

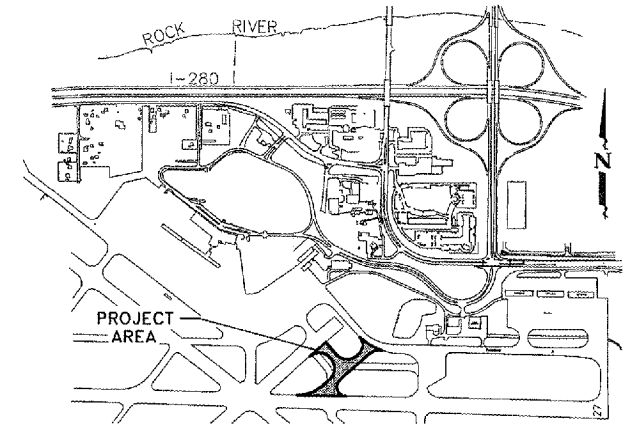
CONSTRUCTION PLANS

FOR

QUAD CITY

INTERNATIONAL AIRPORT

ROCK ISLAND COUNTY



PROJECT LOCATION MAP

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RECONSTRUCT

TAXIWAYS B and B2

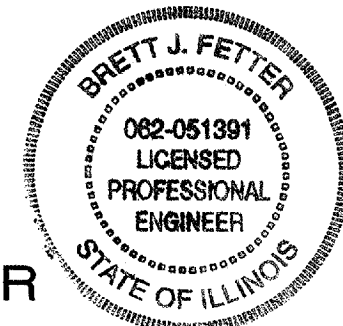


UTILITY NOTE
 THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS THAT ARE INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES AND TO ASCERTAIN WHETHER ANY ADDITIONAL FACILITIES OTHER THAN THOSE SHOWN ON THE PLAN MAY BE PRESENT. GIVE FORTY-EIGHT HOURS NOTICE TO ALL UTILITY COMPANIES PRIOR TO STARTING CONSTRUCTION OPERATIONS, INCLUDING QUAD CITY AIRPORT & F.A.A. FACILITIES NOT ON J.U.L.I.E.

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

BEFORE YOU DIG CALL QUAD CITY AIRPORT
 1-309-764-9621

BEFORE YOU DIG CALL F.A.A.
 1-309-793-5832



SUMMARY OF QUANTITIES
 SEE SHEET 2

ILLINOIS PROJECT MLI-3479
 AIP PROJECT NO. 3-17-0068-xx
 AIRPORT CLASSIFICATION - AIR CARRIER

LATITUDE 41°26'51.4", LONGITUDE 91°31'41.6", ELEVATION 589 M.S.L.

AIRCRAFT APPROACH CATEGORY - D
 AIRCRAFT DESIGN GROUP - IV

JUNE 10, 2005
 OFFICIAL DATE OF PLANS

QUAD CITY OFFICE
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McClure Engineering Associates, Inc
 BY *Brett J. Fetter*
 DATE 6/19/05
 RENEWAL DATE 11/30/05

Metropolitan Airport Authority OF ROCK ISLAND COUNTY
Bruce Carter
 6/19/05 DATE APPROVED

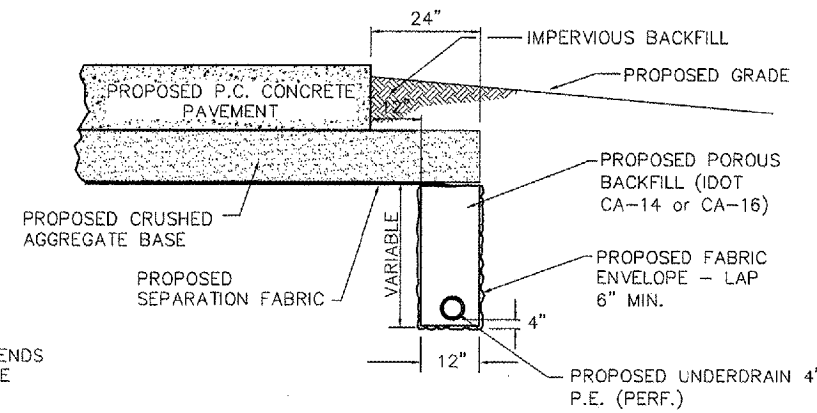
SUMMARY OF QUANTITIES

QU094

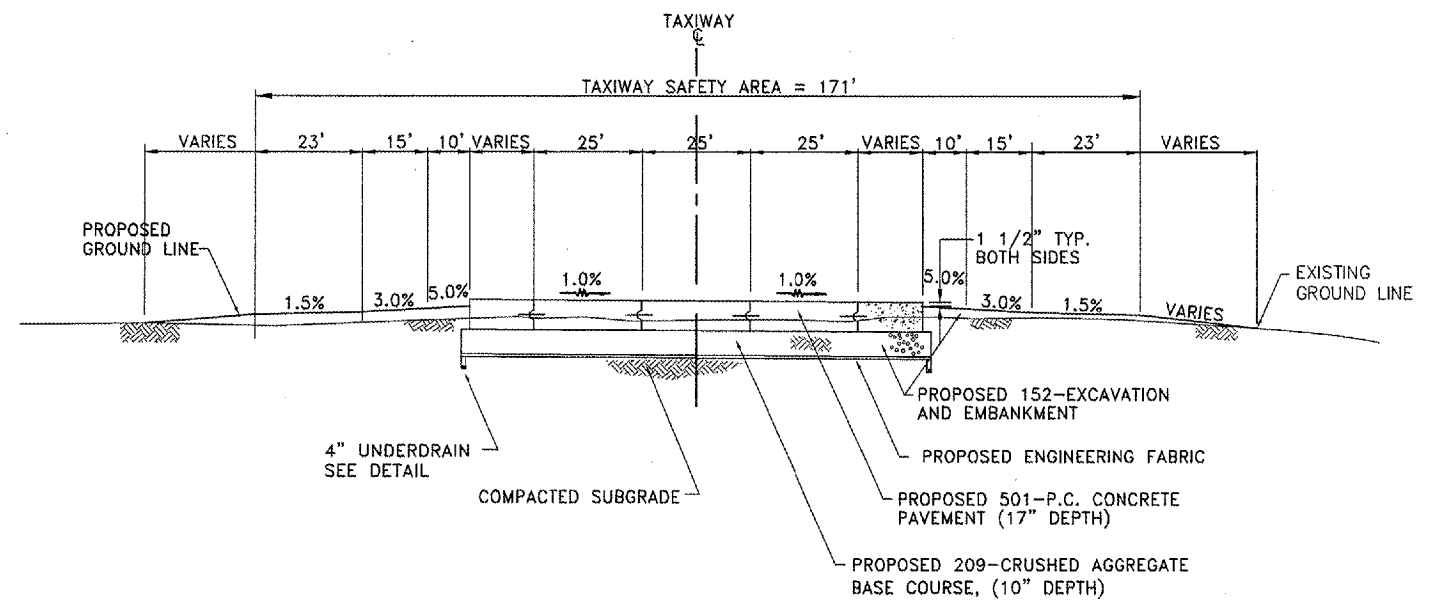
ITEM NO.	ITEM DESCRIPTION	UNIT	BID QUANTITY	FINAL QUANTITY
AR108158	1/C #8 5KV UG CABLE IN UD	LF	3,700	
AR108258	2/C #8 5KV UG CABLE IN UD	LF	800	
AR109341	20 KW REGULATOR, STYLE 1	EA	1	
AR110502	2-WAY CONCRETE ENCASED DUCT	LF	315	
AR125415	MITL-BASE MOUNTED	EA	52	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EA	1	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EA	4	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EA	2	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EA	4	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EA	1	
AR125448	TAXI GUIDANCE SIGN, 8 CHARACTER	EA	1	
AR125470	MODIFY EXISTING SIGN PANEL	EA	49	
AR125525	HURL, INPAVEMENT	EA	2	
AR125565	SPLICE CAN	EA	2	
AR125902	REMOVE BASE MOUNTED LIGHT	EA	26	
AR125903	REMOVE INPAVEMENT LIGHT	EA	1	
AR125904	REMOVE TAXI GUIDANCE SIGN	EA	10	
AR125906	REMOVE SPLICE CAN	EA	4	
AR150530	TRAFFIC MAINTENANCE	LS	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	9,037	
AR156500	TEMPORARY EROSION CONTROL	LS	1	
AR156513	SEPARATION FABRIC	SY	14,050	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	8,640	
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	4,192	
AR501517	17" PCC PAVEMENT	SY	13,738	
AR501530	PCC TEST BATCH	EA	1	
AR501900	REMOVE PCC PAVEMENT	SY	8,841	
AR620520	PAVEMENT MARKING-WATERBORNE	SF	3,776	
AR620525	PAVEMENT MARKING-BLACK BORDER	SF	1,775	
AR620900	PAVEMENT MARKING REMOVAL	SF	965	
AR701415	15" RCP, CLASS III	LF	318	
AR705504	4" PERFORATED UNDERDRAIN	LF	1,273	
AR751410	INLET	EA	2	
AR751940	ADJUST INLET	EA	2	
AR751943	ADJUST MANHOLE	EA	6	
AR801922	ABANDON MANHOLE	EA	4	
AR801923	REMOVE AGGREGATE BASE	CY	1,315	
AR901510	SEEDING	AC	9.25	
AR908510	MULCHING	AC	9.25	

GENERAL NOTES

- THE CONTRACTOR SHALL NOTIFY THE METROPOLITAN AIRPORT AUTHORITY (MAA) AND ALL UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION. MAA SHALL BE NOTIFIED 72 HOURS PRIOR TO CLOSING ANY PAVEMENTS TO AIRCRAFT OPERATIONS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL EXISTING UTILITIES AND PAVED AREAS, INCLUDING ANY NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER IF ANY CONFLICTS WITH THE DRAWINGS OCCUR. ANY DAMAGE TO EXISTING UTILITIES CAUSED BY TRENCHING AND GRADING OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. EXISTING UTILITY LOCATIONS SHOWN ON THE DRAWINGS ARE APPROXIMATE.
- THE CONTRACTOR MUST SUBMIT A SCHEDULE OF WORK PRIOR TO BEGINNING ANY CONSTRUCTION.
- ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF-SITE. SUITABLE EXCESS EXCAVATED MATERIAL SHALL BE DISPOSED OF ON AIRPORT PROPERTY (WITHIN 3.0 MILES) AS DIRECTED BY THE ENGINEER.
- PROVIDE POSITIVE DRAINAGE AT ALL TIMES WITHIN THE CONSTRUCTION AREAS.
- EROSION CONTROL FEATURES AS NEEDED SHALL BE INCORPORATED INTO THE CONSTRUCTION AT THE EARLIEST POSSIBLE TIME TO LIMIT EROSION AND STREAM POLLUTION AND SHALL BE MAINTAINED UNTIL ACCEPTANCE OF THE PROJECT BY THE AIRPORT.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY DISCREPANCIES ARE ENCOUNTERED BETWEEN THE PLANS AND SPECIFICATIONS AND THE EXISTING FIELD CONDITIONS.
- THE FINAL TOP 6" OF SOIL IN ANY AREA DISTURBED BY THE CONTRACTOR THAT IS NOT PAVED AS PART OF THIS PROJECT SHALL BE CAPABLE OF SUPPORTING VEGETATION.
- CROSS SECTION SLOPES SUBJECT TO CHANGE AS DIRECTED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.
- MAXIMUM PAV WIDTH FOR 209 GRANULAR BASE SHALL BE 12 INCHES BEYOND THE EDGE OF PAVEMENT. IF THE CONTRACTOR REQUIRES ADDITIONAL WIDTH FOR PAVING, THE ADDITIONAL MATERIALS SHALL MEET THE SAME SPECIFICATION BUT WILL BE CONSIDERED INCIDENTAL.
- THE CONTRACTOR SHALL SALVAGE EXISTING AIRFIELD LIGHTING AND SIGNING EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS PRIOR TO THE START OF EARTHWORK AND/OR PAVING ACTIVITIES. SALVAGED EQUIPMENT SHALL BE DELIVERED TO THE METROPOLITAN AIRPORT AUTHORITY.
- AFTER CONSTRUCTION HAS BEEN COMPLETED, THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS PER SPECIAL PROVISION 901. ONLY SEED AREAS WITHIN THE LIMITS OF CONSTRUCTION/SEEDING WILL BE ELIGIBLE FOR PAYMENT UNDER THE CONTRACT PAY ITEM. AREAS OUTSIDE THE LIMITS OF CONSTRUCTION/SEEDING SHALL BE SEED BY THE CONTRACTOR PER SPECIAL PROVISION 901, BUT SHALL NOT BE MEASURED FOR PAYMENT.



UNDERDRAIN TRENCH DETAIL
NOT TO SCALE



PROPOSED TYPICAL SECTION - TAXIWAY B AND B2
NO SCALE

NOTES:

- COST OF POROUS BACKFILL, FABRIC ENVELOPE, BENDS AND FITTINGS SHALL BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.
- UNDERDRAINS TO BE INSTALLED PRIOR TO PAVEMENT AND CRUSHED AGGREGATE BASE.



REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE:	1:1
DRAWN BY:	MJK
CHECKED BY:	
DATE:	MAY 2005

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STAGE 1 AIRFIELD STATUS

- 1.) TAXIWAY A CLOSED BETWEEN TAXIWAY F AND TAXIWAY A1
- 2.) TAXIWAY N CLOSED BETWEEN RUNWAY 9-27 AND TAXIWAY A
- 3.) ALL OTHER PAVEMENT OPEN TO AIRCRAFT

STAGE 2 AIRFIELD STATUS

- 1.) TAXIWAY A CLOSED BETWEEN TAXIWAY F AND TAXIWAY N
- 2.) ALL OTHER PAVEMENT OPEN TO AIRCRAFT

STAGE 3 AIRFIELD STATUS

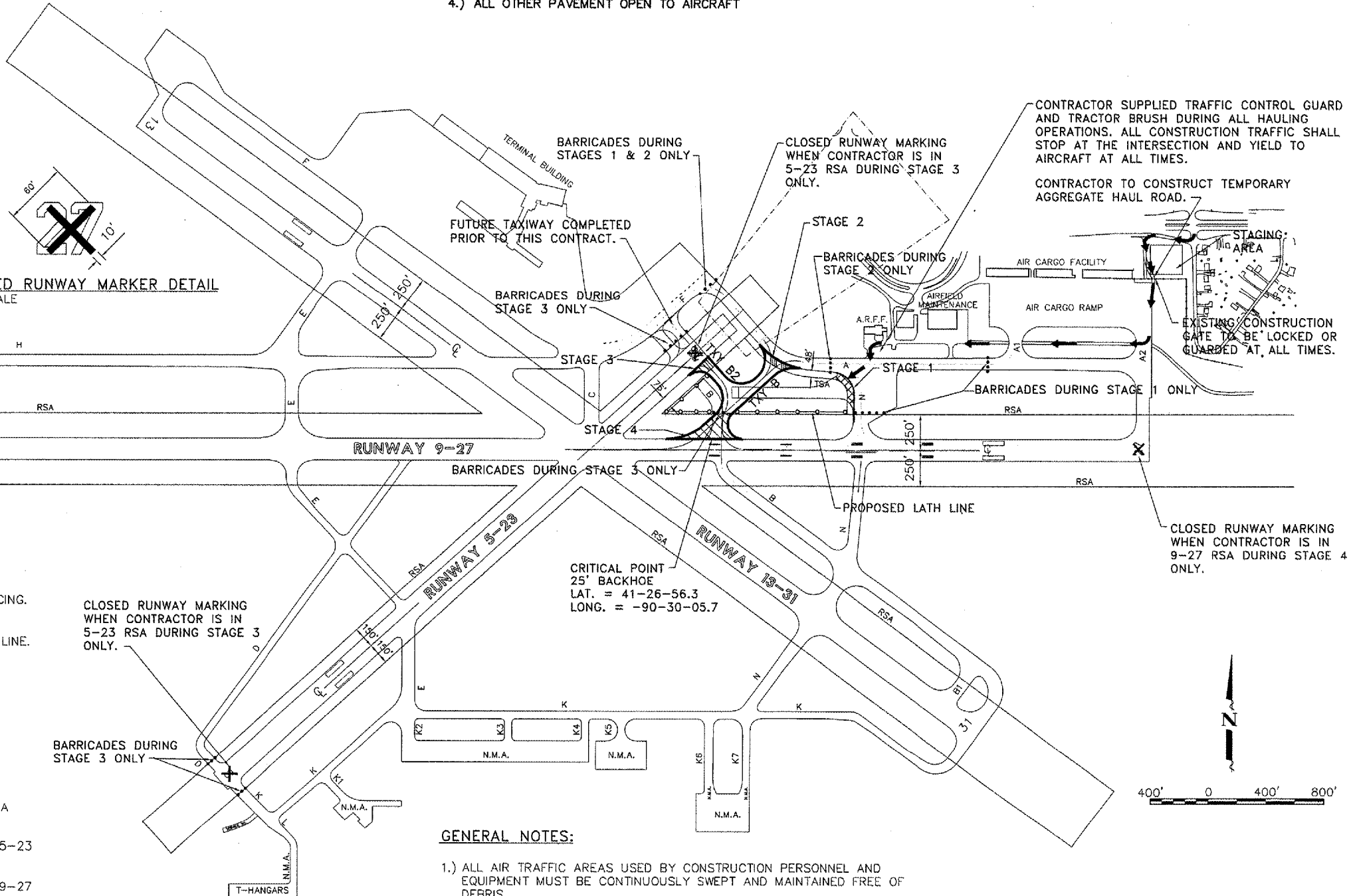
- 1.) RUNWAY 5-23 CLOSED WHEN CONTRACTOR IS IN THE RUNWAY 5-23 SAFETY AREA.
- 2.) EXISTING TAXIWAY B (IF STILL ACTIVE) CLOSED BETWEEN RUNWAY 9-27 AND TAXIWAY F.
- 3.) TAXIWAY B2 (PROPOSED BY OTHERS) CLOSED BETWEEN RUNWAY 5-23 AND TAXIWAY F.
- 4.) ALL OTHER PAVEMENT OPEN TO AIRCRAFT

STAGE 4 AIRFIELD STATUS

- 1.) RUNWAY 9-27 CLOSED WHEN CONTRACTOR IS IN THE RUNWAY 9-27 SAFETY AREA.
- 2.) ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

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.



LEGEND

- PROPOSED P.C. CONCRETE PAVEMENT
- PROPOSED I.D.O.T. TYPE II BARRICADES WITH FLASHERS AND FLAGS AT MAXIMUM 15' SPACING. MINIMUM OF SIX BARRICADES PER LOCATION.
- PROPOSED RUNWAY RESTRICTED AREA LATH LINE.
- CLOSED RUNWAY MARKERS
- HAUL ROADS OR CONSTRUCTION ACCESS
- EXISTING RUNWAY/TAXIWAY SAFETY AREA
- STAGE 1 PAVEMENT REMOVAL AT TAXIWAY N
- STAGE 2 CONSTRUCT PAVEMENT TIE-IN TO TAXIWAY A
- STAGE 3 CONSTRUCT PAVEMENT TIE-IN TO RUNWAY 5-23
- STAGE 4 CONSTRUCT PAVEMENT TIE-IN TO RUNWAY 9-27

GENERAL NOTES:

- 1.) ALL AIR TRAFFIC AREAS USED BY CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE CONTINUOUSLY SWEEPED AND MAINTAINED FREE OF DEBRIS.
- 2.) THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM.

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DRAWN BY: MJK
CHECKED BY:
DATE: MAY 2005

SAFETY PLAN NOTES:

QU094

1.) IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL TYPE II BARRICADES EQUIPPED WITH FLASHING YELLOW LIGHTS AND 20"X20" ORANGE FLAGS AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE SUFFICIENTLY WEIGHED 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.

2.) THE METROPOLITAN AIRPORT AUTHORITY (MAA) SHALL DETERMINE WHEN AND WHERE THE CONTRACTOR WILL BE ALLOWED TO WORK. THE CONTRACTOR SHALL BE PREPARED AT ALL TIMES TO EXIT RUNWAY/TAXIWAY SAFETY AREAS WHEN DIRECTED TO DO SO BY THE METROPOLITAN AIRPORT AUTHORITY. ALL PAVEMENTS SHALL BE OPEN TO AIRCRAFT TRAFFIC UNLESS "NOTAM" INSTRUCTS OTHERWISE DURING THE CONSTRUCTION OF THIS PROJECT. 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.

3.) THE METROPOLITAN AIRPORT AUTHORITY SHALL RETAIN THE RIGHT TO RESTRICT ACCESS TO THE CONSTRUCTION AREA DURING EMERGENCY SITUATIONS, OR PERIODS OF INCLEMENT WEATHER REQUIRING SPECIAL AIRCRAFT HANDLING CONDITIONS, OR DURING VISITS BY HIGH RANKING DIGNITARIES OR OTHER SECURITY RELATED ACTIVITIES.

4.) SOLID CLOSED RUNWAY MARKING CROSSES ARE REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES.

5.) 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.

6.) THE CONTRACTOR SHALL PROCURE ENOUGH SECURITY/IDENTIFICATION BADGES FOR HIS EMPLOYEES AND SUBCONTRACTOR'S EMPLOYEES 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. 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.

7.) 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 THE MAA PRIOR TO THE START OF CONSTRUCTION.

8.) 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.

9.) ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

10.) 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 STAGING AREA DURING NON-WORKING HOURS UNLESS PRIOR ARRANGEMENTS ARE APPROVED. THE PAVING TRAIN MAY BE PARKED ON THE AIRFIELD OUTSIDE ALL RESTRICTED AREAS IN A LOCATION APPROVED BY THE RESIDENT ENGINEER. ALL CONSTRUCTION VEHICLES AND EQUIPMENT SHALL PROMINENTLY DISPLAY 3' X 3' ORANGE AND WHITE CHECKERED FLAGS. NO PERSONAL VEHICLES SHALL BE ALLOWED ON THE CONSTRUCTION SITE. ALL VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM. IT SHALL BE KEPT WITHIN THE CONSTRUCTION LIMITS OR TO AND FROM THE STAGING AREA. ALL VEHICLES ON THE AIRFIELD REQUIRE APPROVAL OF THE ENGINEER/MAA.

