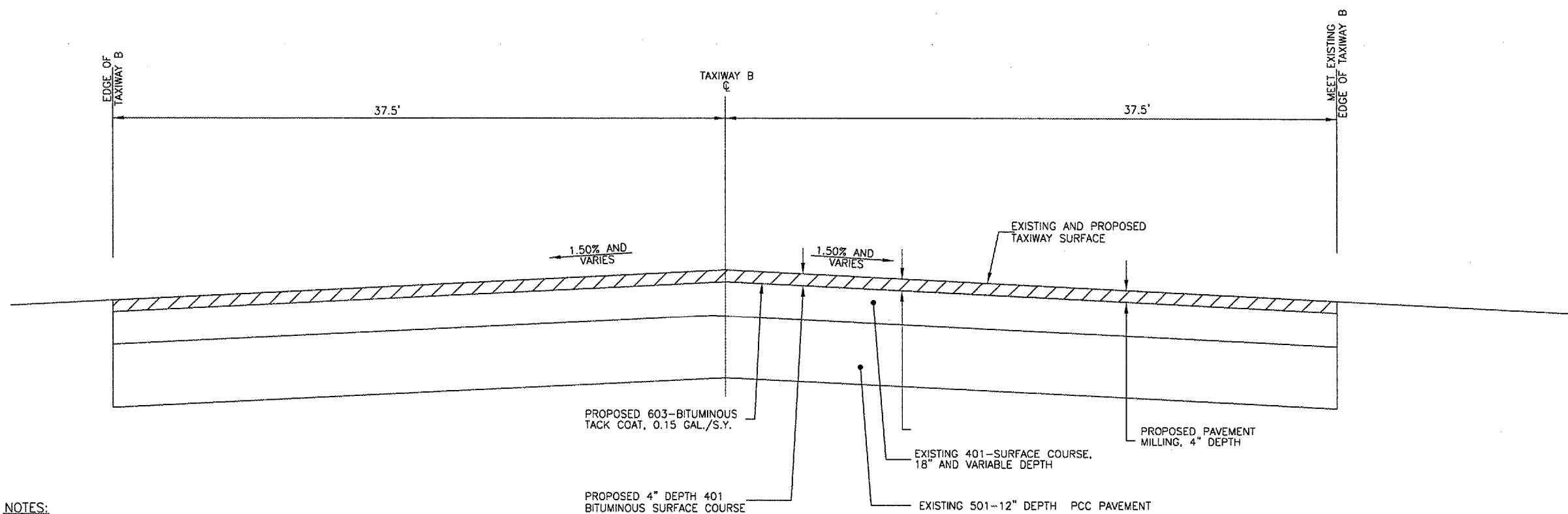
CLOSED RUNWAY MARKINGS NOTES:

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 AND BE OF A SHADE OF YELLOW THAT IS READILY VISIBLE FROM THE AIR IN THE OPINION OF THE ENGINEER.
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.

