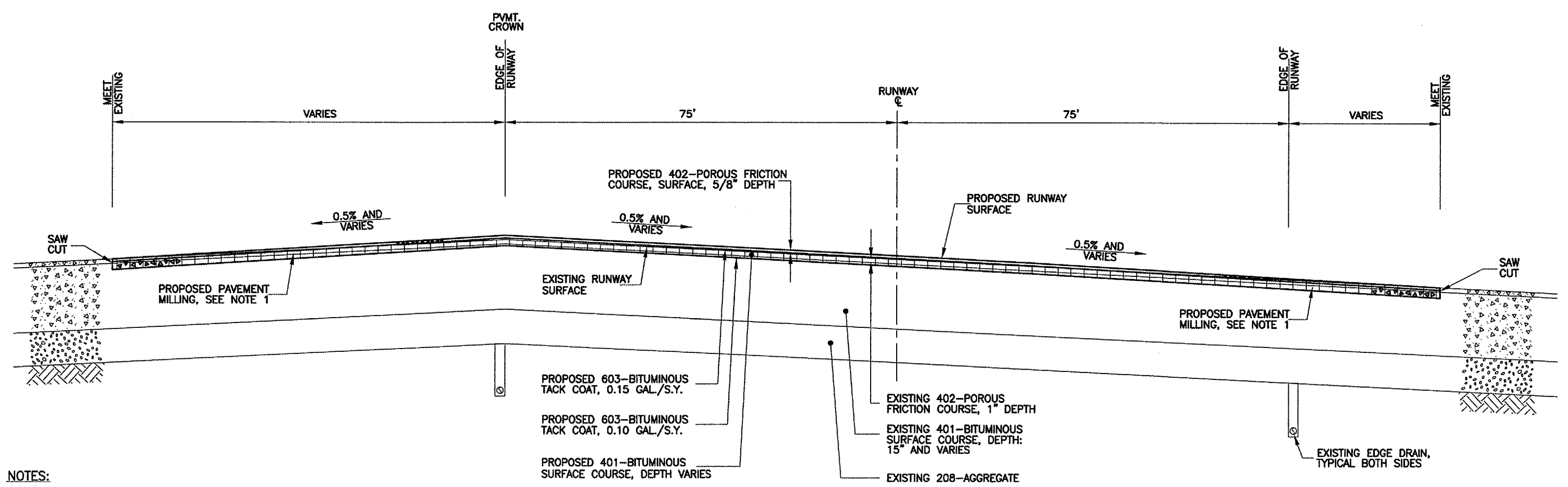


CURRENTLY APPROVED ALP:
AIRCRAFT APPROACH CATEGORY D
AIRPLANE DESIGN GROUP IV
PRECISION RUNWAY

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

PROPOSED TYPICAL SECTION
RUNWAY 9-27, STA. 148+50 TO STA. 150+75
CROWN @ NORTH EDGE OF RUNWAY
5/8" P.F.C. ON VARIABLE DEPTH 401 BIT. OVERLAY

EXISTING DESIGN GROUP IV RUNWAY SAFETY AREA = 500'



- NOTES:**
1. MILL THE EXISTING PAVEMENT TO A POINT THAT IS BOTH:
 - A. AT LEAST 0.10' BELOW THE EXISTING PAVEMENT SURFACE AND
 - B. AT LEAST 0.20' BELOW THE PROPOSED PAVEMENT SURFACE.
 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 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.
 5. 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.
 6. 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.