11.) THE CONTRACTOR SHALL LOCATE HIS TRAILER, LONG- TERM STORAGE MATERIALS, AND ALL OTHER NECESSARY FACILITIES IN THE AREA INDICATED AS THE STAGING AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT WHATEVER ACCESS ROADS HE DEEMS NECESSARY BETWEEN THE EXISTING ROADS AND THE CONSTRUCTION AREAS.

12.) CONSTRUCTION GATES SHALL BE MANNED BY COMPETENT GUARD OR LOCKED 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.

13.) THE CONTRACTOR SHALL USE THE DESIGNATED HAUL ROUTES, CONSTRUCTION STAGING AREA, AND ENTRANCES TO THE AIRFIELD AS SHOWN ON THE SAFETY PLAN. NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE AIRFIELD OUTSIDE THE HAUL ROUTES AND WORK AREAS UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

14.) IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE THE CONSTRUCTION STAGING AREA, SERVICE ROADS, ACCESS ROADS, AND HAUL ROADS TO ITS ORIGINAL CONDITION FOLLOWING COMPLETION OF CONSTRUCTION. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REGRADING, FERTILIZING, SEEDING, AND MULCHING OF EARTH SURFACES, TO THE SATISFACTION OF THE ENGINEER. ALL GROUND SURFACES, GRAVEL SURFACES, 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.

15.) THE CONTRACTOR SHALL INSTALL AND MAINTAIN LATH LINES DURING THE LENGTH OF THE PROJECT AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. LATH LINES SHALL CONSIST OF 2" X 2" WOOD POSTS, OR METAL FENCE POST EQUIVALENT, SPACED AT 10' INTERVALS AND DRIVEN INTO THE GROUND. FOUR INCH WIDE YELLOW PLASTIC WARNING RIBBON SHALL BE INSTALLED FROM POST TO POST.

16.) DUST ABATEMENT MEASURES WILL BE REQUIRED, WHEN, IN THE OPINION OF THE RESIDENT ENGINEER, A HAZARD TO AIR TRAFFIC, LOCAL RESIDENTS, OR CONSTRUCTION PROJECT PERSONNEL EXISTS. PREVENTATIVE MEASURES TO BE ACCOMPLISHED BY THE CONTRACTOR SHALL INCLUDE, BUT NOT BE LIMITED TO, WATERING AND TREATMENT WITH CALCIUM CHLORIDE.

17.) UNLESS OTHERWISE DIRECTED, ALL MATERIALS NOT TO BE INCORPORATED IN THE PROJECT SHALL BE DISPOSED OF AT A LOCATION OFF AIRPORT PROPERTY AT THE CONTRACTOR'S EXPENSE. NO MOUNDS OF DIRT OR IRREGULARITIES GREATER THAN 3" WHICH, IN THE OPINION OF THE RESIDENT ENGINEER, COULD INTERFERE WITH AIRFIELD OPERATIONS WILL BE PERMITTED ON THE AIRFIELD.

18.) SEQUENCE OF CONSTRUCTION

A. STAGES ARE AS SHOWN ON THE SAFETY PLAN.

B. THE CONSTRUCTION OF EACH STAGE SHALL BE COMPLETE BEFORE WORK IS STARTED ON ANOTHER STAGE UNLESS OTHERWISE AUTHORIZED BY THE MAA AND THE RESIDENT ENGINEER.

C. SCHEDULING OF ALL STAGES IS SUBJECT TO THE APPROVAL OF MAA.

D. THE CONTRACTOR SHALL GIVE THE MAA 72 HOURS NOTICE PRIOR TO THE START OF ANY WORK REQUIRING THE CLOSE OF ANY PAVEMENTS TO AIRCRAFT TRAFFIC SO A NOTAM CAN BE ISSUED.

E. WORK NOT WITHIN RUNWAY OR TAXIWAY SAFETY AREAS MAY BE PERFORMED CONCURRENTLY WITH STAGED WORK.

F. BARRICADES SHALL BE ADJUSTED FOR EACH STAGE OF CONSTRUCTION AS SHOWN ON THE SAFETY PLAN.

G. MAA RESERVES THE RIGHT TO CHANGE OR ADJUST ANY SEQUENCE OF CONSTRUCTION.

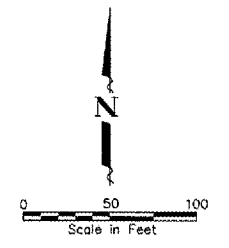
19.) NO CHANGES SHALL BE MADE IN ANY PROVISIONS OF THIS SAFETY PLAN UNLESS APPROVED IN WRITING BY THE METROPOLITAN AIRPORT AUTHORITY, THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS, AND THE FEDERAL AVIATION ADMINISTRATION. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.



REVISIONS		
NO.	ITEM	DATE

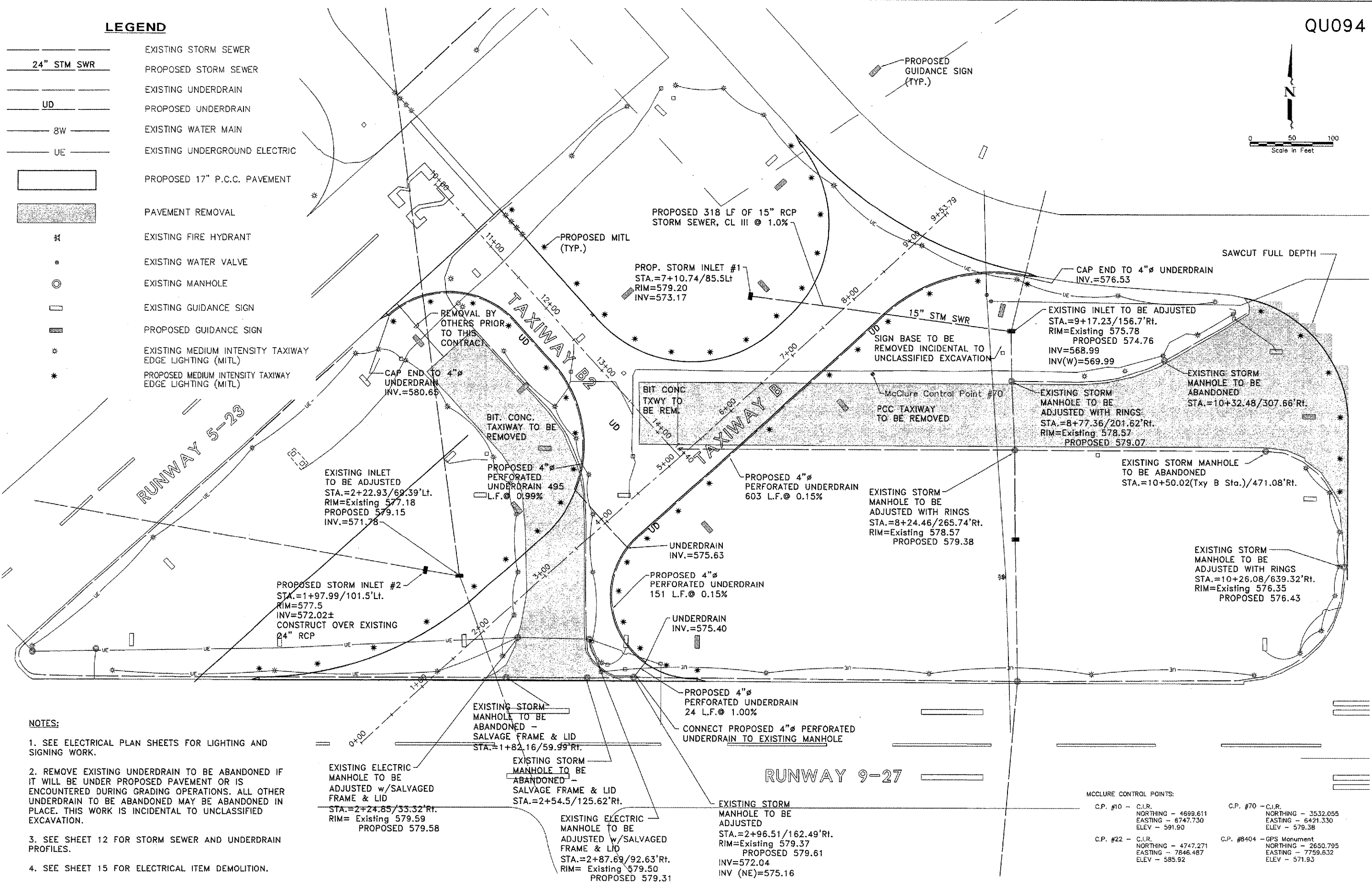
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LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING UNDERDRAIN
- PROPOSED UNDERDRAIN
- EXISTING WATER MAIN
- EXISTING UNDERGROUND ELECTRIC
- PROPOSED 17" P.C.C. PAVEMENT
- PAVEMENT REMOVAL
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING MANHOLE
- EXISTING GUIDANCE SIGN
- PROPOSED GUIDANCE SIGN
- EXISTING MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)
- PROPOSED MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)



NOTES:

1. SEE ELECTRICAL PLAN SHEETS FOR LIGHTING AND SIGNING WORK.
2. REMOVE EXISTING UNDERDRAIN TO BE ABANDONED IF IT WILL BE UNDER PROPOSED PAVEMENT OR IS ENCOUNTERED DURING GRADING OPERATIONS. ALL OTHER UNDERDRAIN TO BE ABANDONED MAY BE ABANDONED IN PLACE. THIS WORK IS INCIDENTAL TO UNCLASSIFIED EXCAVATION.
3. SEE SHEET 12 FOR STORM SEWER AND UNDERDRAIN PROFILES.
4. SEE SHEET 15 FOR ELECTRICAL ITEM DEMOLITION.

MCCLURE CONTROL POINTS:

C.P. #10 - C.I.R.	NORTHING - 4699.611	EASTING - 6747.730	ELEV - 591.90
C.P. #22 - C.I.R.	NORTHING - 4747.271	EASTING - 7846.487	ELEV - 585.92
C.P. #70 - C.I.R.	NORTHING - 3532.055	EASTING - 6421.330	ELEV - 579.38
C.P. #8404 - GPS Monument	NORTHING - 2650.795	EASTING - 7759.632	ELEV - 571.93



REVISIONS		
NO.	ITEM	DATE

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DATE:	MAY 2005

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MCCLURE CONTROL POINTS:




C.P. #10 - C.I.R.
NORTHING - 4699.611
EASTING - 6747.730
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C.P. #22 - C.I.R.
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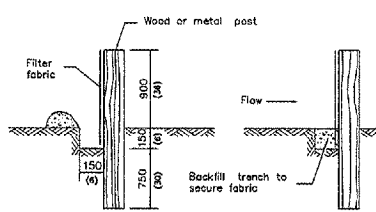
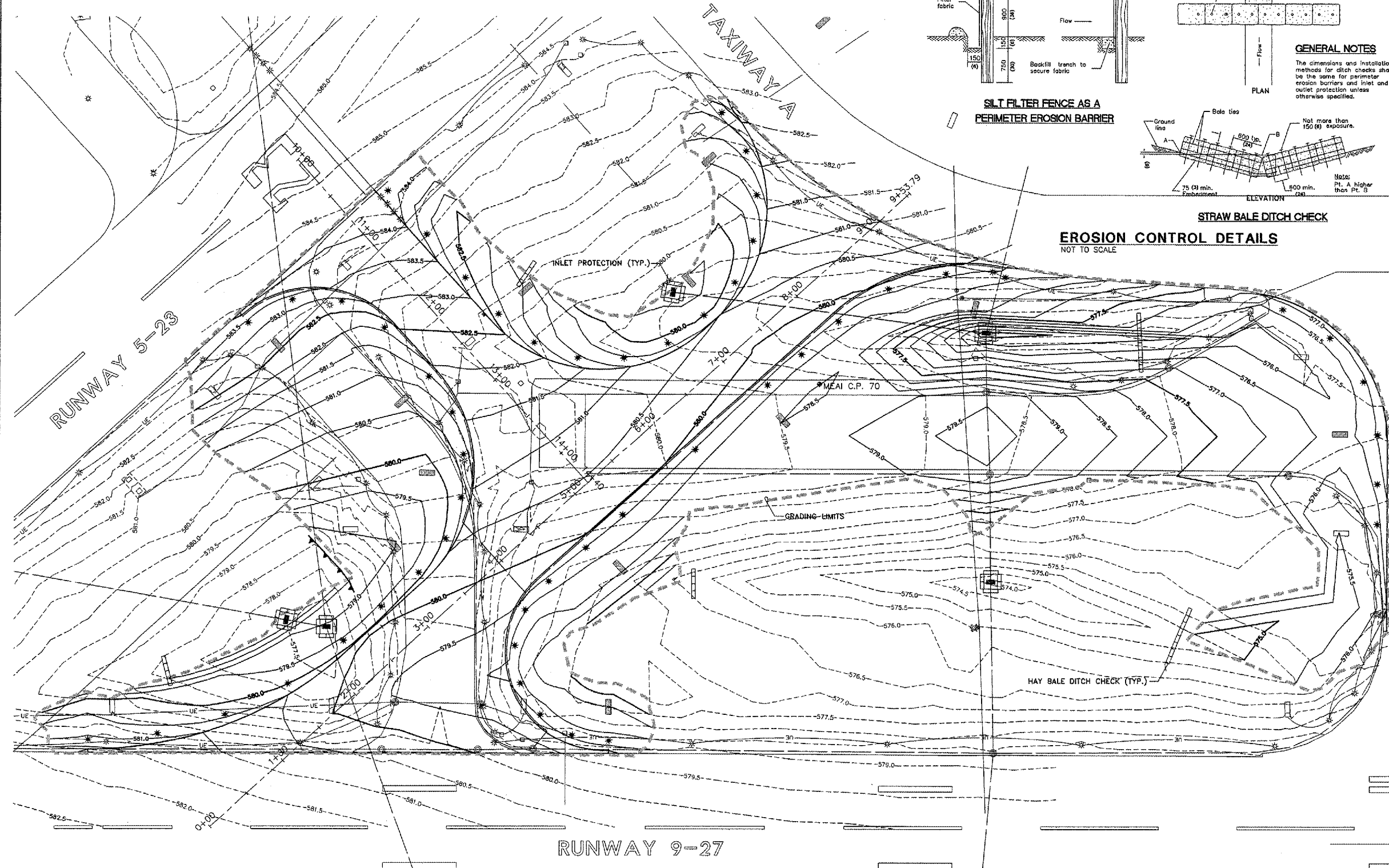
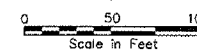
C.P. #70 - C.I.R.
NORTHING - 3532.055
EASTING - 6421.330
ELEV - 579.38

C.P. #8404 - GPS Monument
NORTHING - 2650.795
EASTING - 7759.632
ELEV - 571.93

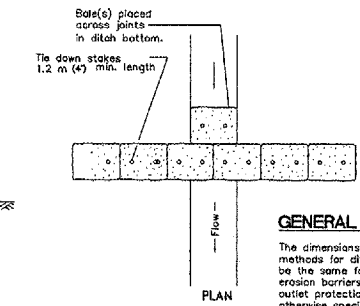
LEGEND

-  GRADING LIMITS AND SEEDING LIMITS FOR PAYMENT
-  PROPOSED SILT FENCE
-  PROPOSED HAY BALE INLET PROTECTION

QU094

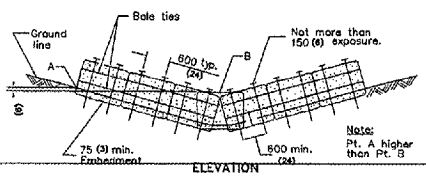


SILT FILTER FENCE AS A PERIMETER EROSION BARRIER



GENERAL NOTES

The dimensions and installation methods for ditch checks shall be the same for perimeter erosion barriers and inlet and outlet protection unless otherwise specified.



STRAW BALE DITCH CHECK

EROSION CONTROL DETAILS
NOT TO SCALE

EROSION CONTROL NOTES

- 1.) DITCH CHECKS - TWO BALES HIGH SHALL BE REQUIRED PER I.D.O.T. STANDARD 2381 - TEMPORARY EROSION CONTROL SYSTEM DRAWING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MAINTAINING AND REMOVING DITCH CHECKS TO THE SATISFACTION OF THE RESIDENT ENGINEER. THIS INCLUDES BUT IS NOT LIMITED TO CLEANING EROSION SOILS AS REQUIRED.
- 2.) LOCATION OF THE DITCH CHECKS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS TO BE DETERMINED AT THE TIME OF CONSTRUCTION.
- 3.) ONCE CONSTRUCTION HAS BEEN COMPLETED, THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED IN ACCORDANCE WITH ITEM AR901510 WITHIN 14 DAYS OF LAST DISTURBANCE. DITCH CHECKS 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 RESIDENT ENGINEER.
- 4.) THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE EROSION CONTROL PLAN SHALL BE INCLUDED IN THE TEMPORARY EROSION CONTROL LUMP SUM PRICE. SEEDING SHALL BE PAID UNDER ITEM AR901510.
- 5.) ALL AREAS DISTURBED OUTSIDE OF THE GRADING LIMITS SHALL BE RESTORED TO ORIGINAL CONDITION AT THE EXPENSE OF THE CONTRACTOR.
- 6.) THE CONTRACTOR AND THE SUBCONTRACTORS RESPONSIBLE FOR WATER POLLUTION CONTROL SHALL DESIGNATE, PRIOR TO 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 THE WATER POLLUTION CONTROL DEVICES ON A 24 HOUR PER DAY BASIS.

GRADING NOTES

- 1.) TOPSOIL TO BE STRIPPED TO A MINIMUM DEPTH OF 6" AND STOCKPILED PRIOR TO GRADING OPERATIONS. TOPSOIL SHALL BE RESPREAD UPON COMPLETION OF GRADING OPERATIONS.
- 2.) THE EXPOSED SUBGRADE SHALL BE PROOF-ROLLED THOROUGHLY TO DETECT ANY UNSUITABLE AREAS. AT THE DIRECTION OF THE ENGINEER, THESE REGIONS SHALL BE STABILIZED TO MEET DENSITY REQUIREMENTS BY CORING OUT AND REPLACING WITH STABILIZATION ROCK OR OTHER METHOD ACCEPTABLE TO THE ENGINEER.
- 3.) ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF SITE.
- 4.) SUITABLE EXCESS EXCAVATED MATERIAL SHALL BE DISPOSED OF ON AIRPORT PROPERTY (WITHIN THREE MILES) AS DIRECTED BY THE ENGINEER.

EARTHWORK VOLUMES

CUT 9,037 CY
FILL 5,270 CY

NOTES:
1.) VOLUMES CALCULATED ARE TO SUBGRADE AND ARE UNADJUSTED.

NOTE: CONTOURS ARE AT 0.5' INCREMENTS

QUAD CITY INTERNATIONAL AIRPORT
Moline, IL



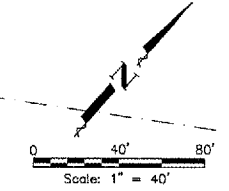
REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1:50
DRAWN BY: MKK
CHECKED BY:
DATE: MAY 2005

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GRADING & EROSION CONTROL PLAN
QUAD CITY INTERNATIONAL AIRPORT
RECONSTRUCT TAXIWAYS B and B2
MOLINE, ILLINOIS
FILE NAME: T:\M0105.065\DWG\05065MDL.DWG
JOB NUMBER: 01-25-05-065

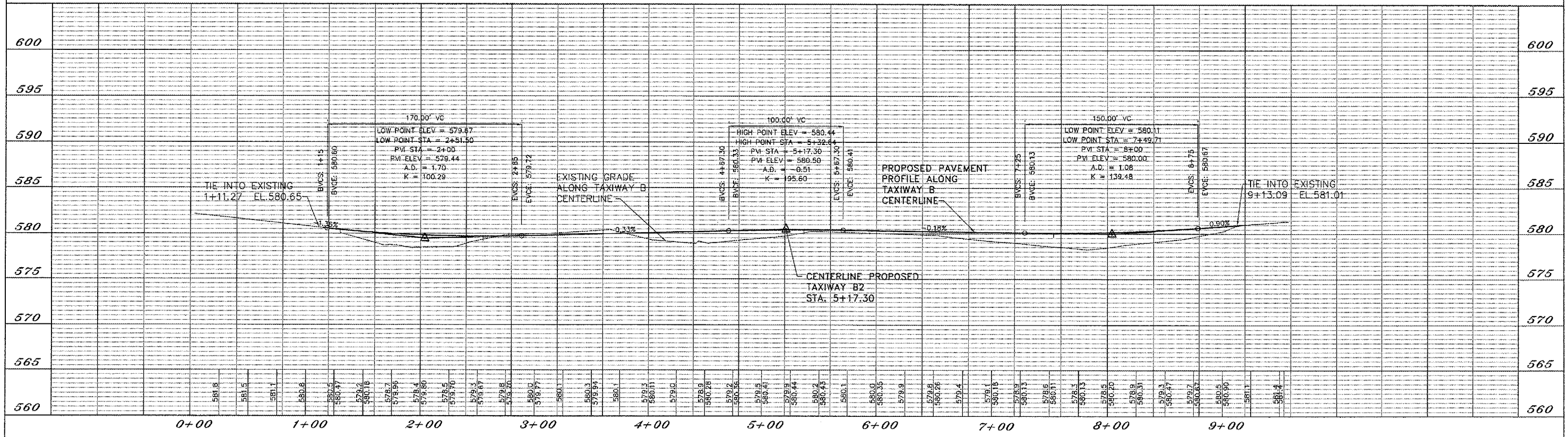
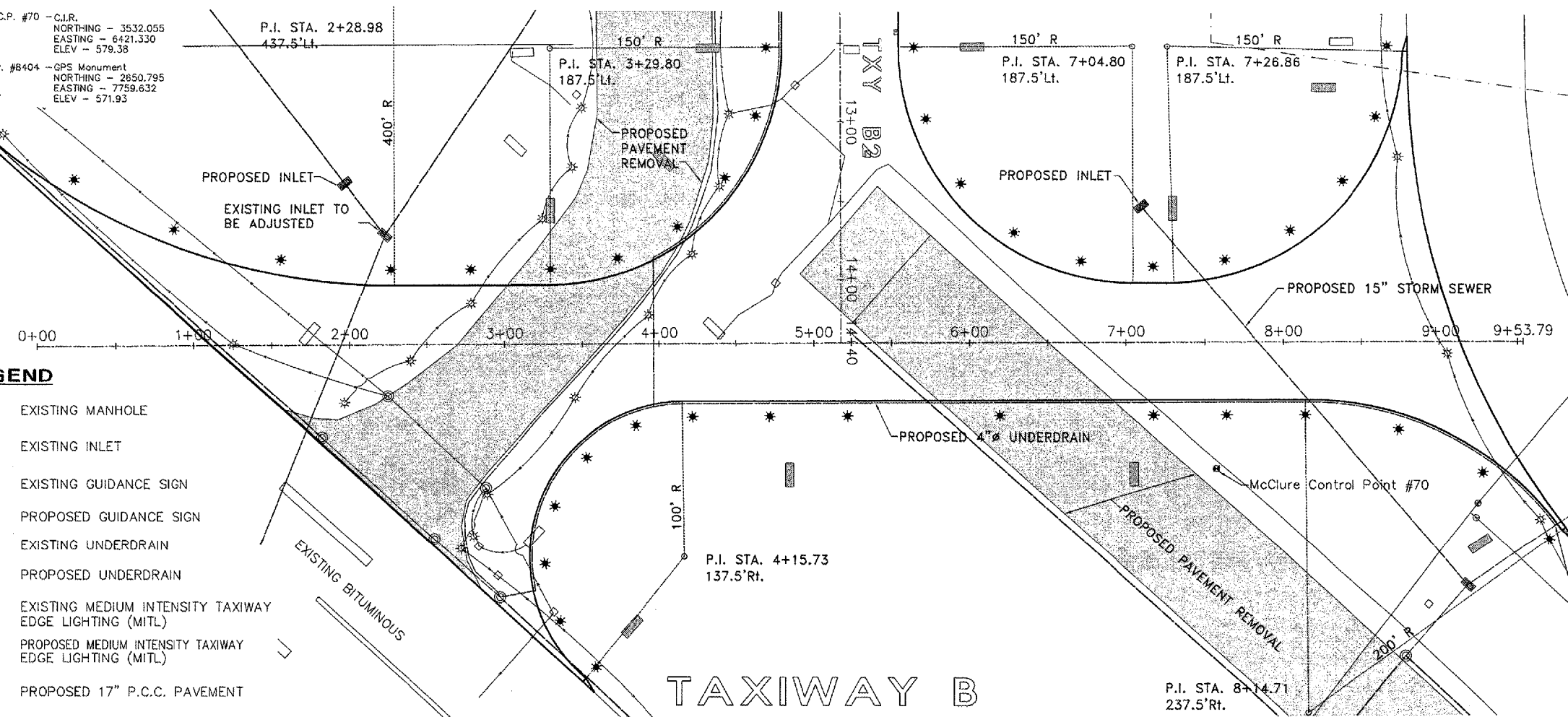
SHEET NO.
6
OF 28