PROPOSED TYPICAL SECTION

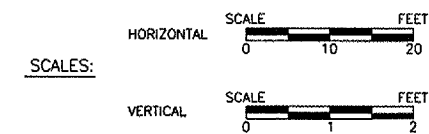
TAXIWAY B INLAY

INLAY 4" 401 BITUMINOUS SURFACE COURSE OVER EXISTING BITUMINOUS SURFACE



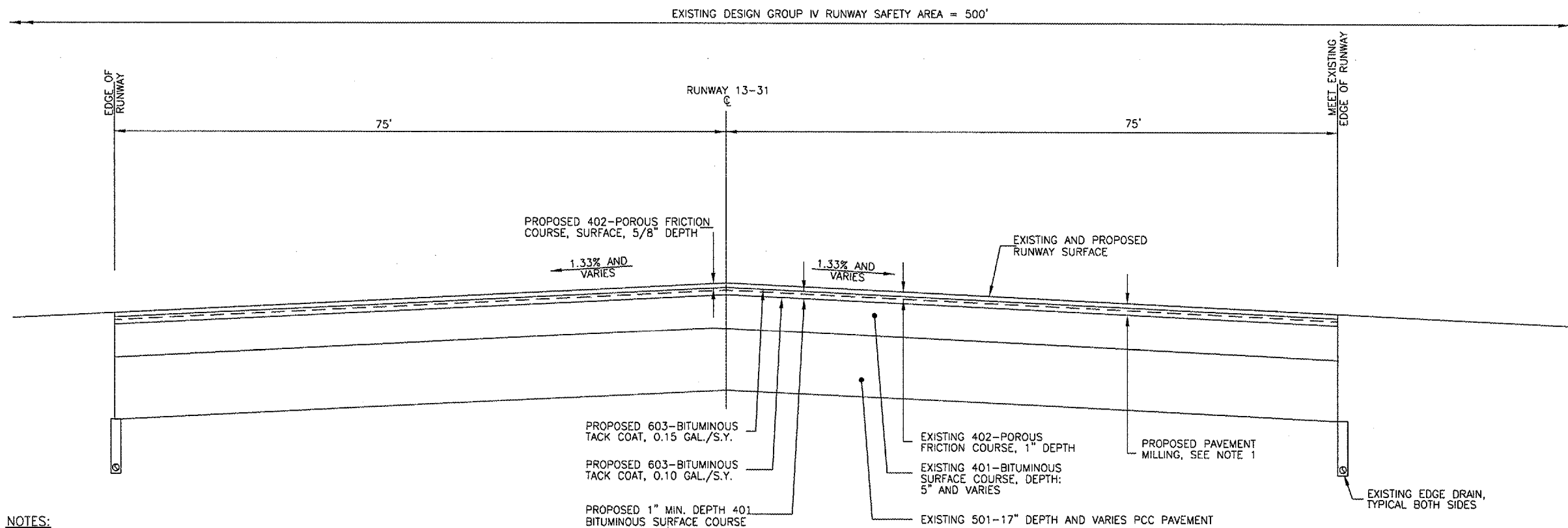
NOTES:

1. MILL THE EXISTING PAVEMENT TO A DEPTH OF 4"
2. CONTRACTOR SHALL SPRAY A LIGHT COAT OF 603- BITUMINOUS TACK COAT MATERIALS BETWEEN ALL LAYERS OF BITUMINOUS AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARALLEL TO THE TAXIWAY B CENTERLINE.
4. LONGITUDINAL JOINTS IN THE SURFACE COURSE SHALL OFFSET THE LONGITUDINAL JOINTS IN THE PREVIOUS LAYER BY AT LEAST ONE FOOT. IN THE 401 TOP LAYER THERE SHALL BE A LONGITUDINAL JOINT AT THE CENTERLINE OF THE RUNWAY.
5. ANY NECESSARY JOINT REPAIR SHALL BE AS DIRECTED BY THE ENGINEER AND SHALL FOLLOW THE JOINT REPAIR DETAIL IN THESE PLANS.



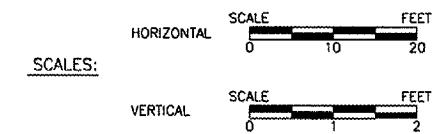
PROPOSED TYPICAL SECTION

RUNWAY 13-31, STA. 13+49.1 TO STA. 47+40 & STA. 52+20 TO STA. 66+60
 INLAY 5/8" DEPTH 402 P.F.C. OVER 1" DEPTH 401 BITUMINOUS SURFACE COURSE

