

**LEGEND FOR TYPICAL SECTION "A-A"**

- ① EXISTING BITUMINOUS SURFACE CSE. (2" DEPTH)
- ② EXISTING BITUMINOUS BASE CSE. (2" MAX. DEPTH)
- ③ EXISTING BITUMINOUS LEVELING CSE. (VAR. DEPTH)
- ④ EXISTING BITUMINOUS TACK COAT
- ⑤ EXISTING BITUMINOUS SURFACE CSE. (2" DEPTH)
- ⑥ EXISTING CRUSHED AGG. BASE CSE. (7" DEPTH)
- ⑦ EXISTING BITUMINOUS BASE CSE. (6" DEPTH)
- ⑧ EXISTING BITUMINOUS PRIME COAT

**REMOVE AND REPLACE BITUMINOUS PAVEMENT**

THE ITEM "REMOVE AND REPLACE BITUMINOUS PAVEMENT" WILL BE UTILIZED TO PERFORM LARGE CRACK REPAIR.

THE QUANTITY OF CRACKS TO BE REPAIRED WAS ESTABLISHED BY THE COMPLETION OF A CRACK SURVEY (AUG. 2005), AND CONSISTS OF THOSE CRACKS FOUND TO BE GREATER THAN ONE INCH IN WIDTH AT THE TIME OF THE SURVEY, AND EXHIBITING ROLLED EDGES. ALL CRACKS TO RECEIVE REPAIR SHALL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE CRACKS SHALL BE REMOVED FROM THE PAVEMENT BY ONE OF TWO METHODS, OR A COMBINATION OF THE TWO. THE FIRST ALTERNATIVE IS TO SAWCUT THE WIDTH OF THE AREA TO BE REPAIRED BY USING A WHEEL SAW AND REMOVE THE PAVEMENT TO THE SPECIFIED DEPTH USING A BACKHOE OR OTHER MECHANICAL MEANS. THE SECOND ALTERNATIVE IS TO USE A SKID STEER (OR EQUIVALENT) MOUNTED MILLING HEAD TO REMOVE THE PAVEMENT TO THE REQUIRED DEPTH. REGARDLESS OF THE METHOD USED TO REMOVE THE PAVEMENT, THE EDGE OF THE TRENCH FORMED WILL HAVE A VERTICAL FACE PRIOR TO THE PLACEMENT OF THE BITUMINOUS MATERIAL. THE WIDTH OF REPAIR WILL BE 3' WIDE, CENTERED ON THE CRACK. THE DEPTH OF REPAIR WILL BE THE FULL DEPTH OF THE EXISTING PAVEMENT.

THE CONTRACTOR WILL DISPOSE OF THE EXCAVATED MATERIAL OFF THE AIRPORT SITE AT NO ADDITIONAL COST TO THE CONTRACT.

THE BOTTOM OF THE TRENCH WILL BE CLEANED AND COMPACTED TO PREVENT FUTURE SETTLEMENT, AND ACCEPTED BY THE RESIDENT ENGINEER. ONCE THE TRENCH IS CLEANED, THE BASE AGGREGATE COMPACTED, AND ACCEPTED, AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE BASE. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN LIFTS OF THICKNESS NO GREATER THAN 3". THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT OR THE CONTRACTOR WILL BE REQUIRED TO MILL THE FINAL LIFT FLUSH AT HIS EXPENSE. EACH LIFT SHALL BE COMPACTED AND ACCEPTED BY THE RESIDENT ENGINEER. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED TO COMPLETE THIS TASK.

ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE QUANTITY OF BITUMINOUS CRACK REPAIR TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED, IN ACCORDANCE WITH THE SPECIAL PROVISIONS, CONSTRUCTION DRAWINGS, AND ACCEPTED BY THE ENGINEER. MEASUREMENT OF BITUMINOUS CRACK REPAIR FOR PAYMENT SHALL BE TO THE NEAREST SQUARE YARD.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM:  
AR401910 "REMOVE AND REPLACE BITUMINOUS PAVEMENT" \_\_\_\_\_ 489 S.Y.

**BITUMINOUS CRACK REPAIR**

THE CRACKS SHOWN TO BE REPAIRED WERE OBTAINED FROM A SURVEY AUGUST 2005 AND CONSIST OF THE CRACKS IN NEED OF REPAIR AT THE TIME OF THE SURVEY. OTHER LESS SEVERE, MAINTAINED CRACKS EXIST AND WILL NOT REQUIRE FURTHER REPAIR. THE ACTUAL LENGTH AND NUMBER OF CRACKS TO BE REPAIRED AS PART OF THIS PROJECT WILL BE DESIGNATED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. THE PROJECT QUANTITY IS BASED ON THE AMOUNT OF CRACKS SHOWN ON THIS SHEET TO BE REPAIRED.