MCCLURE CONTROL POINTS:
 C.P. #10 - C.I.R. - NORTHING - 4699.611, EASTING - 6747.730, ELEV - 591.90
 C.P. #22 - C.I.R. - NORTHING - 4747.271, EASTING - 7846.487, ELEV - 585.92
 C.P. #70 - C.I.R. - NORTHING - 3532.055, EASTING - 6421.330, ELEV - 579.38
 C.P. #8404 - GPS Monument - NORTHING - 2650.795, EASTING - 7759.632, ELEV - 571.93

LEGEND

- EXISTING MANHOLE
- EXISTING INLET
- EXISTING GUIDANCE SIGN
- PROPOSED GUIDANCE SIGN
- EXISTING UNDERDRAIN
- PROPOSED UNDERDRAIN
- EXISTING MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)
- PROPOSED MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)
- PROPOSED 17" P.C.C. PAVEMENT



QUAD CITY INTERNATIONAL AIRPORT
 Moline, IL



REVISIONS		
NO.	ITEM	DATE

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 DRAWN BY: MJK
 CHECKED BY:
 DATE: MAY 2005

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PLAN & PROFILE TAXIWAY B
 STA. 0+00 - STA. 9+53.79
 QUAD CITY INTERNATIONAL AIRPORT
 RECONSTRUCT TAXIWAYS B and B2
 MOLINE, ILLINOIS
 FILE NAME: T:\M0105.065\DWG\05065MOL.DWG
 JOB NUMBER: 01-29-05-065

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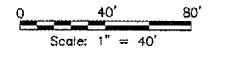
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EASTING - 6747.730
ELEV - 591.90

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EASTING - 6421.330
ELEV - 579.38

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NORTHING - 4747.271
EASTING - 7846.487
ELEV - 585.92

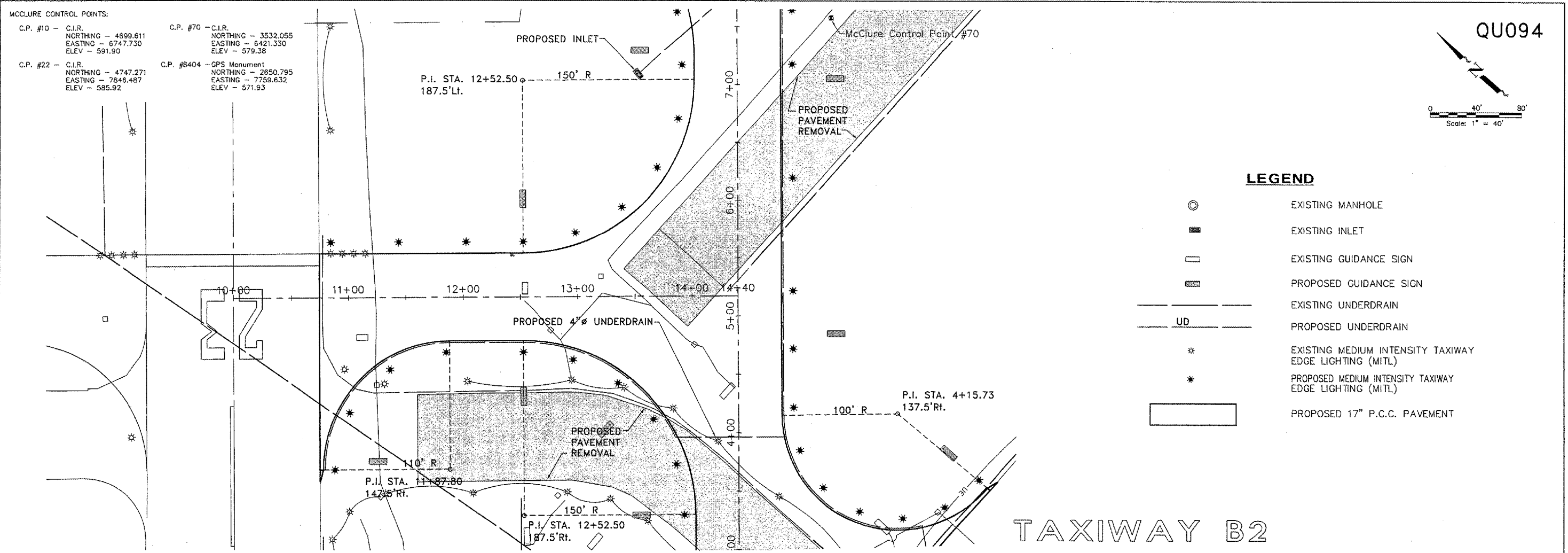
C.P. #8404 - GPS Monument
NORTHING - 2850.795
EASTING - 7759.632
ELEV - 571.93

QU094

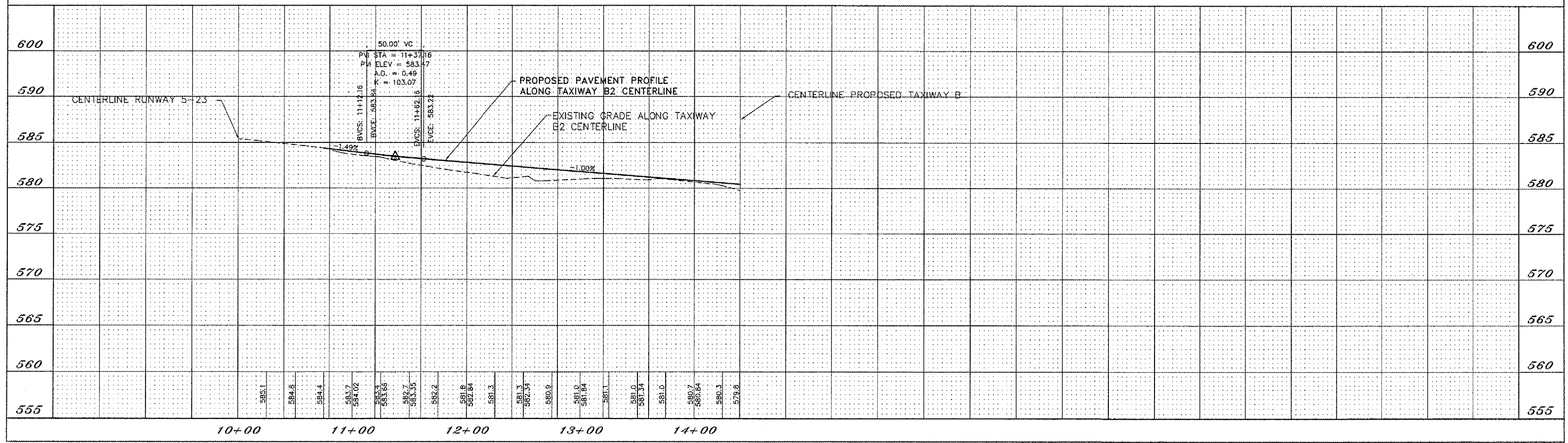


LEGEND

- EXISTING MANHOLE
- EXISTING INLET
- EXISTING GUIDANCE SIGN
- PROPOSED GUIDANCE SIGN
- EXISTING UNDERDRAIN
- PROPOSED UNDERDRAIN
- EXISTING MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)
- PROPOSED MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)
- PROPOSED 17" P.C.C. PAVEMENT



TAXIWAY B2



QUAD CITY INTERNATIONAL AIRPORT
Moline, IL



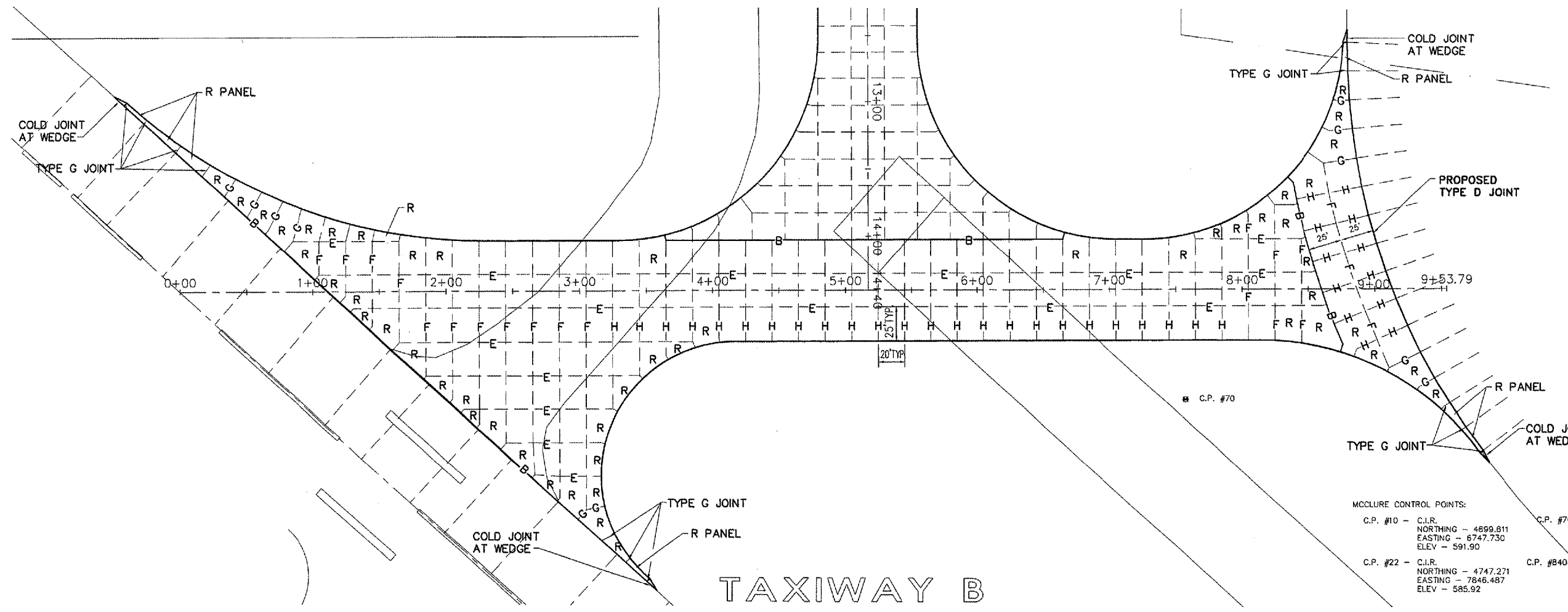
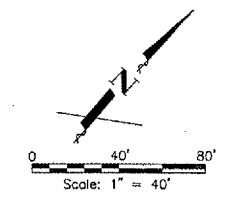
REVISIONS		
NO.	ITEM	DATE

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DRAWN BY: MJK
CHECKED BY:
DATE: MAY 2005

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PLAN & PROFILE TAXIWAY B2
STA. 10+00 - STA. 14+40
QUAD CITY INTERNATIONAL AIRPORT
RECONSTRUCT TAXIWAYS B and B2
MOLINE, ILLINOIS
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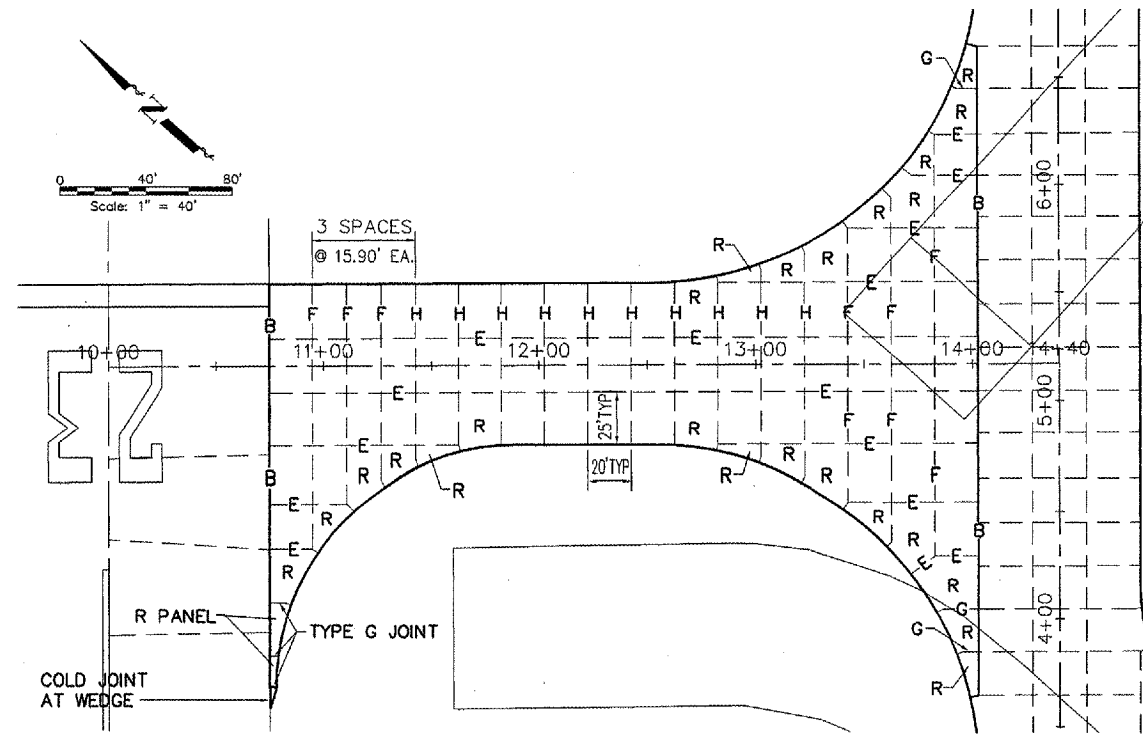
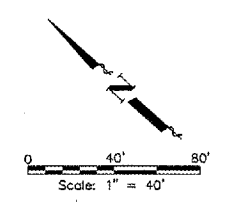
SHEET NO. 8 OF 28



MCCLURE CONTROL POINTS:

C.P. #10 - C.I.R. NORTHING - 4699.811 EASTING - 6747.730 ELEV - 591.90	C.P. #70 - C.I.R. NORTHING - 3532.055 EASTING - 6421.330 ELEV - 579.38
C.P. #22 - C.I.R. NORTHING - 4747.271 EASTING - 7846.487 ELEV - 585.92	C.P. #B404 - GPS Monument NORTHING - 2850.795 EASTING - 7759.632 ELEV - 571.93

TAXIWAY B



TAXIWAY B2

LEGEND

- B — THICKENED EDGE EXPANSION JOINT
- D — DOWELED CONSTRUCTION JOINT
- E — HINGED CONSTRUCTION JOINT WITH KEY
- F — DOWELED CONTRACTION JOINT
- G — HINGED CONTRACTION JOINT
- H — DUMMY JOINT
- R — ODD SHAPED PANEL REINFORCEMENT

NOTES:

- 1.) ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- 2.) THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- 3.) ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
- 4.) ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- 5.) METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
- 6.) TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
- 7.) UNDERMINING OF EXISTING ADJACENT PAVEMENT SHALL BE REMEDIED BY FILLING VOID WITH CONCRETE PRIOR TO MAIN LINE PAVING, AND FINISH TO PRODUCE A SMOOTH VERTICAL SURFACE. REMAINING VOIDS SHALL BE PRESSURE GROUTED. UNDERMINING REPAIRS SHALL BE CONSIDERED INCIDENTAL. (SEE DETAIL ON SHEET 10).

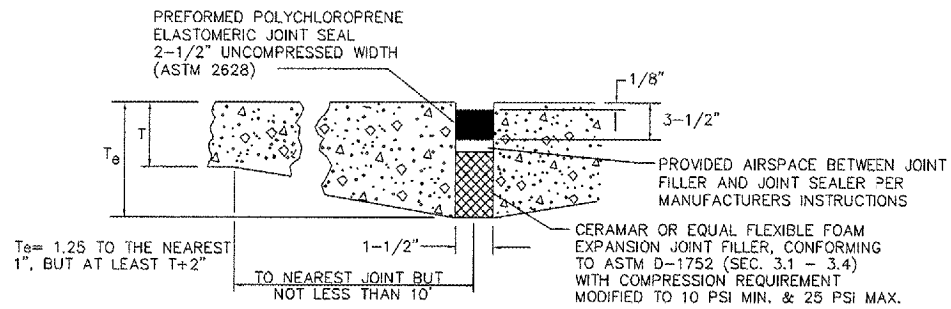


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NO.	ITEM	DATE

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 DATE: MAY 2005

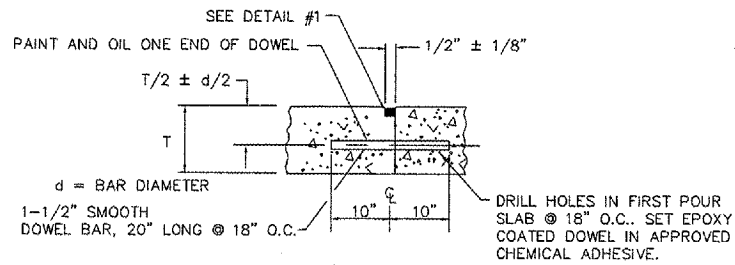
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JOINT PLANS
 QUAD CITY INTERNATIONAL AIRPORT
 RECONSTRUCT TAXIWAYS B and B2
 Moline, Illinois
 FILE NAME: 7:\M0105.065\DWG\05065MGL.DWG
 JOB NUMBER: 01-29-05-065



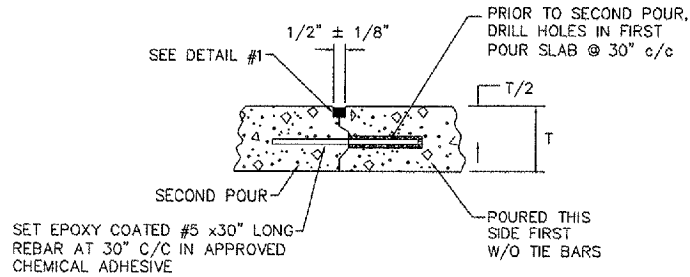
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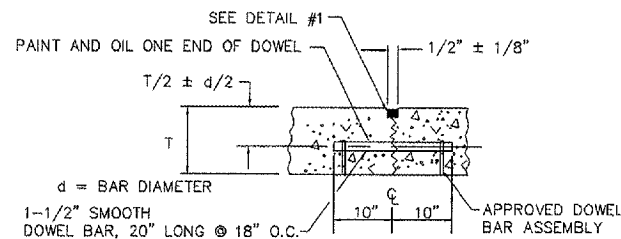
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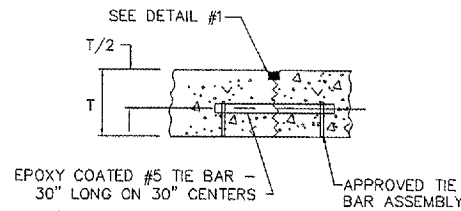
JOINT TYPE-E HINGED WITH KEY

NOT TO SCALE



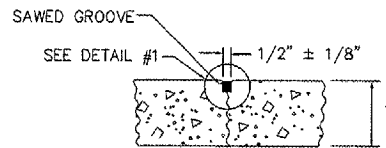
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NOT TO SCALE



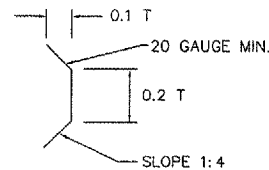
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NOT TO SCALE

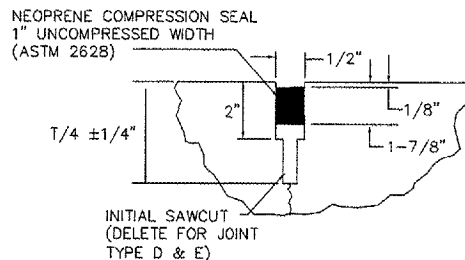


JOINT TYPE-H (DUMMY)

NOT TO SCALE



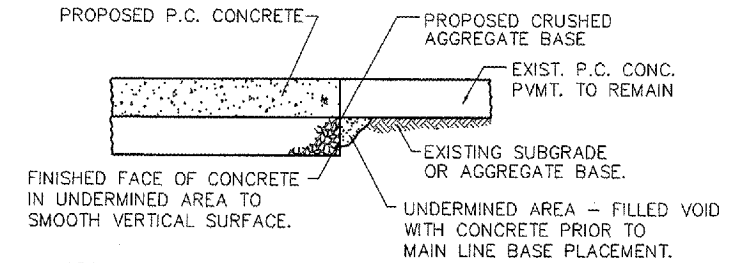
KEYWAY DETAIL



**DETAIL NO. 1
JOINT TYPE-D,E,F & H**

NOTES - JOINT DETAILS

- 1.) ALL TRANSVERSE JOINTS MUST BE CONTINUOUS ACROSS PAVEMENT EXCEPT TIED TRANSVERSE CONSTRUCTION JOINTS.
- 2.) JOINTS SHALL BE SAWED TO A DEPTH OF T/4 FOR TRANSVERSE JOINTS & T/3 FOR LONGITUDINAL JOINTS. UNLESS OTHERWISE NOTED, SAW JOINTS SHALL BE SEALED WITH PREFORMED POLYCHLOROPRENE ELASTOMERIC JOINT SEAL.
- 3.) TYPE-D JOINTS WITHOUT BAR ASSEMBLY SHALL BE INSTALLED AT THE END OF EACH DAYS POUR EXCEPT AS NOTED IN SEC. 501-3.12(d)(3) OF THE STANDARD SPECIFICATIONS.