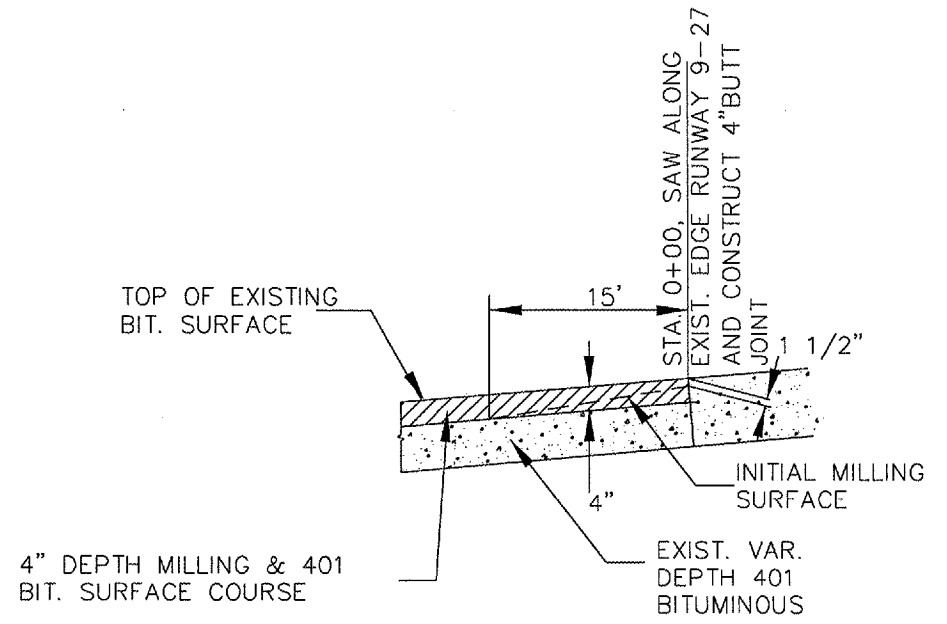


NOTES:

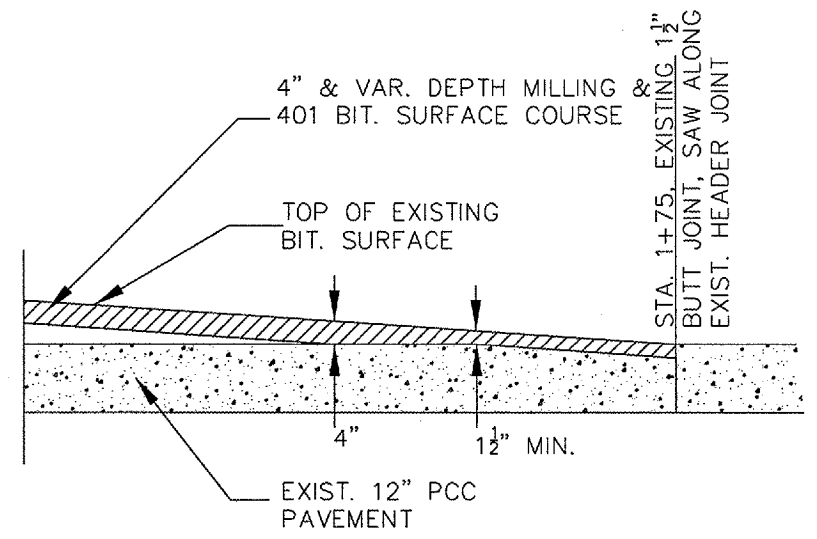
1. MILL THE EXISTING PAVEMENT TO A DEPTH OF 1-5/8"
2. SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.
3. CONTRACTOR SHALL SPRAY A LIGHT COAT OF 603- BITUMINOUS TACK COAT MATERIALS BETWEEN ALL LAYERS OF BITUMINOUS AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARALLEL TO THE RUNWAY 13-31 CENTERLINE.
5. LONGITUDINAL JOINTS IN THE SURFACE COURSE SHALL OFFSET THE LONGITUDINAL JOINTS IN THE PFC LAYER BY AT LEAST ONE FOOT. IN THE PFC TOP LAYER THERE SHALL BE A LONGITUDINAL JOINT AT THE CENTERLINE OF THE RUNWAY.
6. TRANSVERSE JOINTS IN THE SURFACE COURSE SHALL BE OFFSET BY AT LEAST TWO FEET FROM TRANSVERSE JOINTS IN THE PFC TOP LAYER. TRANSVERSE JOINTS IN ADJACENT LANES SHALL BE OFFSET A MINIMUM OF TEN FEET.



