

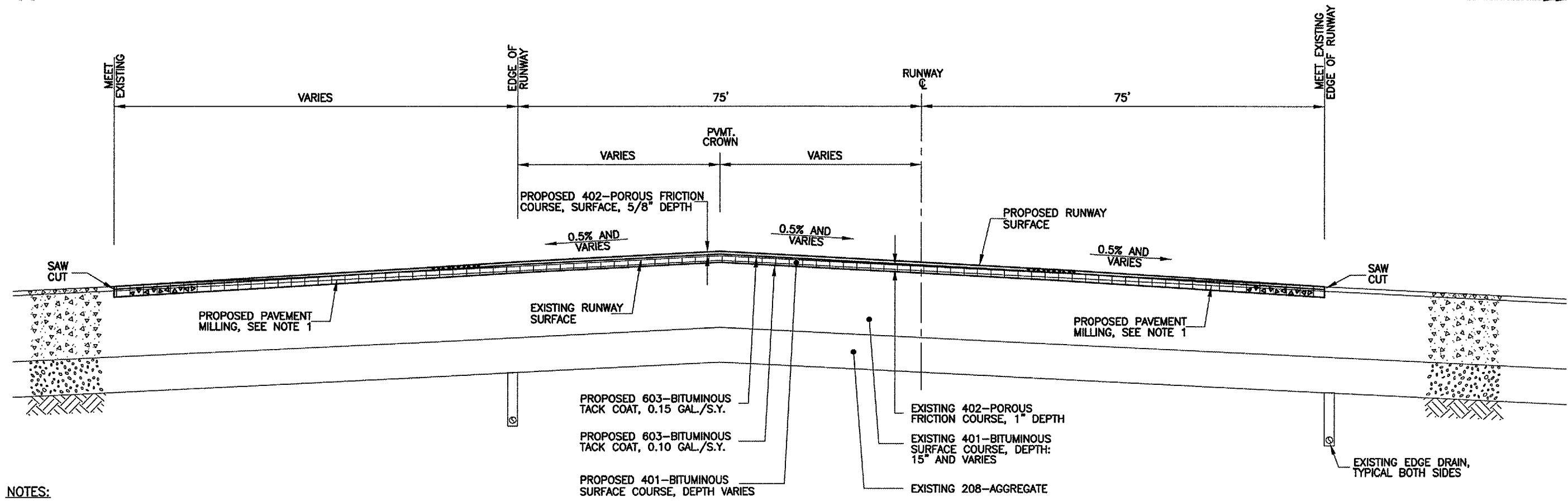
RUNWAY 9-27:  
CURRENTLY APPROVED ALP:  
AIRCRAFT APPROACH CATEGORY D  
AIRPLANE DESIGN GROUP IV  
PRECISION RUNWAY

PROPOSED ALP:  
AIRCRAFT APPROACH CATEGORY D  
AIRPLANE DESIGN GROUP V  
PRECISION RUNWAY

RUNWAY 13-31:  
AIRCRAFT APPROACH CATEGORY C  
AIRPLANE DESIGN GROUP III  
NON-PRECISION RUNWAY

**PROPOSED TYPICAL SECTION**  
 RUNWAY 9-27, STA. 144+50 TO STA. 148+50  
 RUNWAY 9-27, STA. 150+75 TO STA. 155+50  
 RUNWAY 13-31, STA. 247+40 TO STA. 252+20  
 5/8" P.F.C. ON VARIABLE DEPTH 401 BIT. OVERLAY

EXISTING DESIGN GROUP IV RUNWAY SAFETY AREA = 500'



- NOTES:**
- MILL THE EXISTING PAVEMENT TO A POINT THAT IS BOTH:
    - AT LEAST 0.10' BELOW THE EXISTING PAVEMENT SURFACE AND
    - AT LEAST 0.20' BELOW THE PROPOSED PAVEMENT SURFACE.
  - SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.
  - CONTRACTOR SHALL SPRAY A LIGHT COAT OF 603- BITUMINOUS TACK COAT MATERIALS BETWEEN ALL LAYERS OF BITUMINOUS AS DIRECTED BY THE ENGINEER.
  - THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARELLEL TO THE RUNWAY CENTERLINES. IN THE MID-FIELD AREA (BETWEEN THE NORTH AND SOUTH EDGES OF RUNWAY 9-27), THE CONTRACTOR SHALL INSTALL THE PAVING LANES PARELLEL TO THE CENTERLINE OF RUNWAY 9-27.
  - LONGITUDINAL JOINTS IN ONE LAYER SHALL OFFSET THE LONGITUDINAL JOINTS IN THE LAYER IMMEDIATELY BELOW BY AT LEAST ONE FOOT. IN THE TOP LAYER THERE SHALL BE A LONGITUDINAL JOINT AT THE CENTERLINE OF THE RUNWAY.
  - TRANSVERSE JOINTS IN ONE LAYER SHALL BE OFFSET BY AT LEAST TWO FEET FROM TRANSVERSE JOINTS IN THE PREVIOUS LAYER. TRANSVERSE JOINTS IN ADJACENT LANES SHALL BE OFFSET A MINIMUM OF TEN FEET.