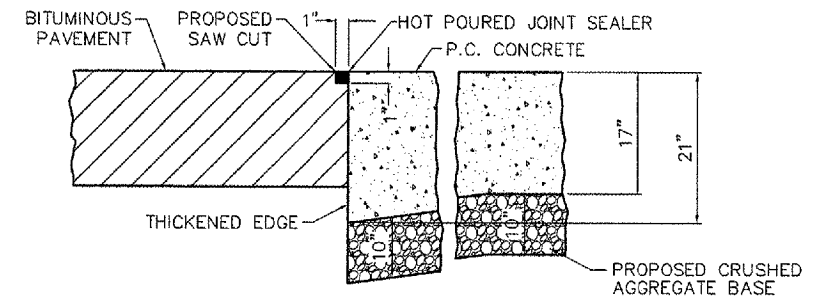


NOTES:

- 1.) REMAINING VOIDS SHALL BE PRESSURE GROUTED.
- 2.) REQUIRED UNDERMINING REPAIRS, AS DETERMINED BY THE ENGINEER, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSIDERED INCIDENTAL TO 17\"/>

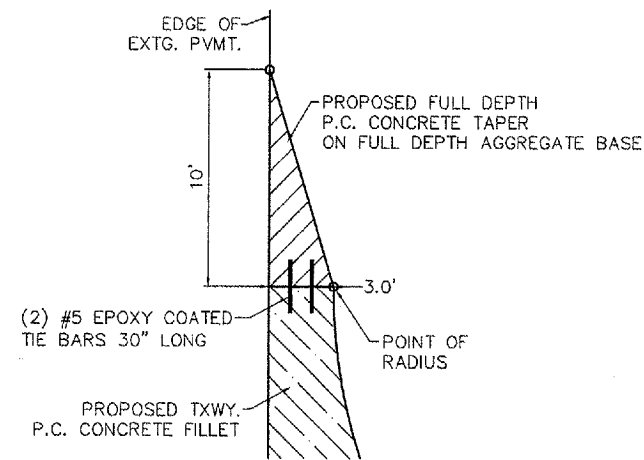
UNDERMINING REPAIR DETAIL

NOT TO SCALE



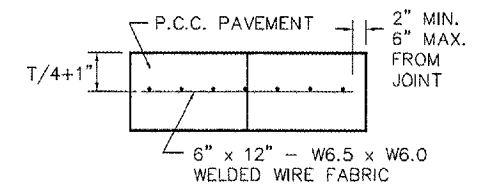
JOINT BETWEEN FLEXIBLE AND RIGID PAVEMENTS

NOT TO SCALE



P.C. CONCRETE TAPER DETAIL

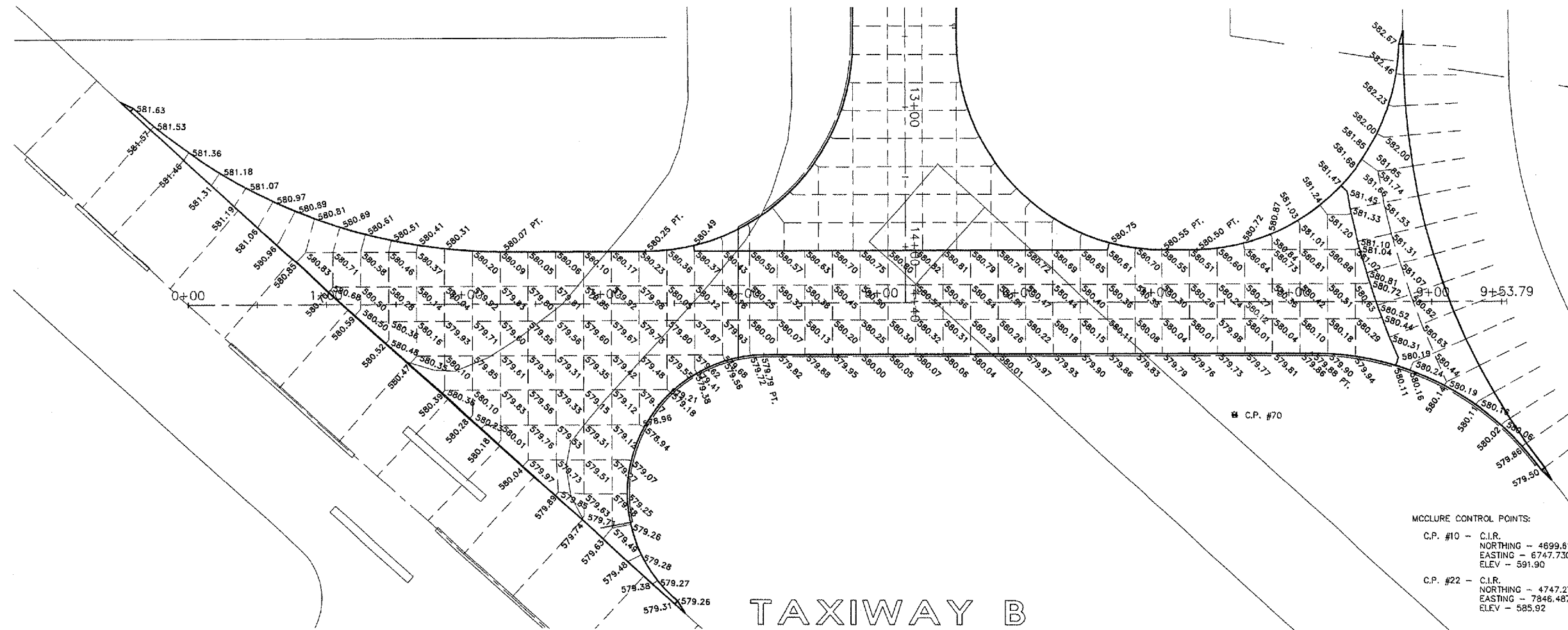
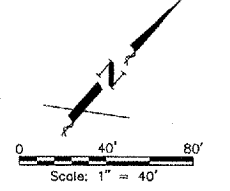
NOT TO SCALE



ODD SHAPED PANEL REINFORCEMENT (SYMBOL R)

REVISIONS		
NO.	ITEM	DATE

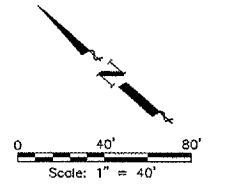
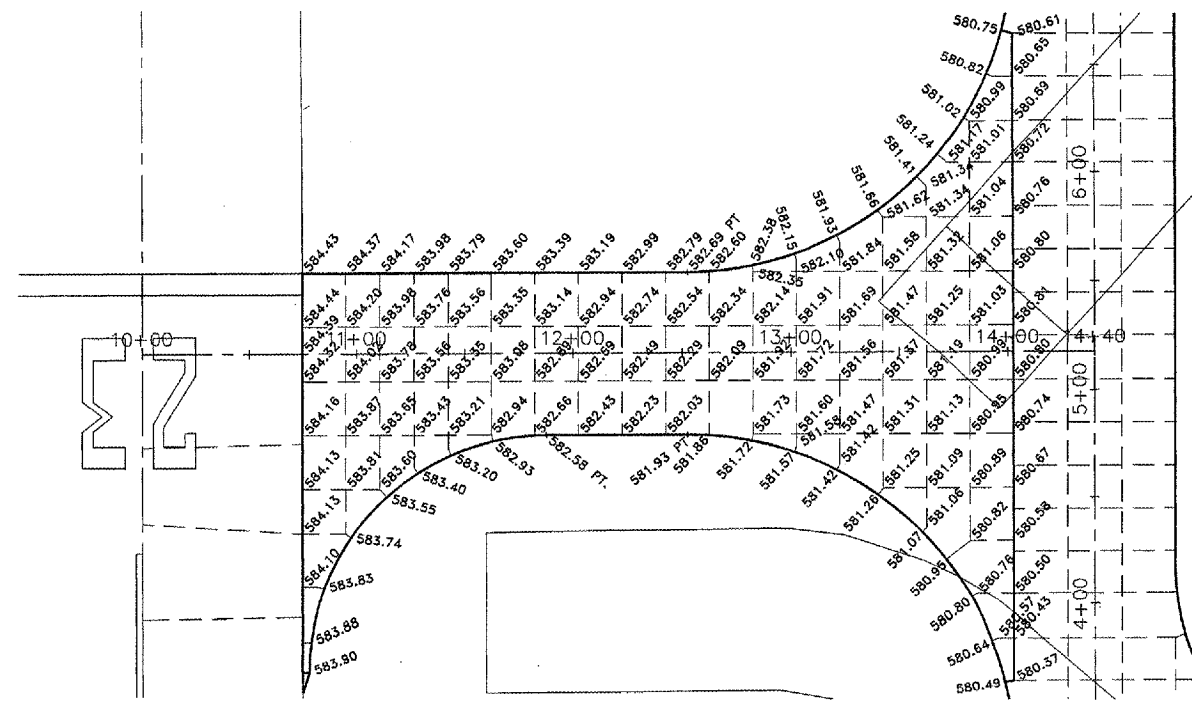
PLOTTING SCALE:	1:1
DRAWN BY:	MLK
CHECKED BY:	
DATE:	MAY 2005



MCCLURE CONTROL POINTS:

C.P. #10 - C.I.R. NORTHING - 4699.611 EASTING - 6747.730 ELEV - 591.90	C.P. #22 - C.I.R. NORTHING - 4747.271 EASTING - 7846.487 ELEV - 585.92	C.P. #70 - C.I.R. NORTHING - 3532.055 EASTING - 6421.330 ELEV - 579.38	C.P. #8404 - GPS Monument NORTHING - 2650.795 EASTING - 7759.632 ELEV - 571.93
---	---	---	---

TAXIWAY B



- NOTES:
- PAVEMENT ELEVATIONS SHOWN ARE TO FINISH SLAB GRADE UNLESS OTHERWISE NOTED.
 - DOWELS TO BE SET INTO EXISTING PAVEMENT SHALL BE DRILLED AND PLACED PERPENDICULAR TO THE EXISTING PAVEMENT.
- 580.38 = EXISTING ELEVATIONS
580.38 = PROPOSED ELEVATIONS

TAXIWAY B2

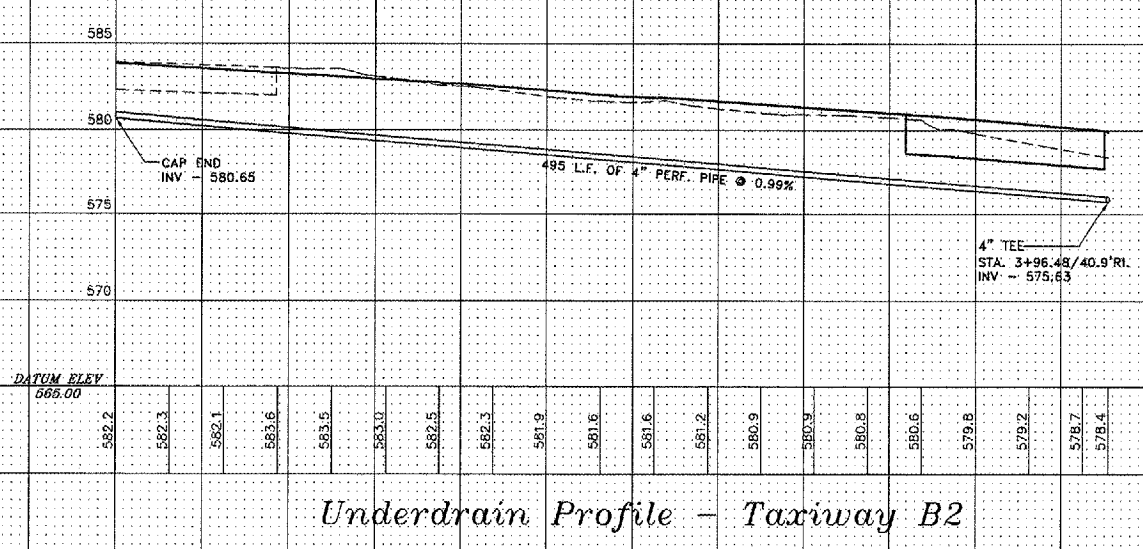
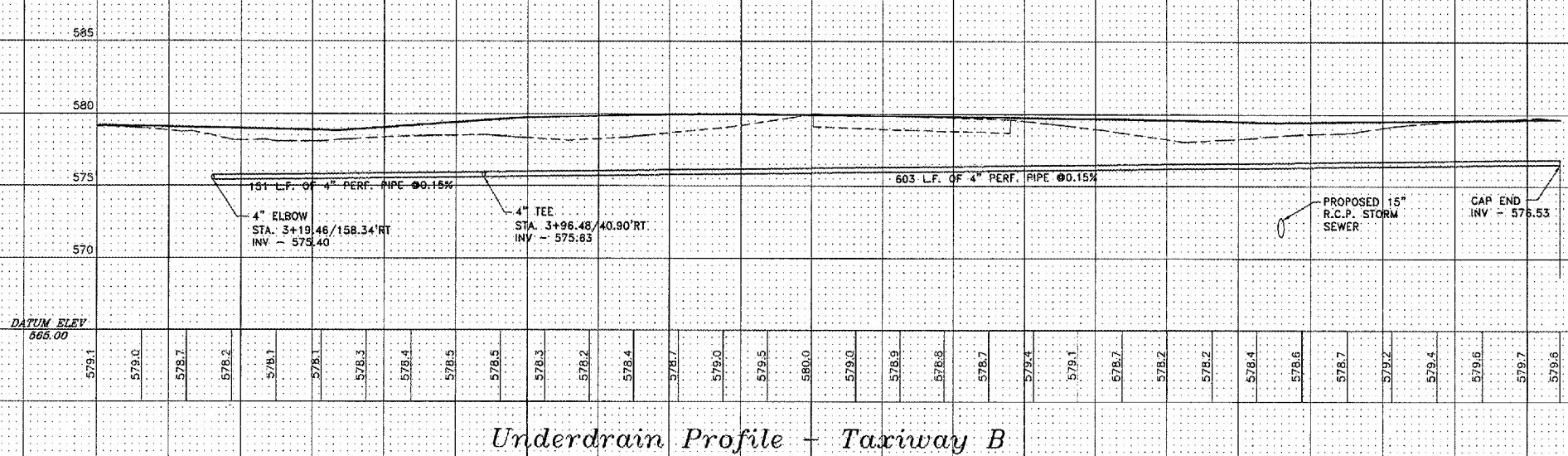
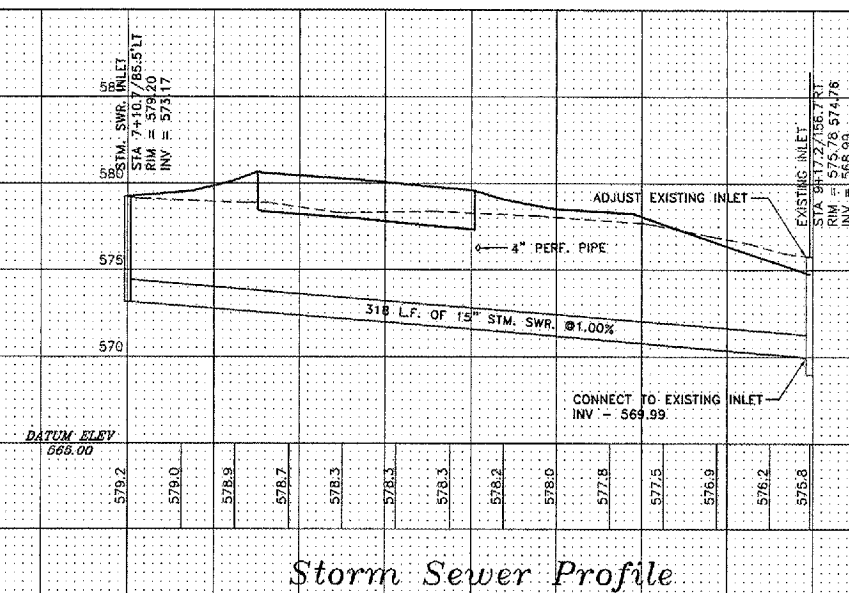


REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE:	1:40
DRAWN BY:	MJK
CHECKED BY:	
DATE:	MAY 2005

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PAVEMENT ELEVATIONS
 QUAD CITY INTERNATIONAL AIRPORT
 RECONSTRUCT TAXIWAYS B and B2
 MOLINE, ILLINOIS
 FILE NAME: T:\M0105.085\DWG\05G05MDL.DWG
 JOB NUMBER: 01-29-05-065

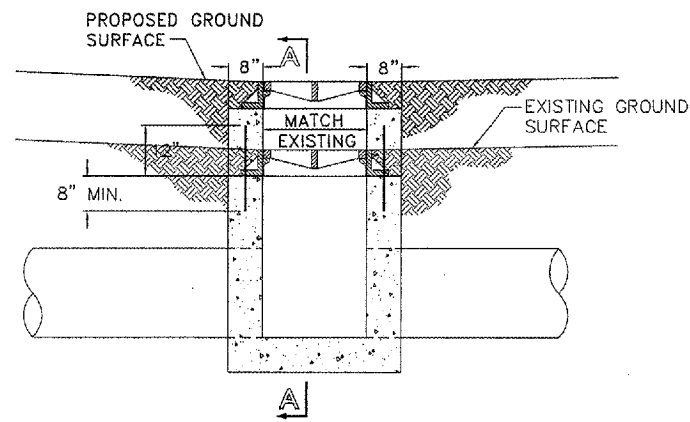


REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1/40
DRAWN BY: MLK
CHECKED BY:
DATE: MAY 2005

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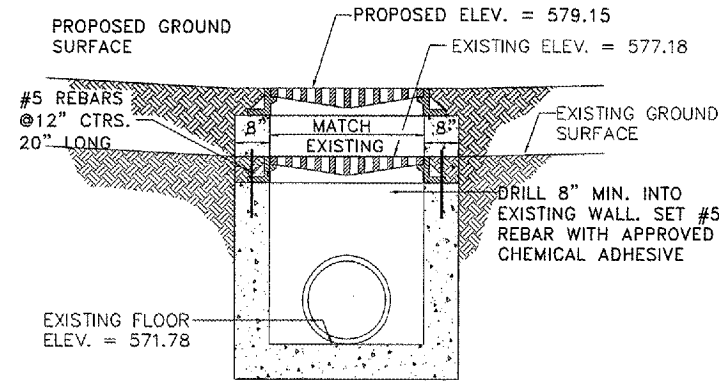
STORM SEWER AND UNDERDRAIN PROFILES
QUAD CITY INTERNATIONAL AIRPORT
RECONSTRUCT TAXIWAYS B and B2
MOLINE, ILLINOIS
FILE NAME: T:\M0105.065\DWG\05065MOL.DWG
JOB NUMBER: 07-29-05-065



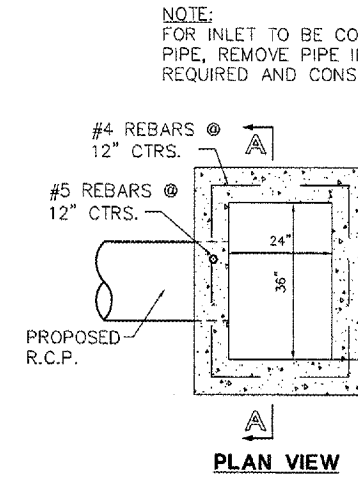
RAISED PROFILE VIEW

ADJUST INLET
NO SCALE

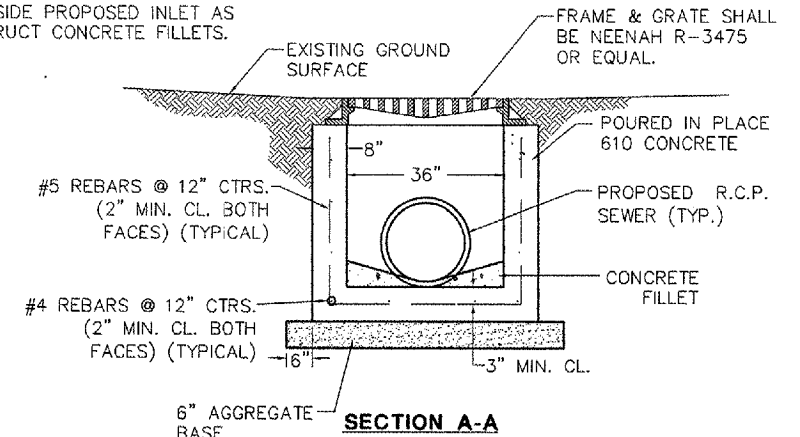
STATION 2+22.93/69.4' Lt.