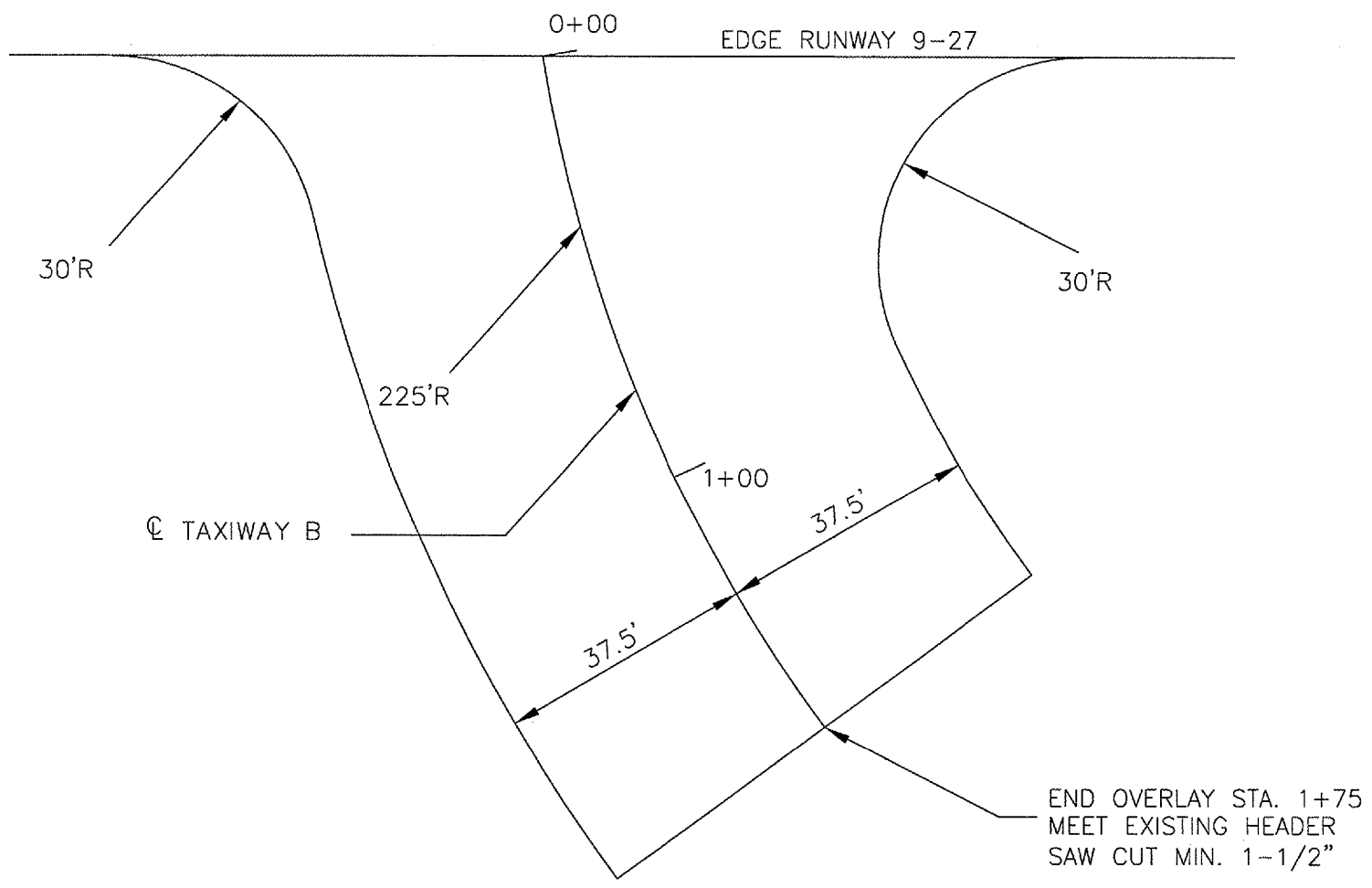
NOTE: INITIAL MILLING TO BE COMPLETED AS SHOWN TO ALLOW RUNWAY 9-27 TO BE REOPENED WITHOUT INSTALLING TEMPORARY TAPERS. REMOVE REMAINING BIT. WEDGE AND INSTALL TACK COAT IMMEDIATELY BEFORE PAVING 15' ADJACENT TO RUNWAY 9-27. ALL PAVEMENT MILLING TO A DEPTH OF 1 1/2"-4" WILL BE DONE UNDER PAY ITEM AR401650 AND PAID PER SQUARE YARD. ANY ADDITIONAL MILLING NECESSARY TO REPAIR PAVEMENT DEFECTS WILL BE DONE UNDER PAY ITEM AR401651 AND PAID PER CUBIC YARD.