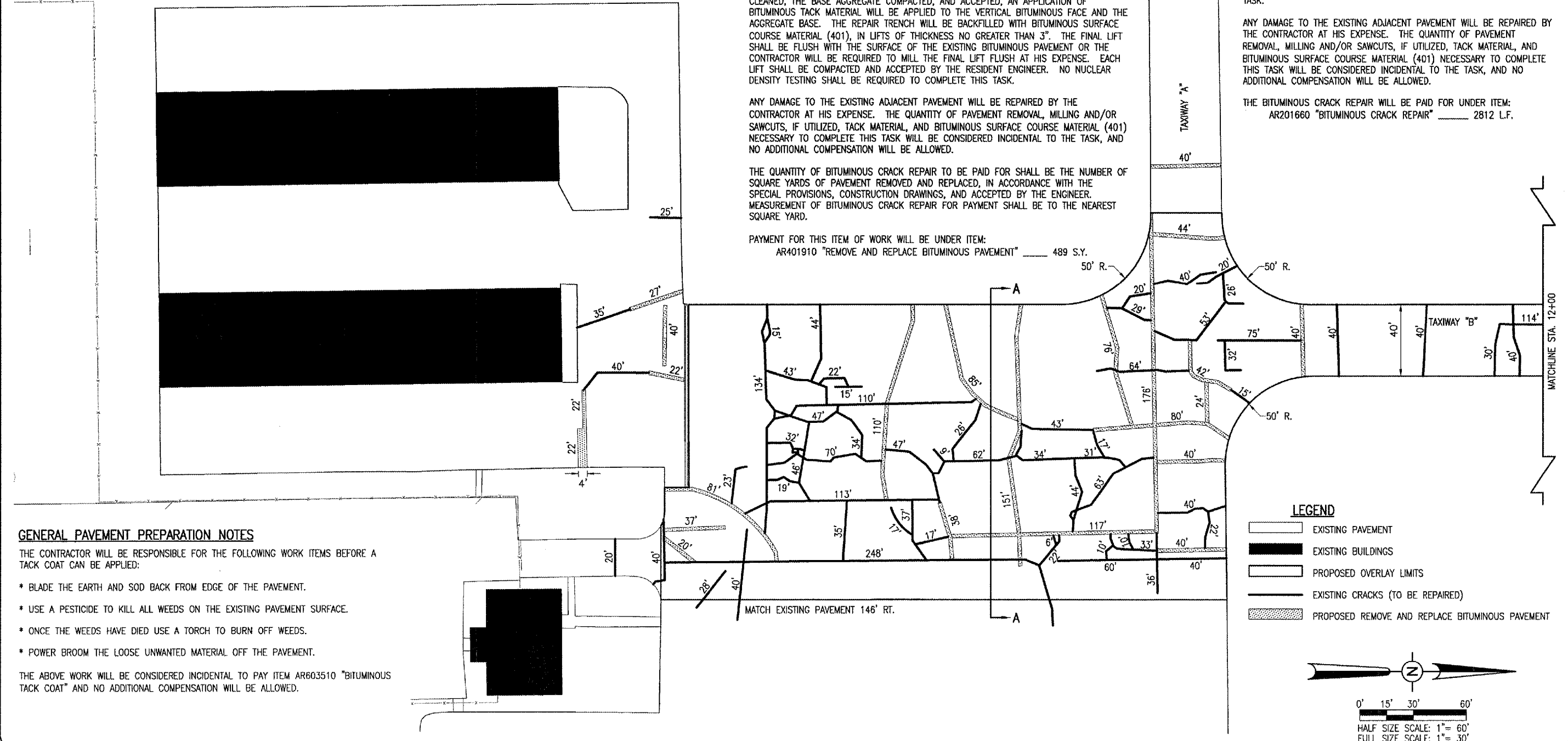
THE CRACKS SHALL BE CUT OPEN USING AN "EARTH SAW" OR "VERMEER TRENCHER" AT A WIDTH OF 10" PLUS OR MINUS 1", AND A DEPTH OF 8".

THE EXCAVATED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE BY THE CONTRACTOR.

AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE BASE. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN LIFTS OF THICKNESS NO GREATER THAN 3". THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT OR THE CONTRACTOR WILL BE REQUIRED TO MILL THE FINAL LIFT FLUSH AT HIS OWN EXPENSE. EACH LIFT SHALL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER AND ACCEPTED. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED FOR THIS TASK.

ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM:  
AR201660 "BITUMINOUS CRACK REPAIR" \_\_\_\_\_ 2812 L.F.



**GENERAL PAVEMENT PREPARATION NOTES**

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE FOLLOWING WORK ITEMS BEFORE A TACK COAT CAN BE APPLIED:

- \* BLADE THE EARTH AND SOD BACK FROM EDGE OF THE PAVEMENT.
- \* USE A PESTICIDE TO KILL ALL WEEDS ON THE EXISTING PAVEMENT SURFACE.
- \* ONCE THE WEEDS HAVE DIED USE A TORCH TO BURN OFF WEEDS.
- \* POWER BROOM THE LOOSE UNWANTED MATERIAL OFF THE PAVEMENT.

THE ABOVE WORK WILL BE CONSIDERED INCIDENTAL TO PAY ITEM AR603510 "BITUMINOUS TACK COAT" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

REVISION	DATE	BY

Kewanee Municipal Airport  
Kewanee, Henry County, Illinois  
A.I.P. PROJ.: 3-17-0058-B10  
IL PROJ.: E71-3533

Project No.	810-081X10.0800
File Name	R-111.PRP.DWG
Scale	1"=30'
Date	08/25/05
LAYOUT	R.A.W. 08/25/05
DRAWN	B.A.K. 08/25/05
REVIEWED	C.A.H. xx/xx/xx

Hanson Professional Services Inc.  
3125 Dandy Trail, Suite 100  
Indianapolis, Indiana 46214  
Offices Nationwide

OVERLAY TXY & APRON  
CONSTRUCT VAULT  
PROPOSED PAVEMENT  
PREPARATION PLAN  
STA. 4+00 TO STA. 12+00

JAN 18, 2006 8:58 PM RAW  
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