SECTION A-A

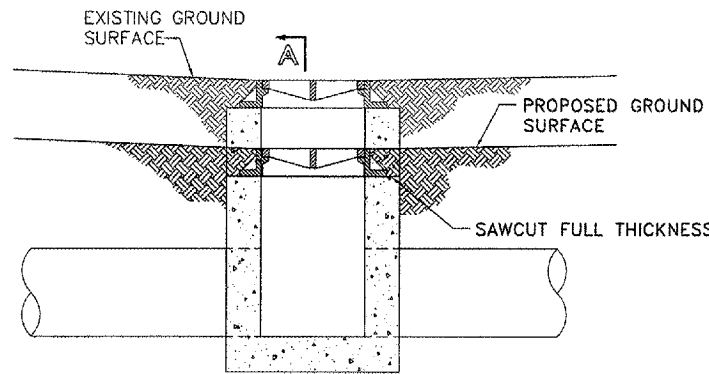


PLAN VIEW



SECTION A-A

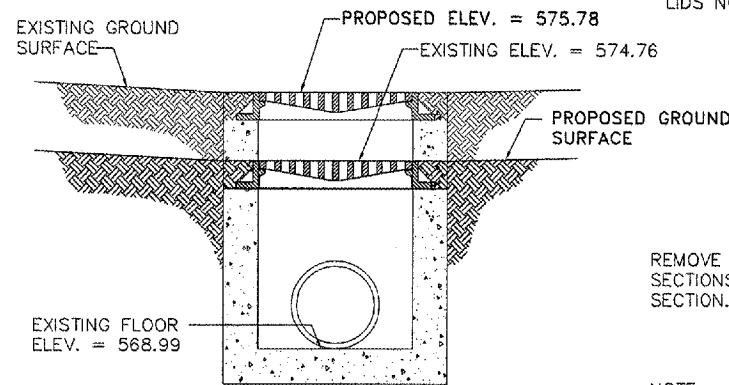
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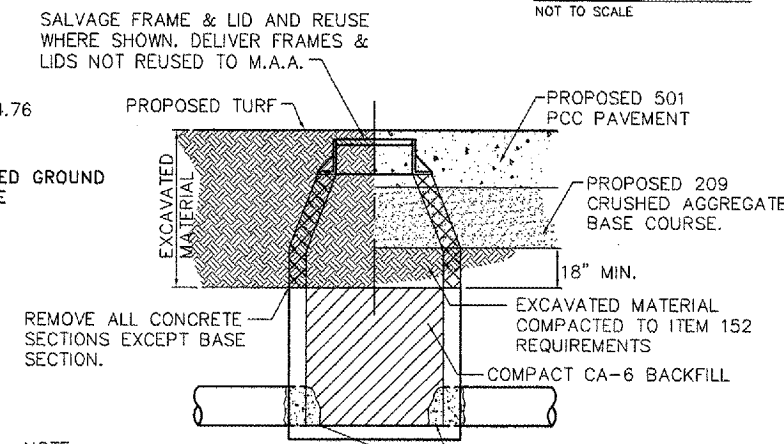
LOWERED PROFILE VIEW

ADJUST INLET
NO SCALE

STATION 9+17.23/156.7' Rt.

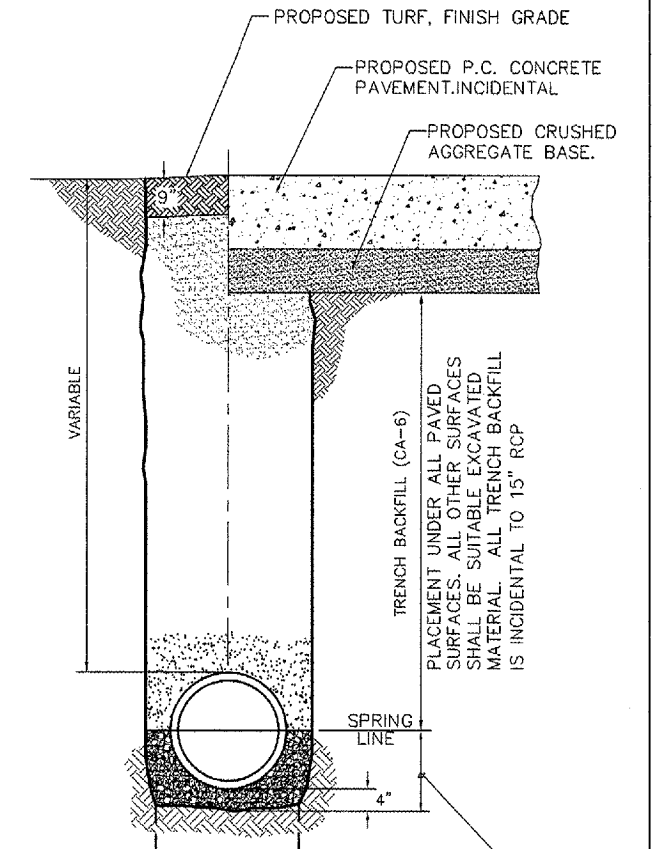


SECTION A-A



PROFILE VIEW

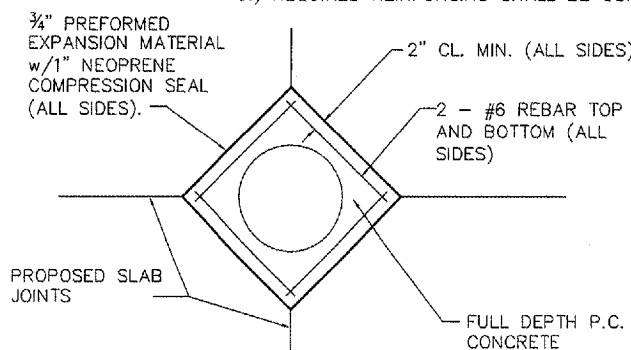
ABANDON MANHOLE
NO SCALE



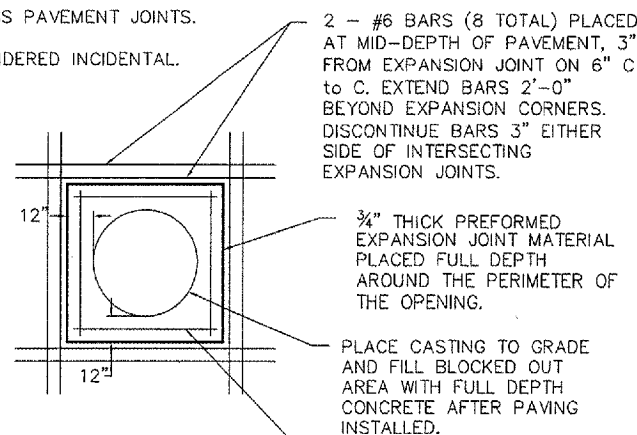
NOTE:
GRANULAR BEDDING AND TRENCH BACKFILL SHALL BE CONSIDERED INCIDENTAL TO THE STORM SEWER
ADDITIONAL "GRANULAR BEDDING" (CA-6) MAY BE REQUIRED IN AREAS WITH UNSUITABLE SOIL. (AS REQUIRED BY THE ENGINEER).

TYPICAL STORM SEWER INSTALLATION DETAIL
NO SCALE

- NOTE:**
- 1.) COAT CASTINGS w/BIT MASTIC PRIOR TO PLACING CONCRETE PAVEMENT.
 - 2.) DO NOT EXTEND REINFORCEMENT ACROSS PAVEMENT JOINTS.
 - 3.) REQUIRED REINFORCING SHALL BE CONSIDERED INCIDENTAL.

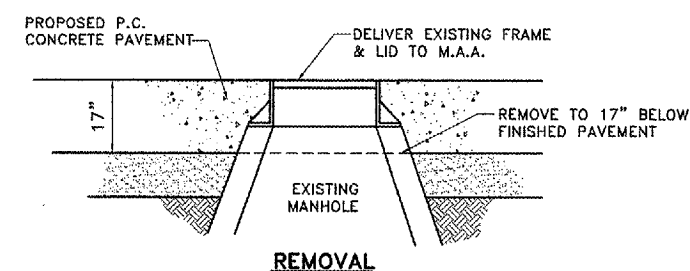


DIAMOND BOX OUT

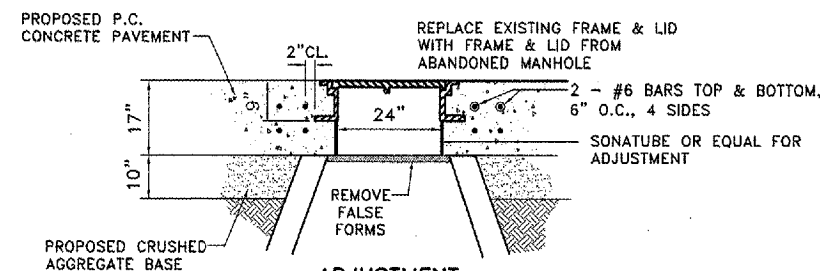


SQUARE BOX OUT

TYPICAL PAVEMENT REINFORCEMENT AT STRUCTURES
NO SCALE



REMOVAL



ADJUSTMENT

MANHOLE ADJUSTMENT DETAIL
NO SCALE (ELECTRIC MANHOLES IN PAVEMENT)

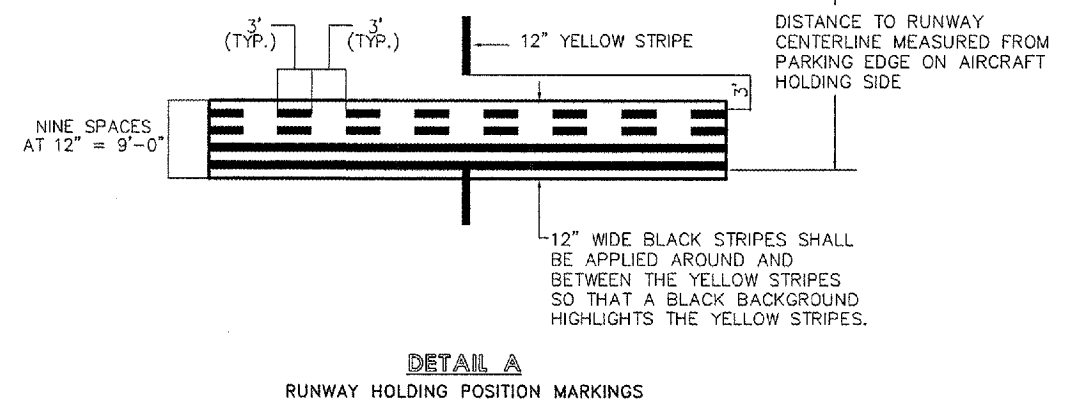
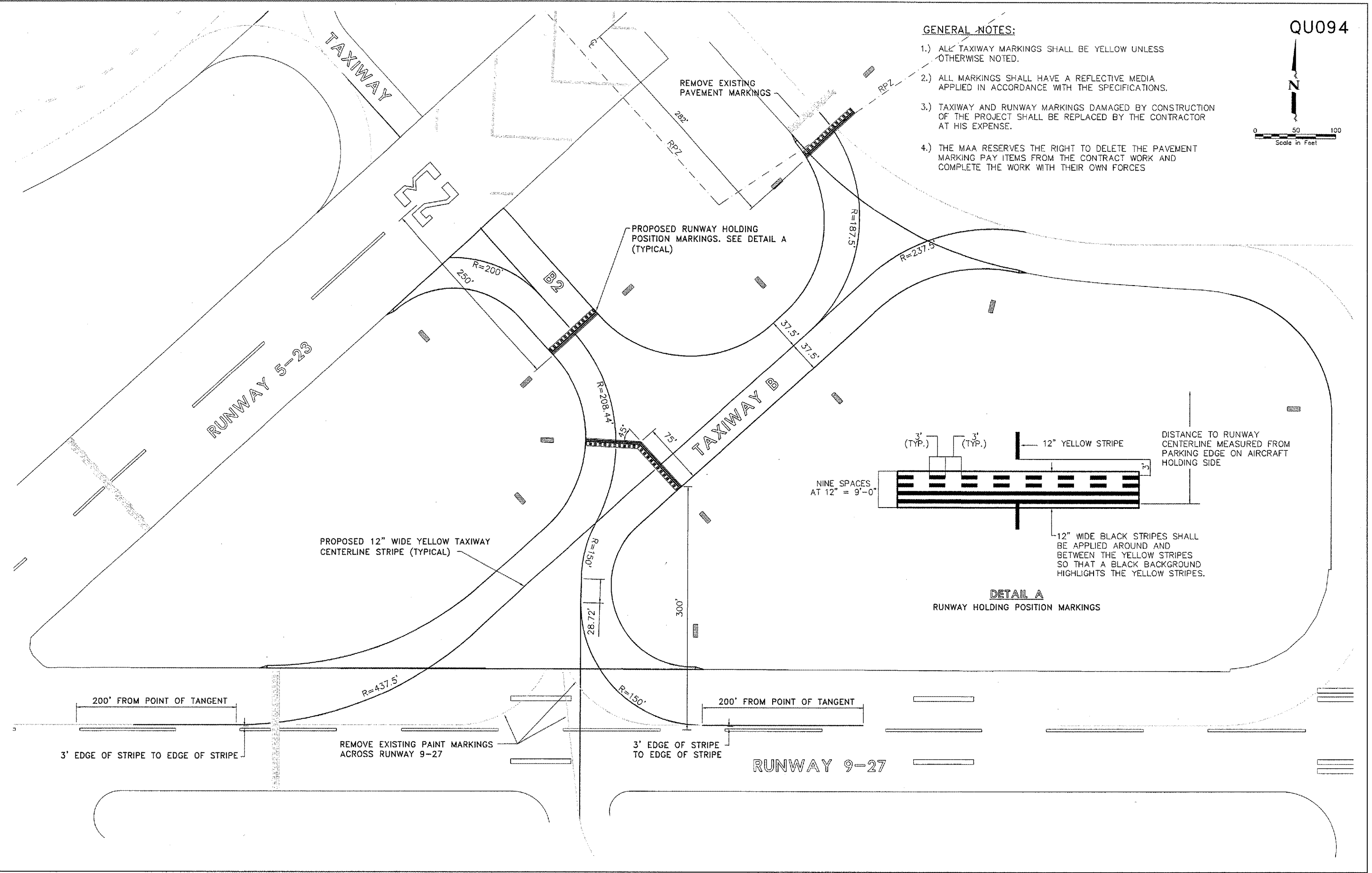
REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE:	1:20
DRAWN BY:	MJK
CHECKED BY:	
DATE:	MAY 2005



GENERAL NOTES:

- 1.) ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS OTHERWISE NOTED.
- 2.) ALL MARKINGS SHALL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS.
- 3.) TAXIWAY AND RUNWAY MARKINGS DAMAGED BY CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- 4.) THE MAA RESERVES THE RIGHT TO DELETE THE PAVEMENT MARKING PAY ITEMS FROM THE CONTRACT WORK AND COMPLETE THE WORK WITH THEIR OWN FORCES



REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1:50
DRAWN BY: MJK
CHECKED BY:
DATE: MAY 2005

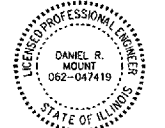
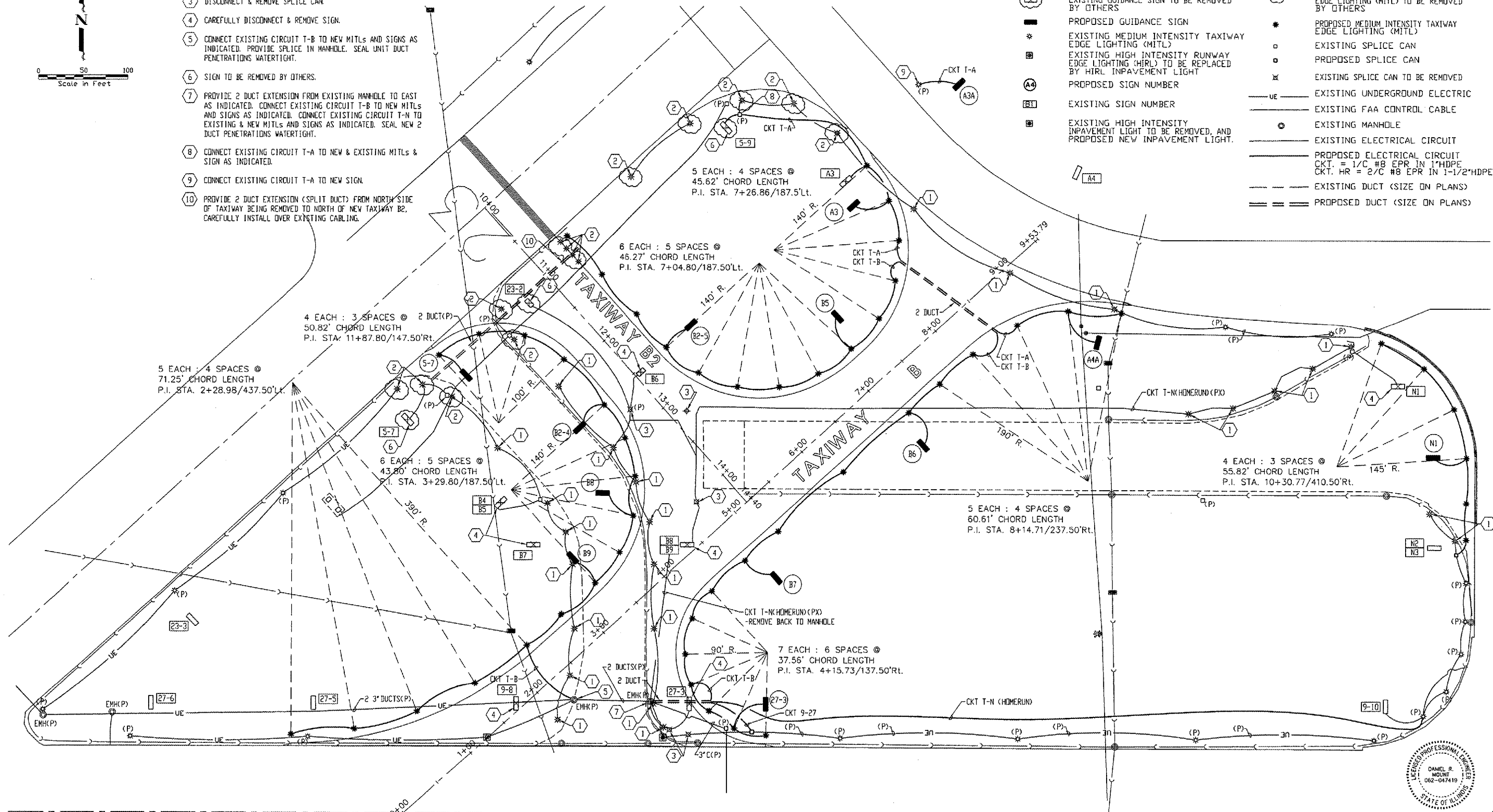
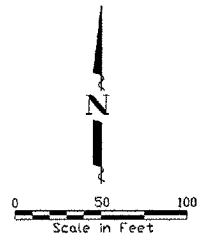
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(309) 792-9360 FAX (309) 792-8874
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ELECTRICAL KEYED NOTES:

- 1 CAREFULLY DISCONNECT & REMOVE MITL. REMOVE BASE.
- 2 MITL TO BE REMOVED BY OTHERS.
- 3 DISCONNECT & REMOVE SPLICE CAN.
- 4 CAREFULLY DISCONNECT & REMOVE SIGN.
- 5 CONNECT EXISTING CIRCUIT T-B TO NEW MITLS AND SIGNS AS INDICATED. PROVIDE SPLICE IN MANHOLE. SEAL UNIT DUCT PENETRATIONS WATERTIGHT.
- 6 SIGN TO BE REMOVED BY OTHERS.
- 7 PROVIDE 2 DUCT EXTENSION FROM EXISTING MANHOLE TO EAST AS INDICATED. CONNECT EXISTING CIRCUIT T-B TO NEW MITLS AND SIGNS AS INDICATED. CONNECT EXISTING CIRCUIT T-N TO EXISTING & NEW MITLS AND SIGNS AS INDICATED. SEAL NEW 2 DUCT PENETRATIONS WATERTIGHT.
- 8 CONNECT EXISTING CIRCUIT T-A TO NEW & EXISTING MITLS & SIGN AS INDICATED.
- 9 CONNECT EXISTING CIRCUIT T-A TO NEW SIGN.
- 10 PROVIDE 2 DUCT EXTENSION (SPLIT DUCT) FROM NORTH SIDE OF TAXIWAY BEING REMOVED TO NORTH OF NEW TAXIWAY B2. CAREFULLY INSTALL OVER EXISTING CABLING.