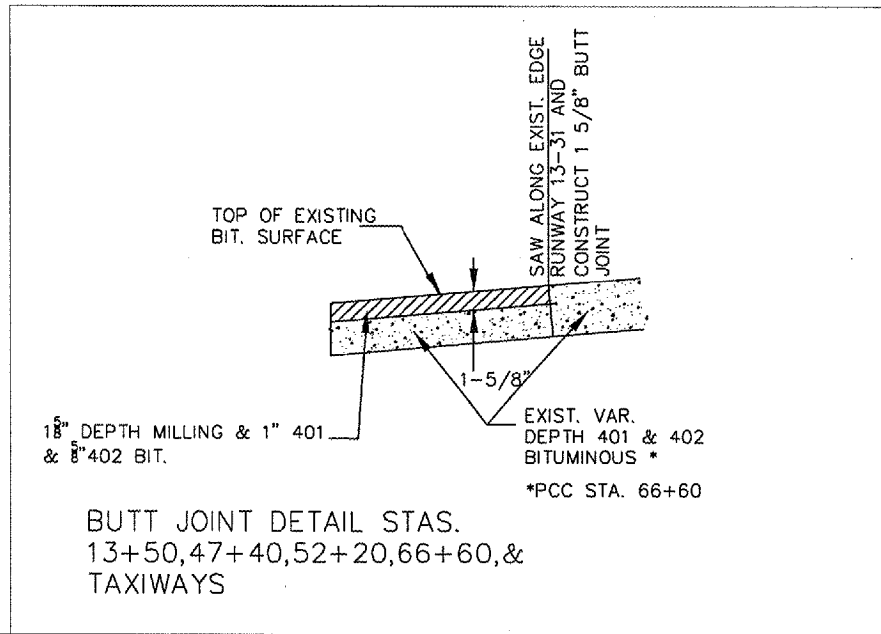
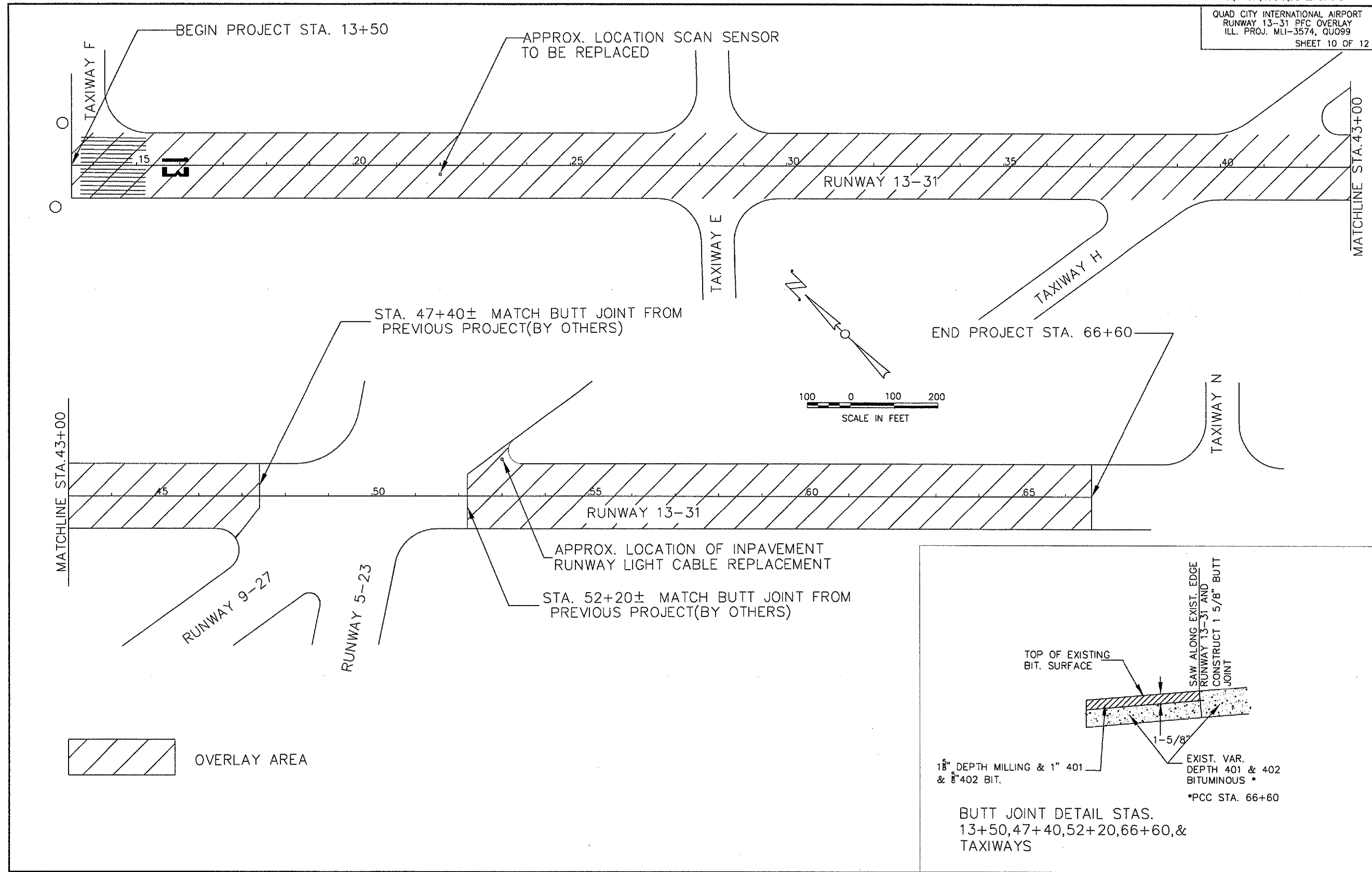
HEADER DETAIL STA. 0+00