ELECTRICAL SYMBOLS

- EXISTING GUIDANCE SIGN
- EXISTING GUIDANCE SIGN TO BE REMOVED
- EXISTING GUIDANCE SIGN TO BE REMOVED BY OTHERS
- PROPOSED GUIDANCE SIGN
- EXISTING MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)
- EXISTING HIGH INTENSITY RUNWAY EDGE LIGHTING (HIRL) TO BE REPLACED BY HIRL INPAVEMENT LIGHT
- PROPOSED SIGN NUMBER
- EXISTING SIGN NUMBER
- EXISTING HIGH INTENSITY INPAVEMENT LIGHT TO BE REMOVED, AND PROPOSED NEW INPAVEMENT LIGHT.
- EXISTING MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL) TO BE REMOVED
- EXISTING MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL) TO BE REMOVED BY OTHERS
- PROPOSED MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL)
- EXISTING SPLICE CAN
- PROPOSED SPLICE CAN
- EXISTING SPLICE CAN TO BE REMOVED
- EXISTING UNDERGROUND ELECTRIC
- EXISTING FAA CONTROL CABLE
- EXISTING MANHOLE
- EXISTING ELECTRICAL CIRCUIT
- PROPOSED ELECTRICAL CIRCUIT
CKT. = 1/C #8 EPR IN 1"HDPE
CKT. HR = 2/C #8 EPR IN 1-1/2"HDPE
- EXISTING DUCT (SIZE ON PLANS)
- PROPOSED DUCT (SIZE ON PLANS)



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SIGNATURE
Daniel R. Mount
6-9-05
DATE

QUAD CITY INTERNATIONAL AIRPORT
Moline, IL



REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1" = 50'
DRAWN BY: CNR
CHECKED BY: DRM
DATE: JUNE 2005

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LIGHTING AND SIGNING PLAN
QUAD CITY INTERNATIONAL AIRPORT
RECONSTRUCT TAXIWAYS B and B2
MOLINE, ILLINOIS
FILE NAME: H:\2005\DVG\05-122-E1.DWG
JOB NUMBER: 01-29-05-065

SHEET NO.
15
OF 28

MODIFY EXISTING SIGN PANELS							
SIZE 3, STYLE 2, CLASS 2 (GUIDANCE)				SIZE 4, STYLE 3, CLASS 2 (DISTANCE REMAINING)			
SIGN NUMBER	FACE	EXISTING PANELS	LETTERS BACKGROUND	PROPOSED PANELS	LETTERS BACKGROUND	PAY ITEM	REMARKS
A4	NW	27 ↑	B Y B Y	27 ↑	B Y B Y	AR125470	MODIFY 2 PANELS
	SE		B B B B	NO CHANGE			
A5	W	N →	B Y	N →	B Y	AR125470	MODIFY 1 PANEL
	E		B B	NO CHANGE			
A6	W		B B	NO CHANGE		AR125470	MODIFY 1 PANEL
	E	← N	B Y	← N	B Y		
A7	W	← A1	B Y B Y	← A1	B Y B Y	AR125470	MODIFY 2 PANELS
	E		B B B B	NO CHANGE			
A8	W		B B B B	NO CHANGE		AR125470	MODIFY 2 PANELS
	E	A1 →	B Y B Y	A1 →	B Y B Y		
A1-2	N	9 →	B Y	9 →	B Y	AR125470	MODIFY 1 PANEL
	S		B B	NO CHANGE			
B10	NW		B B	NO CHANGE		AR125470	MODIFY 1 PANEL
	SE	B	Y B	B	Y B		
B11	NW	131	B Y B B	131	B Y B B	AR125470	MODIFY 3 PANELS
	SE	9-27	W R W R	9-27	W R W R		
N2	S		B B	NO CHANGE		AR125470	MODIFY 1 PANEL
	N	N	Y B	N	Y B		
N3	S		B B Y B		Y B	AR125470	MODIFY 3 PANELS
	N	27-9	W R W R	27-9	W R W R		
N4	S		B B B B	NO CHANGE		AR125470	MODIFY 2 PANELS
	N	27-9	W R W R	27-9	W R W R		
N5	S		B B	NO CHANGE		AR125470	MODIFY 1 PANEL
	N	N	Y B	N	Y B		
DR5	W	5	W B	5	W B	AR125470	MODIFY 2 PANELS
	E	5	W B	5	W B		
DR6	W	3	W B	3	W B	AR125470	MODIFY 2 PANELS
	E	7	W B	7	W B		
DR7	W	2	W B	2	W B	AR125470	MODIFY 2 PANELS
	E	8	W B	8	W B		
5-4	SW	9-27 13-31	W R W R W R W R	9-27 13-31	W R W R W R W R	AR125470	MODIFY 4 PANELS
	NE		B B B B B B B B	NO CHANGE			
9-9	W	← B	B Y	← B	B Y	AR125470	MODIFY 1 PANEL
	E		B B	NO CHANGE			
9-10	W	B →	B Y	B →	B Y	AR125470	MODIFY 1 PANEL
	E		B B	NO CHANGE			
9-11	W	← N	B Y	← N	B Y	AR125470	MODIFY 1 PANEL
	E		B B	NO CHANGE			
27-1	W		B B	NO CHANGE		AR125470	MODIFY 1 PANEL
	E	N →	B Y	N →	B Y		
27-2	W		B B	NO CHANGE		AR125470	MODIFY 1 PANEL
	E	← B	B Y	← B	B Y		
27-4	W		B B B B B B B B	NO CHANGE		AR125470	MODIFY 4 PANELS
	E	31-13 5-23	W R W R W R W R	31-13 5-23	W R W R W R W R		
27-5	W		B B B B B B B B	NO CHANGE		AR125470	MODIFY 5 PANELS
	E	31-13 5-23	W R W R W R W R	31-13 5-23	W R W R W R W R		
23-3	SW		B B B B B B B B	NO CHANGE		AR125470	MODIFY 4 PANELS
	NE	27-9 31-13	W R W R W R W R	27-9 31-13	W R W R W R W R		
31-5	NW		B B	NO CHANGE		AR125470	MODIFY 1 PANEL
	SE	C →	B Y	C →	B Y		

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
 W/R = WHITE LETTERS ON RED BACKGROUND (TYPE L-858R)

EXISTING GUIDANCE SIGNS TO BE REMOVED OR REMAIN AS IS									
SIZE 3, STYLE 2, CLASS 2									
SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS BACKGROUND	PROPOSED LEGEND	LETTERS BACKGROUND	PAY ITEM	REMARKS		
27-6	W		B B	NO CHANGE		NONE	TO REMAIN AS IS		
	E	C →	B Y	NO CHANGE					
27-3	W		B B			AR125904	REMOVE		
	E	B →	B Y						
9-8	W		B B			AR125904	REMOVE		
	E	← B	B Y						
23-2	SW		B B			NONE	REMOVE BY OTHERS		
	NE	← B	B Y						
5-7	SW		B B			NONE	REMOVE BY OTHERS		
	NE	B →	B Y						
5-9	SW		B B			NONE	REMOVE BY OTHERS		
	NE	A →	B Y						
A3	NW	A	Y B B B B B			AR125904	REMOVE		
	SE	A 5-23	W R W R W R						
B4	NW		B B			AR125904	REMOVE		
	SE	B	Y B						
B5	NW		B B B B			AR125904	REMOVE		
	SE	5-23	W R W R						
B6	NW	B B →	B B Y B B Y			AR125904	REMOVE		
	SE		B B B B B B						
B7	S		B B B Y B B			AR125904	REMOVE		
	N		B B B B B B						
B8	S		B B			AR125904	REMOVE		
	N	27-9	W R W R						
B9	S		B B			AR125904	REMOVE		
	N	B	Y B						
N1	S	← A →	B Y B Y			AR125904	REMOVE		
	N		B B B B						

PROPOSED GUIDANCE SIGNS						
SIZE 3, STYLE 2, CLASS 2						
SIGN NUMBER	FACE	PROPOSED SIGN LEGEND CHARACTERS	LETTERS BACKGROUND	CIRCUIT	PAY ITEM	
B5	SW	← A B A →	B Y Y B B Y	T-B	AR125445	
	NE		B B B B B B			
B6	SW		B B B B B B	T-B	AR125444	
	NE	B B2 →	Y B B Y B Y			
B7	SW		B B B B B B	T-B	AR125445	
	NE	B 27-9	Y B W R W R			
B8	N	27-9 B	W R W R Y B	T-B	AR125445	
	S		B B B B B B			
B9	SW	← B2 B	B Y B Y Y B	T-B	AR125444	
	NE		B B B B B B			
B2-4	SE	B2 5-23	Y B W R W R	T-B	AR125446	
	NW		B B B B B B			
B2-5	SE		B B B B B B	T-B	AR125445	
	NW	B2 ← B →	Y B B Y B Y			
5-7	SW	B2 →	B Y B Y	T-B	AR125443	
	NE		B B B B			
27-3	E	B →	B Y	T-B	AR125442	
	W		B B			
A3	SE	A 23-APCIH	Y B W R W R W R	T-A	AR125448	
	NW	A	Y B B B B B			
A3A	SE		B B B B	T-A	AR125443	
	NW	A B →	Y B B Y			
A4A	E	← B A	B Y B B	T-A	AR125443	
	W		B B B B			
N1	N		B B B B	T-N	AR125443	
	S	← A →	B Y B Y			



REVISIONS		
NO.	ITEM	DATE

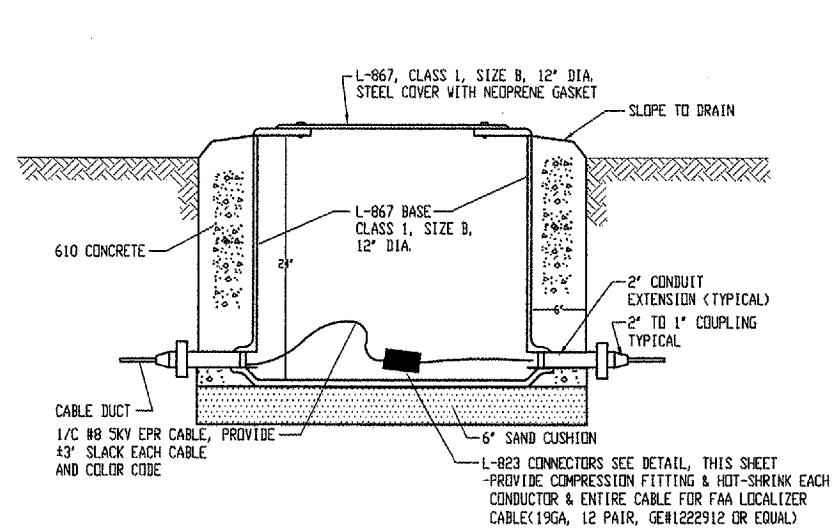
PLOTTING SCALE:	1:1
DRAWN BY:	MJK
CHECKED BY:	
DATE:	MAY 2005

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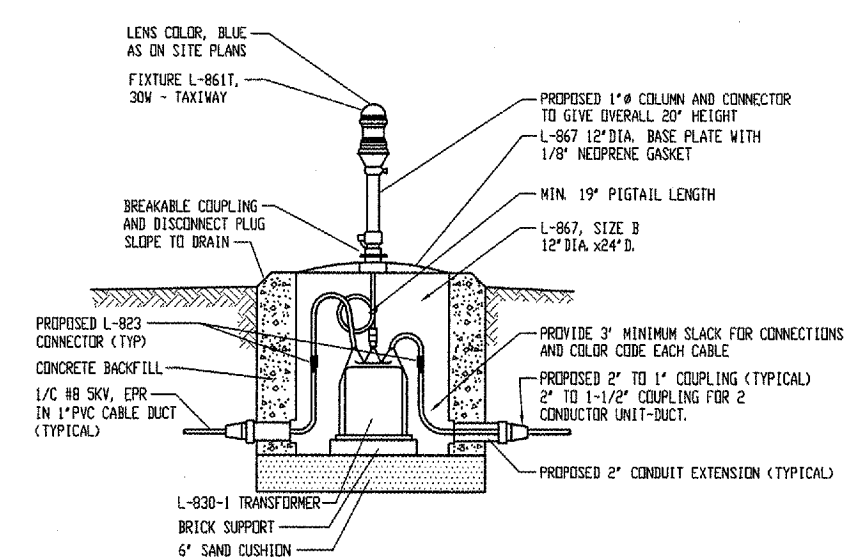
LIGHTING NOTES

ELECTRICAL ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
C	CONDUIT
CB	CIRCUIT BREAKER
CKT	CIRCUIT
EMH	EXISTING MANHOLE
KW	KILOWATT
MITL	MEDIUM INTENSITY TAXIWAY LIGHTING
PH DR #	PHASE
UE	UNDERGROUND ELECTRIC
V	VOLTS
W	WATTS
XFMR	TRANSFORMER
XP	EXPLOSION PROOF
(P)	PRESENT
(PX)	PRESENT TO BE REMOVED
(TYP)	TYPICAL

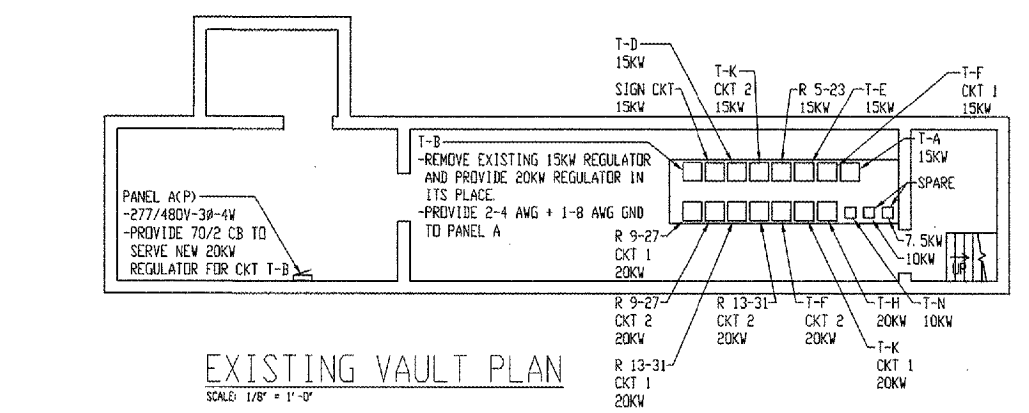
- UNLESS OTHERWISE NOTED, ALL UNDERGROUND FIELD POWER MULTIPLE AND SERIES CIRCUIT CONDUCTORS IN DUCT/CONDUIT SHALL BE #8 SKV, EPR AS SPECIFIED.
- NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS SHALL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, ETC.
- THERE SHALL BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND OF L-867 BASES AND WHERE THEY ENTER THE EQUIPMENT (SUCH AS TAXIWAY SIGNS, ETC.) ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE, WATER-TIGHT CONDUIT WITH BREAKABLE COUPLING(S) AT THE GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAILS.
- THE JOINTS OF THE L-823 PRIMARY CONNECTORS SHALL BE WRAPPED WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1 1/2 INCHES ON EACH SIDE OF THE JOINT.
- THE CABLE ENTRANCE INTO THE FIELD-ATTACHED L-823 CONNECTORS SHALL BE ENCLOSED BY A HEAT-SHRINKABLE TUBING WITH CONTINUOUS INTERNAL ADHESIVE.
- L-823 TYPE 11, TWO-CONDUCTOR SECONDARY CONNECTIONS SHALL BE CLASS "A" (FACTORY MOLDED).
- THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) TO TAXIWAY SIGNS.
- ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL NOT BE TAPED.
- A SLACK OF 3 FEET, MINIMUM, SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION.
- DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK TO PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO RIGHT IS CODED BLUE. THIS APPLIES TO STAKE MOUNTED LIGHTS AND BASE MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.
- L-867 BASES SHALL BE SIZE B, 24" DEEP, CLASS I, UNLESS OTHERWISE NOTED.
- BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE.
- THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1 1/2" ABOVE THE EDGE OF THE COVER IN CASE OF BASE MOUNTED COUPLINGS.
- WHERE THE BREAKABLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICON SEAL SHALL BE APPLIED COMPLETELY AROUND LIGHT STEM OR WIREWAY AT BREAKABLE COUPLING TO PROVIDE A WATERTIGHT SEAL.
- EXISTING AND PROPOSED CABLES AND DUCTS ARE SHOWN DIAGRAMMATICALLY. EXISTING CABLE LOCATIONS SHALL BE FIELD VERIFIED. PROPOSED DUCTS SHALL BE A MINIMUM OF 15 FEET PARALLEL FROM EDGE OF RUNWAY.
- PLASTIC LIGHTING FIXTURE COMPONENTS, SUCH AS LAMP HEADS, STEMS, BREAKABLE COUPLINGS, BASE COVERS, BRACKETS, STAKES, SHALL NOT BE ACCEPTABLE. THE METAL THREADED FITTINGS SHALL BE SET IN THE FLANGE DURING CASTING PROCESS. BASE COVER BOLTS SHALL BE FABRICATED FROM 18-8 STAINLESS STEEL.
- THE TOLERANCE FOR THE HEIGHT OF TAXIWAY EDGE LIGHTS SHALL BE ± ONE (1) INCH. IN THE CASE OF BASE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE 20" MEASURED BETWEEN THE TOP OF THE BASE FLANGE AND THE TOP OF THE LENS. THIS INCLUDES THE BASE COVER, THE COUPLING, THE STEM, THE LAMP HOUSING AND THE LENS.
- THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTER LINE) OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE ± ONE (1) INCH. THIS ALSO APPLIES AT INTERSECTIONS TO LATERAL SPACING BETWEEN LIGHTS OF A RUNWAY/TAXIWAY AND THE INTERSECTING RUNWAY/TAXIWAY.
- ALL ENTRANCES, USED AND UNUSED, INTO L-867 BASES SHALL BE PLUGGED FROM THE INSIDE WITH DUCT SEAL.
- GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL NOT BE PROVIDED.
- EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
- CABLE DUCT MARKERS SHALL BE PRECAST CONCRETE OF THE SIZE SHOWN. LETTERS/NUMBERS/ARROWS FOR THE LEGEND TO BE IMPRESSED INTO THE TOPS OF THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.
- ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER ONLY AT BENDS OR TURNS OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLE.
- UNDERGROUND DIRECT BURY SPLICES SHALL NOT BE PERMITTED. ALL CABLE RUN AND HOME RUN SPLICES SHALL BE IN SPLICE CANS. SPLICES BETWEEN LIGHTS IN A CIRCUIT SHALL NOT BE PERMITTED.
- THE CABLE MARKERS SHALL IDENTIFY THE CIRCUITS WHICH THE CABLES BELONG TO, SUCH AS RWY 9-27, TXY B, SCAN, ETC.
- LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED IN PAVEMENT BY DUCT MARKERS.
- CABLE DUCT ENTERING OR LEAVING SPLICE CANS AND LIGHT BASES SHALL UTILIZE DUCT/CONDUIT COUPLINGS TO PROVIDE A WATER TIGHT SEAL.
- APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND BREAKAGE COUPLING THREADS.
- THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN.
- CONCRETE USED FOR SLABS, FOOTINGS, BACKFILL AROUND TRANSFORMER HOUSINGS, MARKERS, ETC. SHALL BE 3000 PSI, MIN. 7 DAYS, AIR-ENTRAINED. (SPEC. 610)
- ALL BOLTS AND SCREWS BROKEN ON SPLICE CANS AND LIGHT BASES SHALL BE REMOVED AND REPLACED.
- EXISTING SPLICE CANS NOT SPECIFICALLY INDICATED TO BE REUSED, SHALL BE REMOVED.
- ANY AND ALL MATERIALS REMOVED AND NOT REUSED SHALL REMAIN THE PROPERTY OF OCA. THIS INCLUDES, BUT IS NOT LIMITED TO, WIRE, CABLE, CONDUIT, ELECTRICAL EQUIPMENT, SIGNS, SPLICE CANS, LIGHT FIXTURES, ETC.



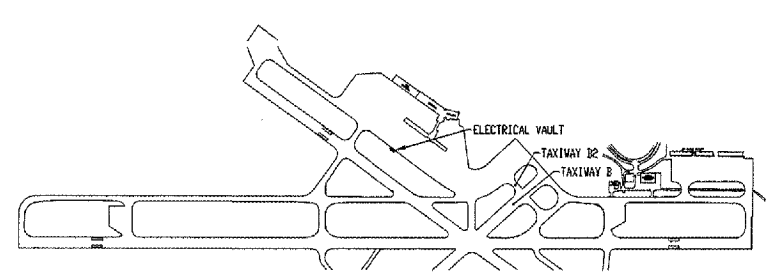
SPLICE CAN DETAIL
NO SCALE



MEDIUM INTENSITY LIGHTING DETAIL
NO SCALE
MITL - TAXIWAY LIGHTING - 30W



EXISTING VAULT PLAN
SCALE: 1/8" = 1'-0"



PARTIAL KEY PLAN
SCALE: NONE

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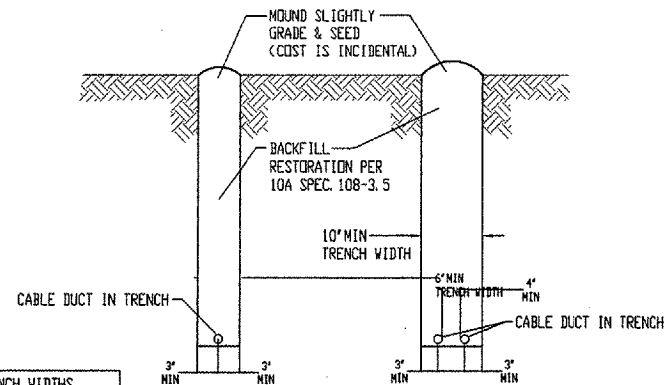


REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: NONE
DRAWN BY: CMR
CHECKED BY: JRM
DATE: JUNE 2005

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ELECTRICAL DETAILS
QUAD CITY INTERNATIONAL AIRPORT
RECONSTRUCT TAXIWAYS B AND B2
MOLINE, ILLINOIS
FILE NAME: H:\2005\JUN05-122-E3.DWG
JOB NUMBER: 01-29-05-065

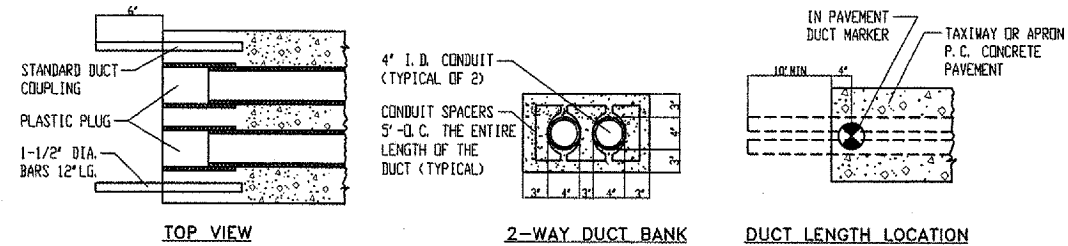


TRENCH WIDTHS	
DUCTS	WIDTH
1	6'
2	10'

CONDUIT TRENCH DETAIL

NO SCALE

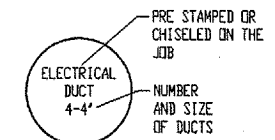
NOTE:
TRENCH UTILIZING ADDITIONAL DUCTS SHALL BE WIDENED TO PROVIDE SPACING AS SHOWN.