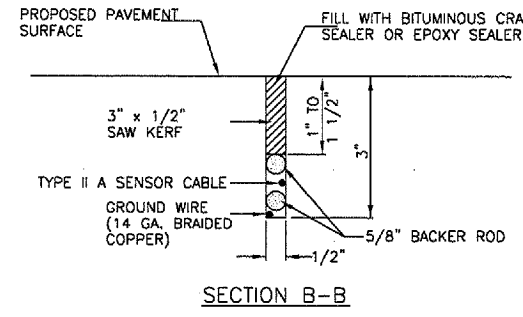
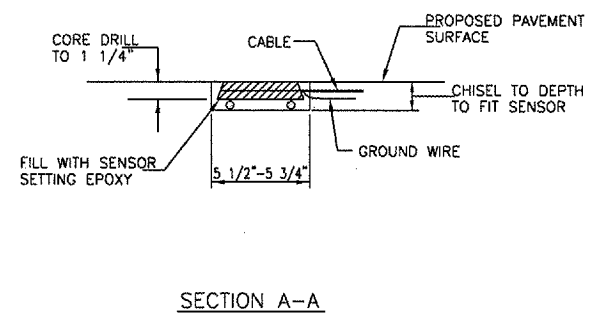
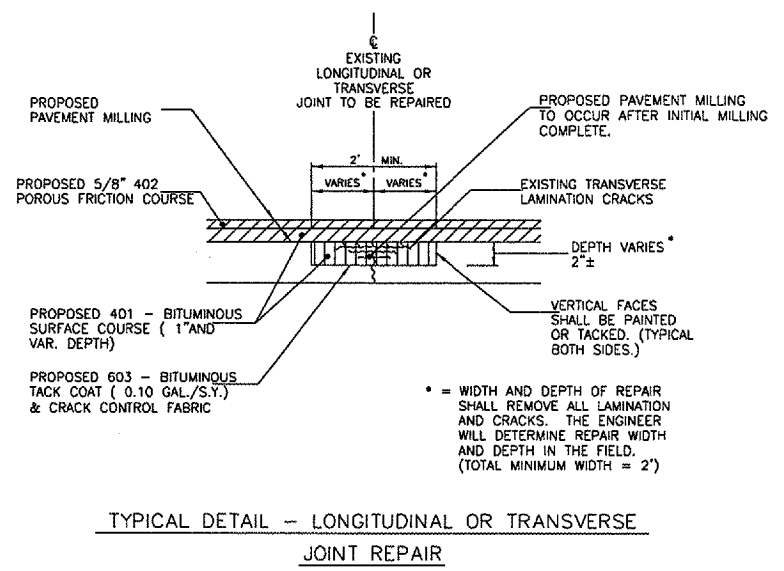
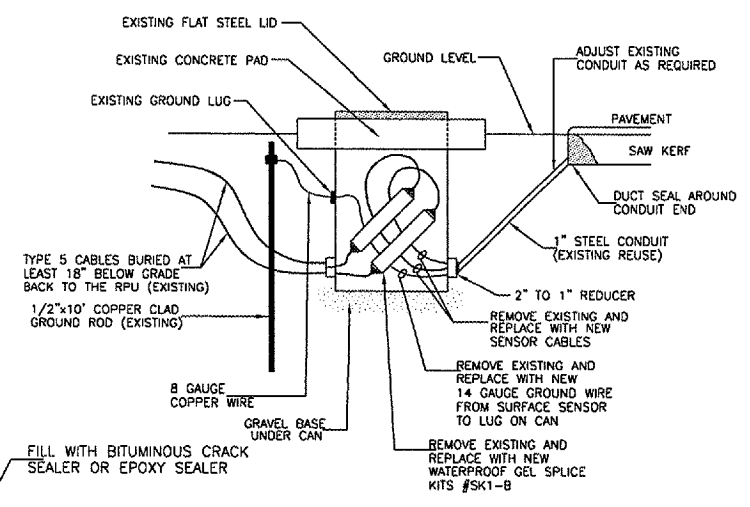
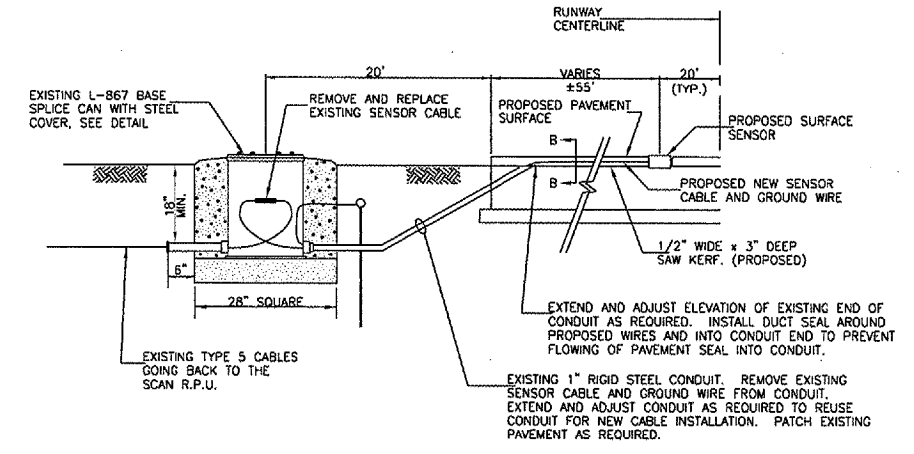