UNDERGROUND CABLE DUCT

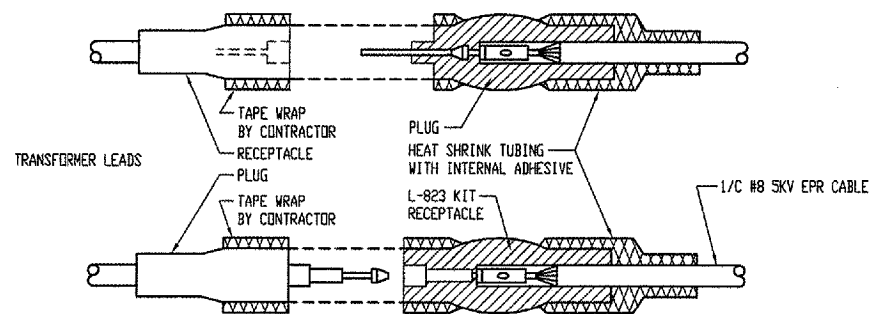
NO SCALE

- NOTES:
1. DIMENSIONS SHOWN ARE MINIMUM.
 2. TOP OF CONCRETE ENCASUREMENT SHALL NOT BE LESS THAN 2'-0" BELOW SUBGRADE.
 3. CONCRETE FOR DUCTS SHALL MEET 610 SPECIFICATIONS.
 4. DUCTS SHALL BE SCHEDULE 40 P. V. C.
 5. ALL DUCTS SHALL BE 4" UNLESS OTHERWISE SPECIFIED.
 6. THE ENDS OF THE DUCTS SHALL NOT BE LESS THAN 10'-0" FROM THE EDGE OF ANY PAVED SURFACE.
 7. WHERE POSSIBLE DUCTS SHALL BE INSTALLED AT P. C. OR P. T.



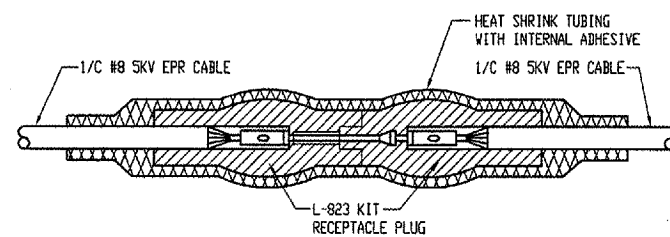
IN PAVEMENT DUCT MARKER

NO SCALE



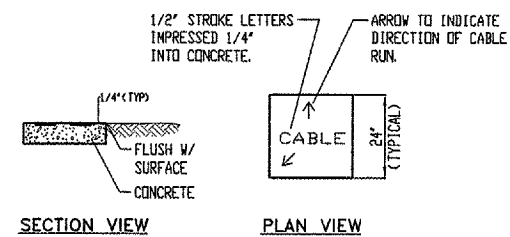
L-823 CONNECTOR DETAIL AT ISOLATION TRANSFORMERS

NO SCALE



L-823 CABLE TO CABLE CONNECTOR DETAIL

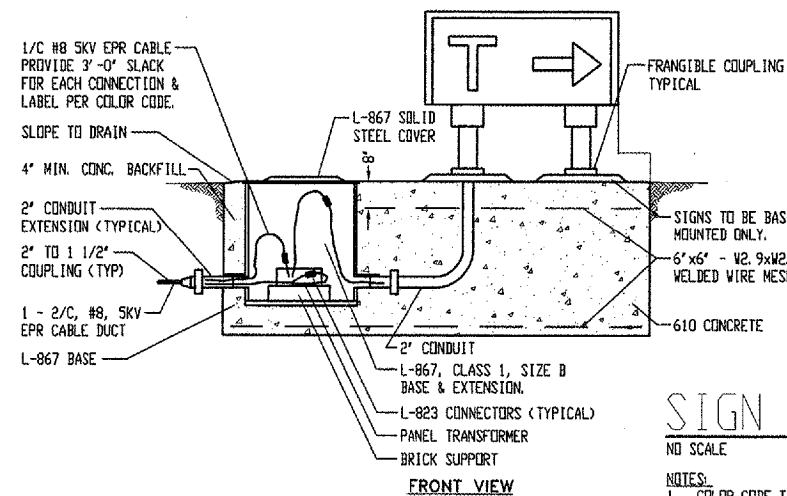
NO SCALE



TURF CABLE MARKERS

NO SCALE

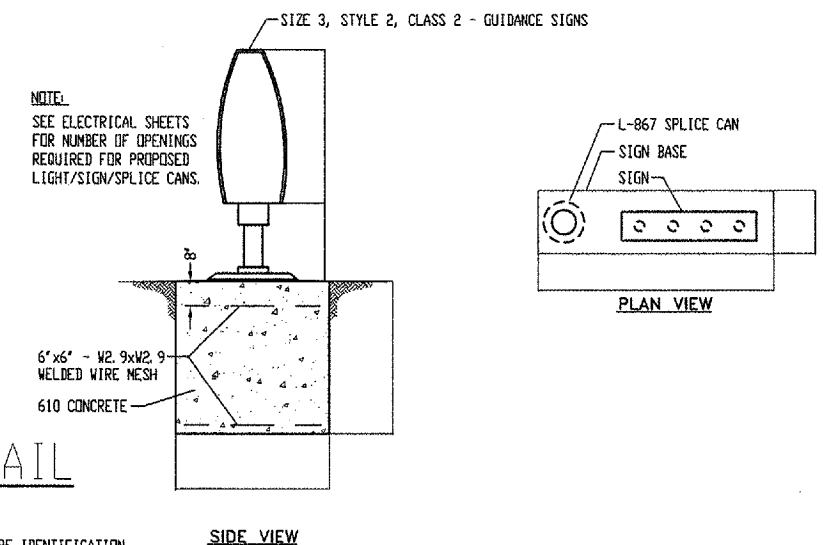
- NOTES:
1. MARKERS SHALL BE PLACED AS DIRECTED BY ENGINEER.
 2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
 3. EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
 4. WHERE ADDITIONAL SPACE TO FIT LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED:
 - A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
 - B. INCREASE THE MARKER SIZE TO 30" X 30" MAX.
 - C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.



SIGN DETAIL

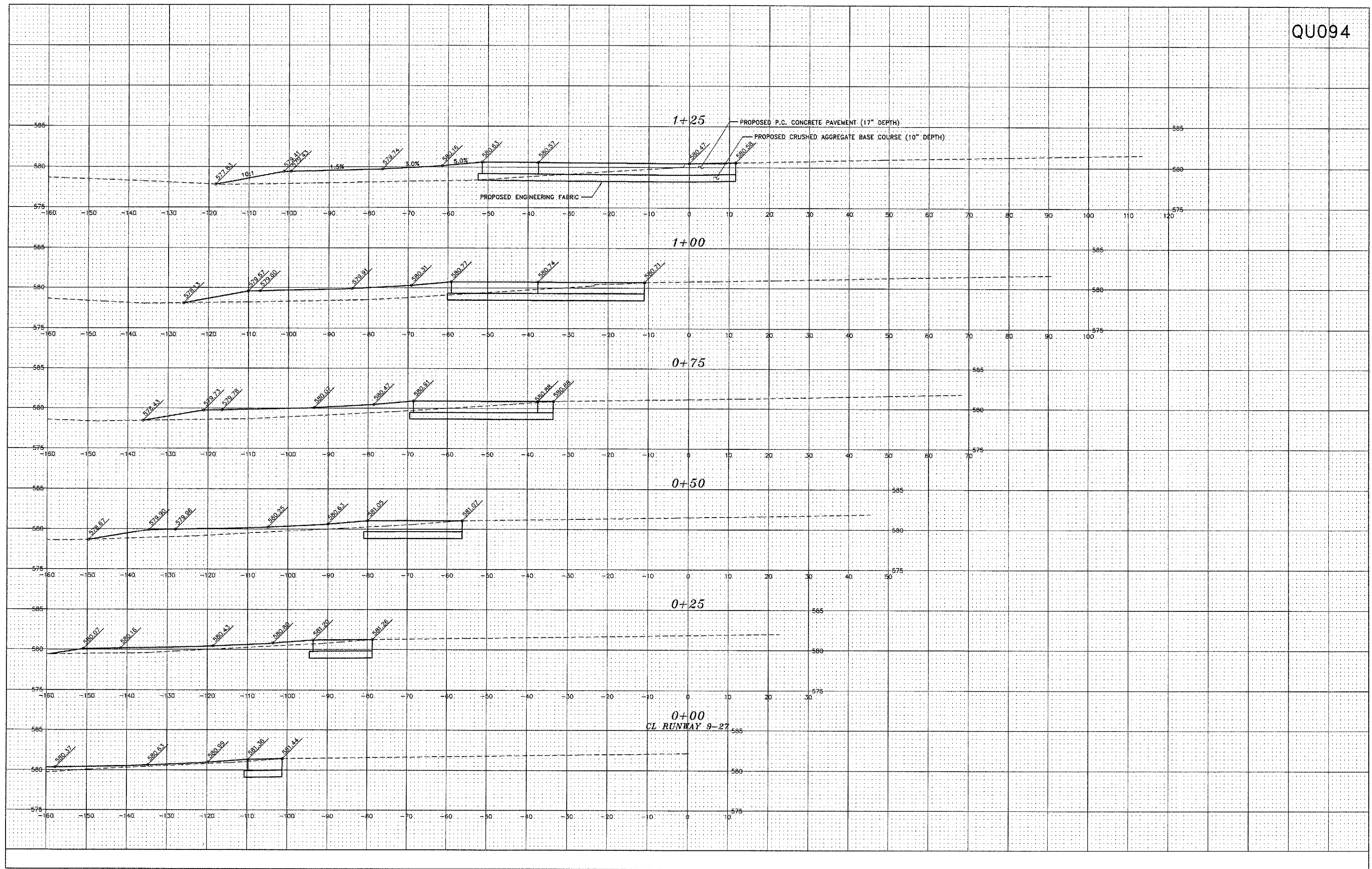
NO SCALE

- NOTES:
1. COLOR CODE TAPE FOR WIRE IDENTIFICATION 6" BEFORE L-823 CONNECTOR.



REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE:	NONE
DRAWN BY:	CNR
CHECKED BY:	DRM
DATE:	JUNE 2005



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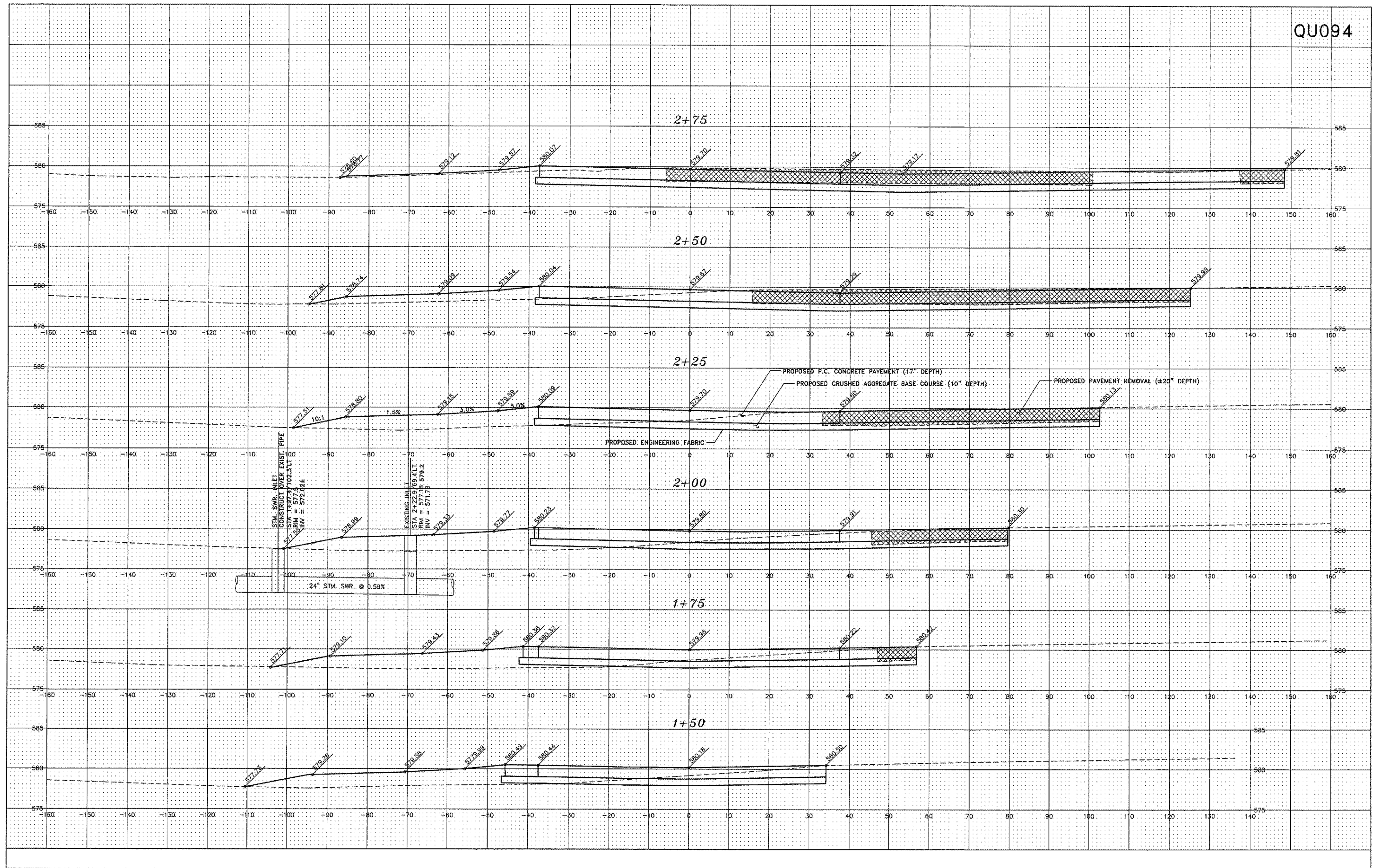


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RECONSTRUCT TAXIWAYS B and B2
MOLINE, ILLINOIS
FILE NAME: T:\M0105.085\DWG\05085MOL.DWG X1
JOB NUMBER: 01-29-05-065



QUAD CITY INTERNATIONAL AIRPORT
Moline, IL

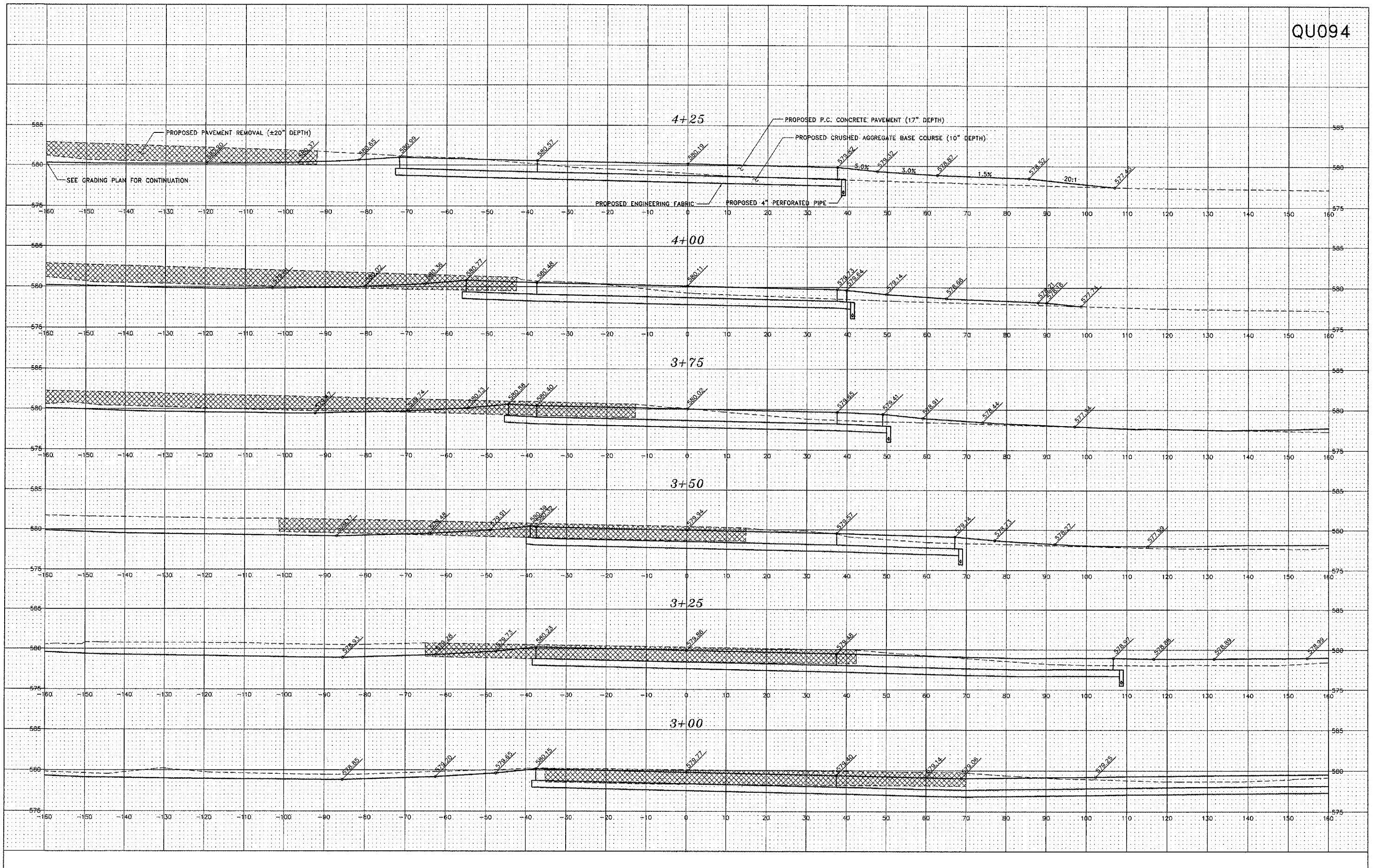


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 QUAD CITY INTERNATIONAL AIRPORT RECONSTRUCT TAXIWAYS B and B2
 Moline, Illinois
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QUAD CITY INTERNATIONAL AIRPORT
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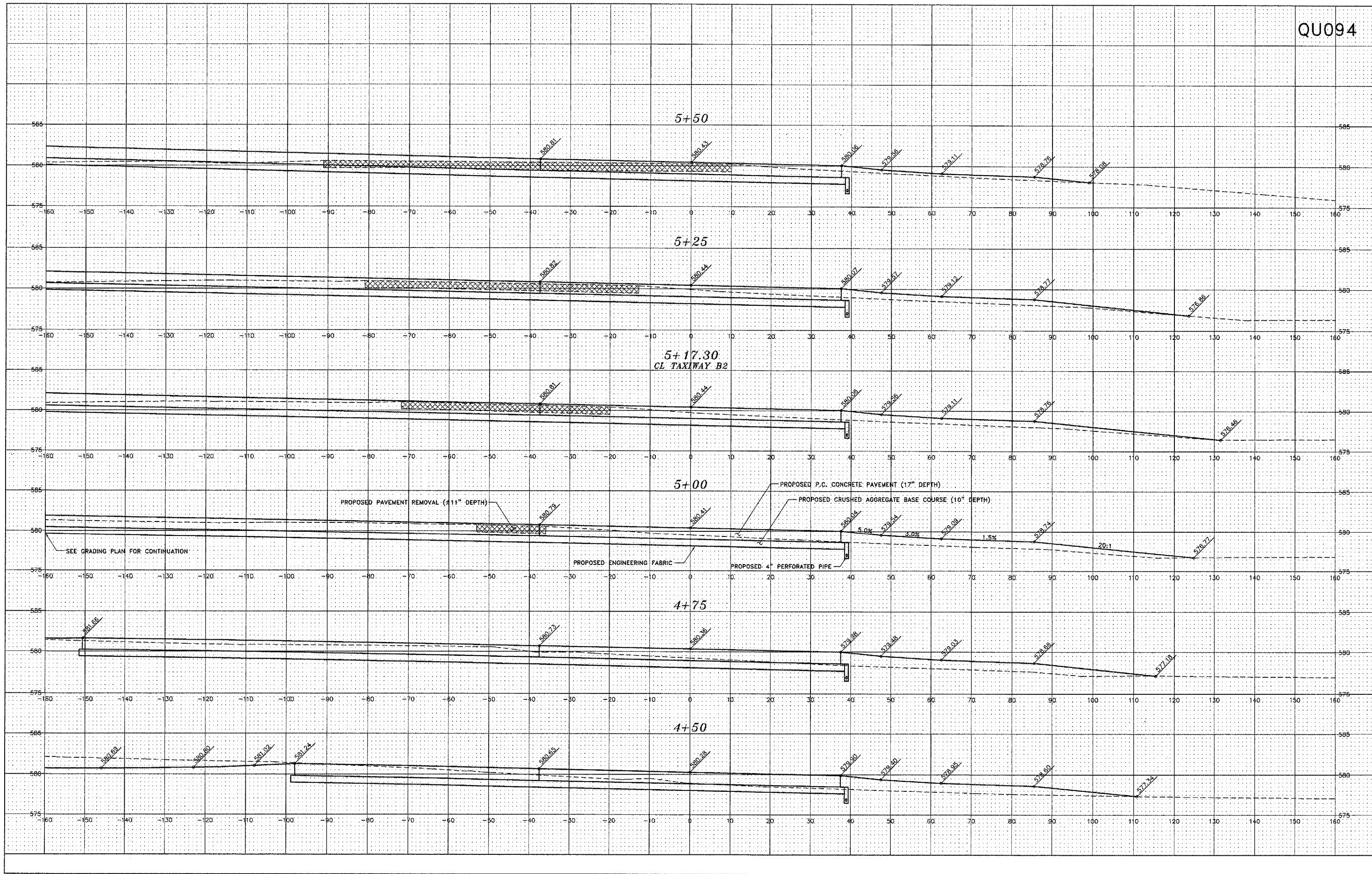


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QUAD CITY INTERNATIONAL AIRPORT
Moline, IL