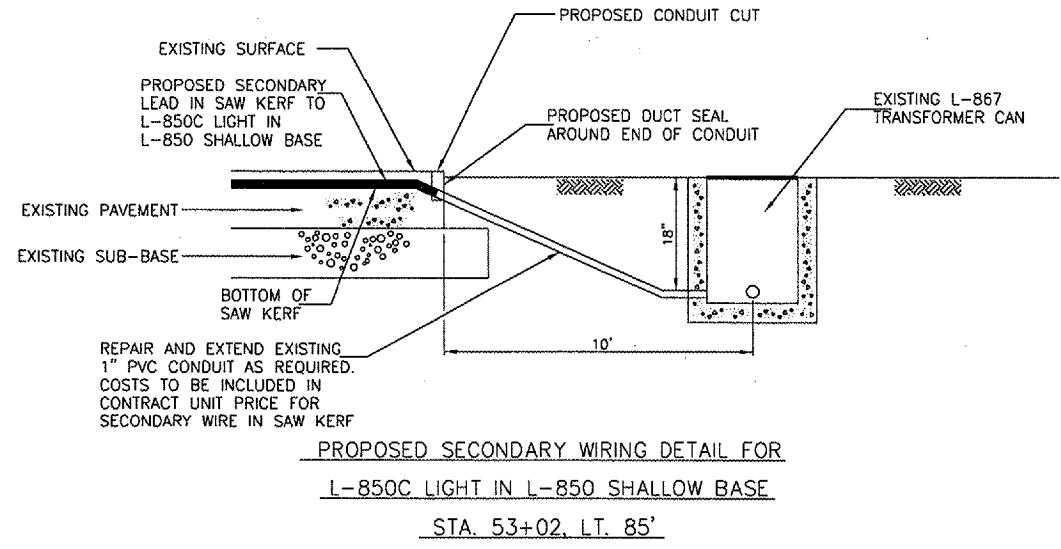


HEADER DETAIL STA. 1+75



TAXIWAY B INLAY





TYPICAL SENSOR HEAD AND CABLE INSTALLATION
 DETAILS - PLAN VIEW, STA. 22+00 RIGHT