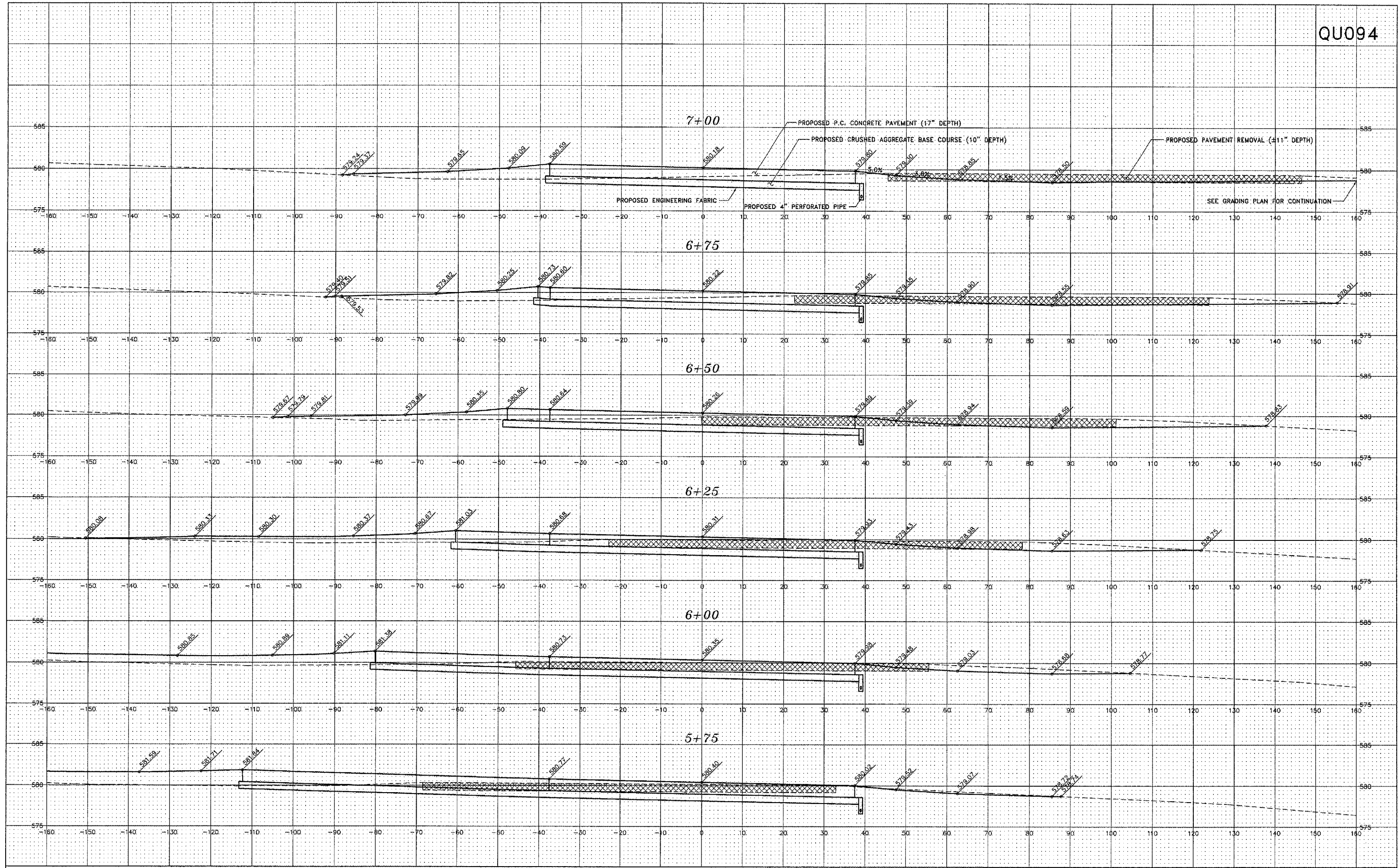
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MOLINE, ILLINOIS
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JOB NUMBER: 01-29-05-065

SHEET NO.
22
OF 28

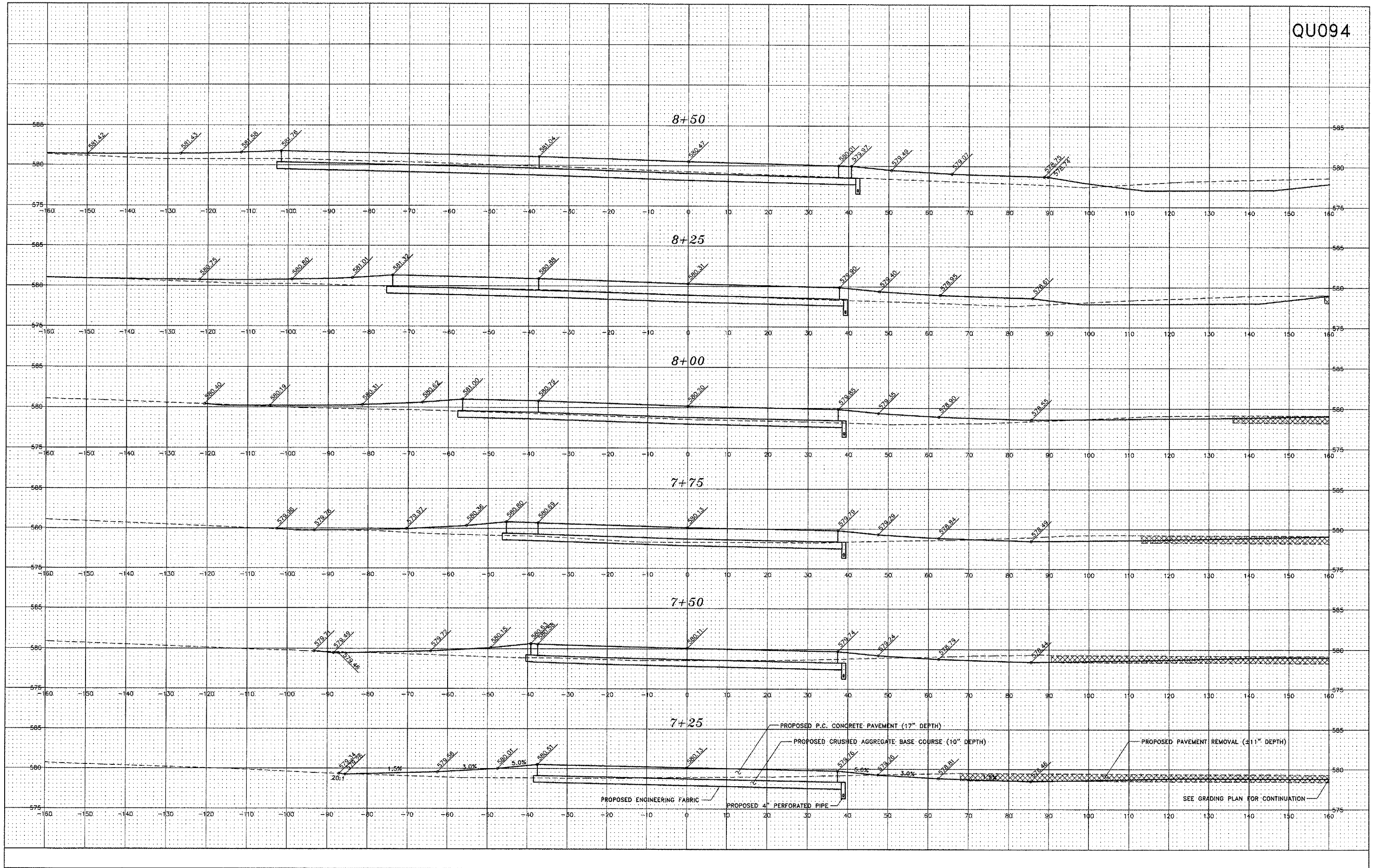


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 Moline, Illinois
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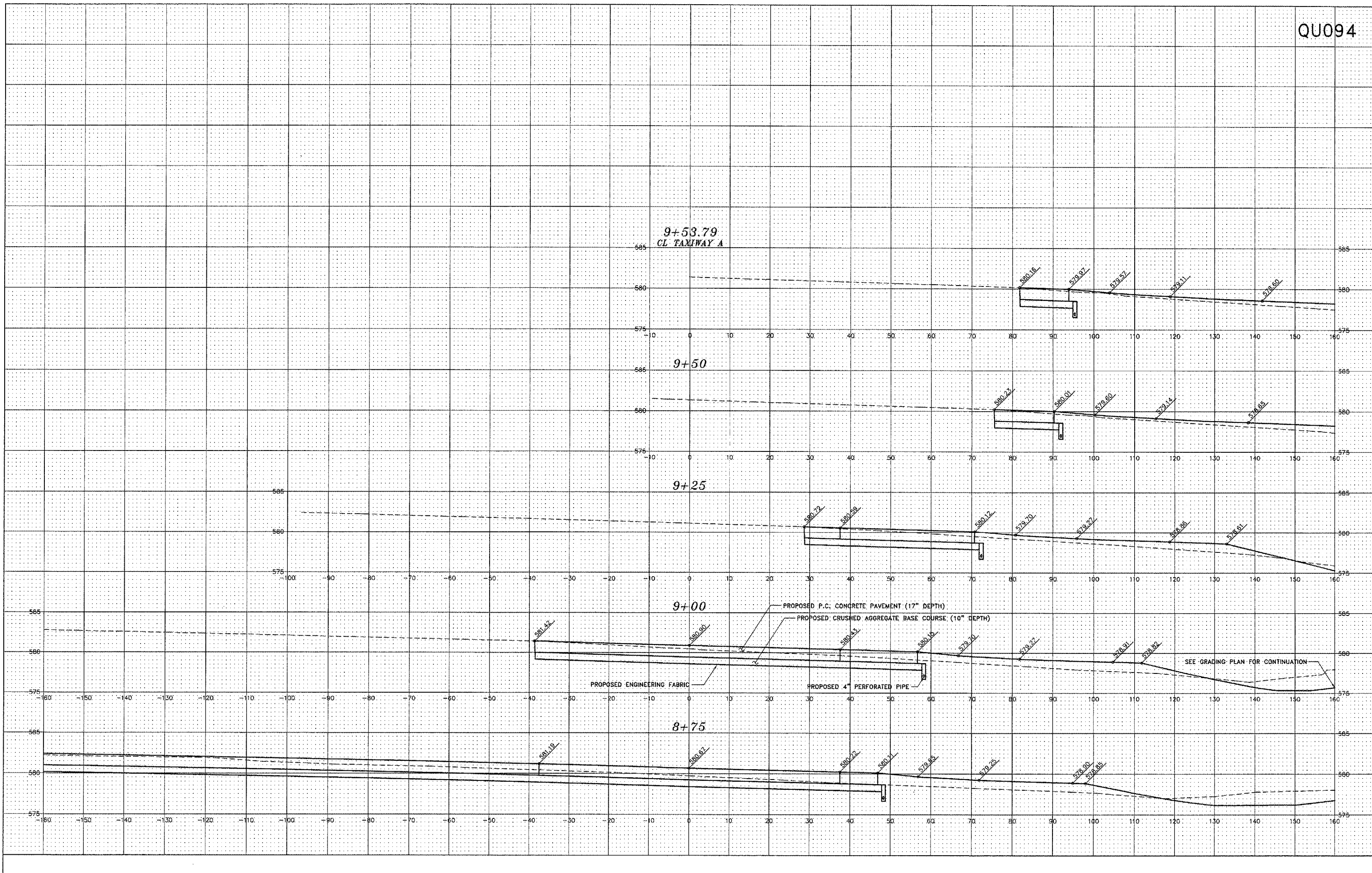


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 JOB NUMBER: 01-29-05-085



QUAD CITY INTERNATIONAL AIRPORT
Moline, IL

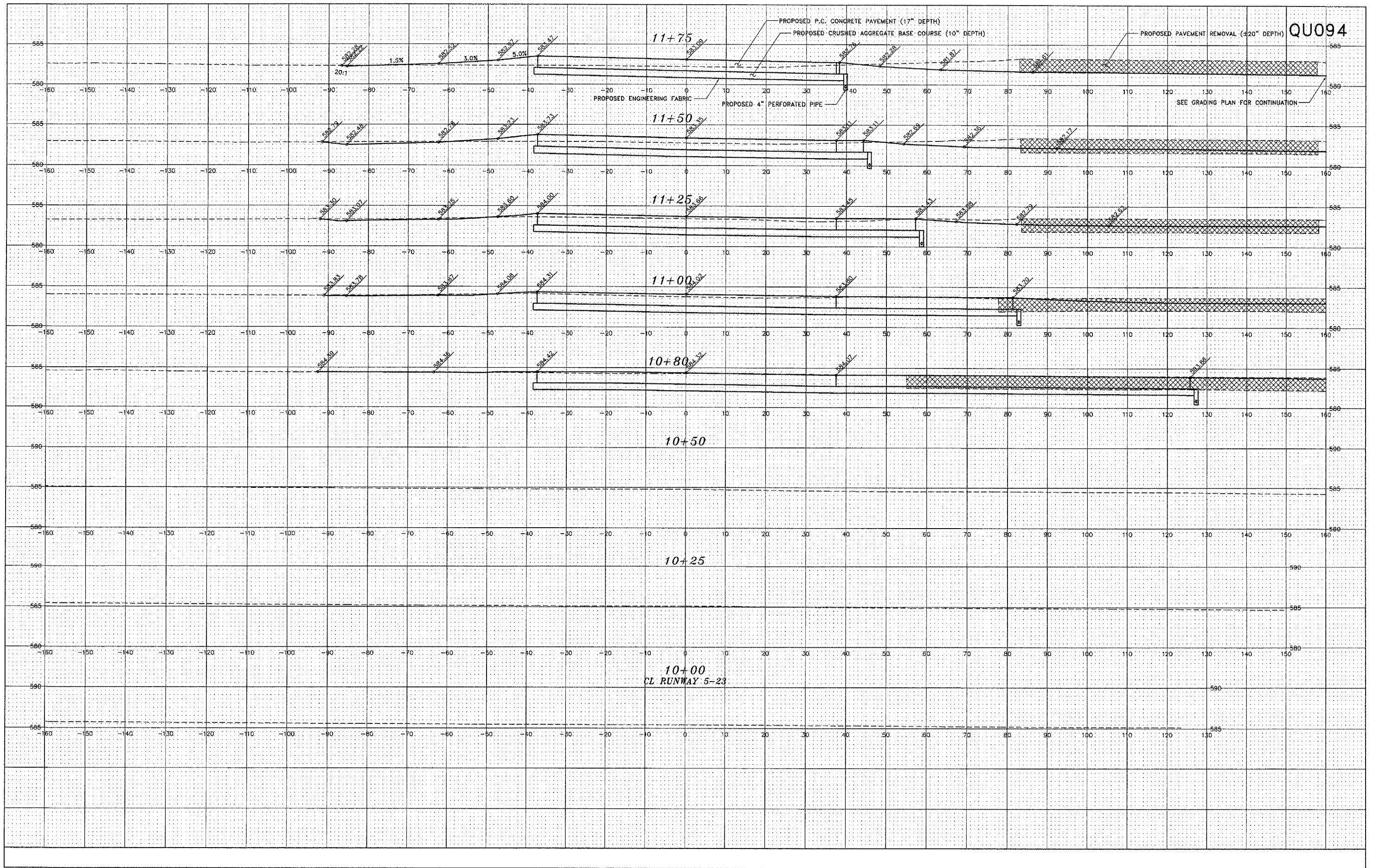


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FILE NAME: T:\M0105.065\DWG\05065M01.DWG X7
JOB NUMBER: 01-29-05-065



QU094

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Moline, IL



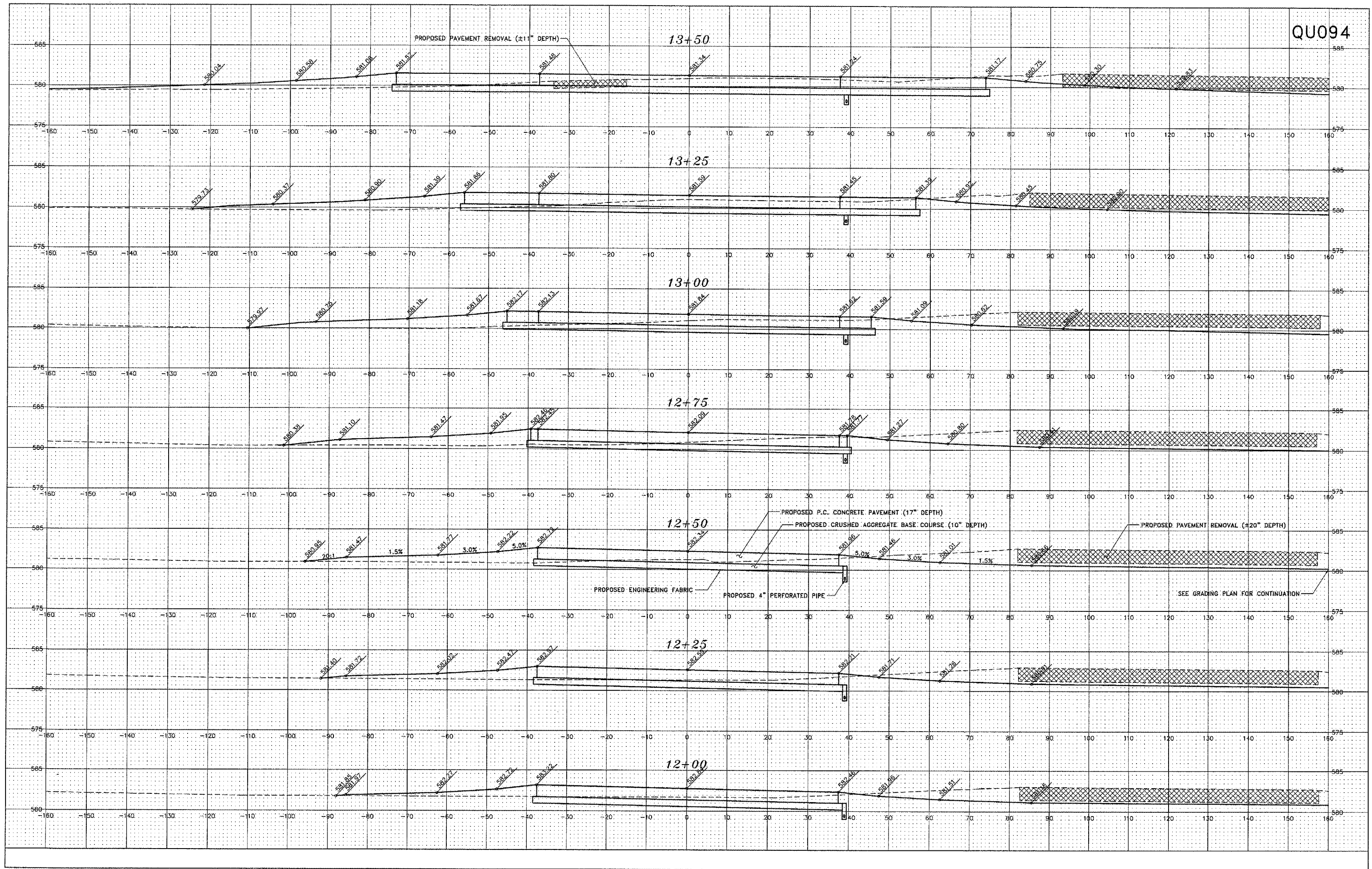
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JOB NUMBER: 01-29-05-065

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26
OF 28

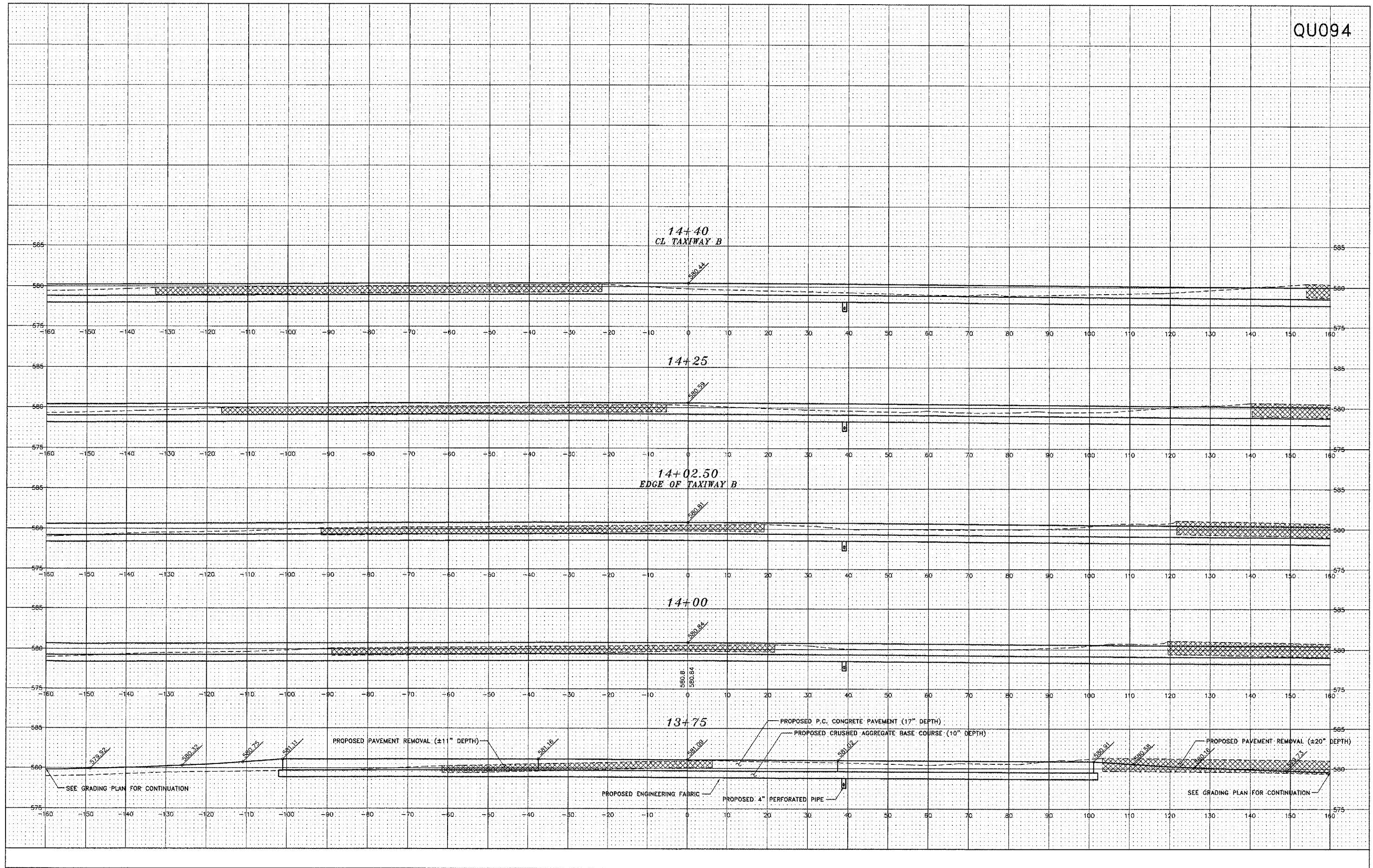


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