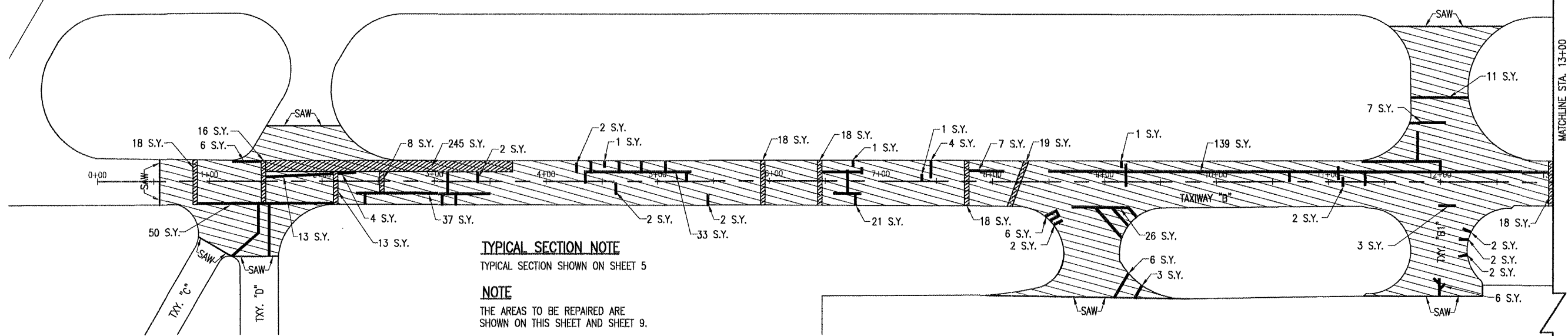
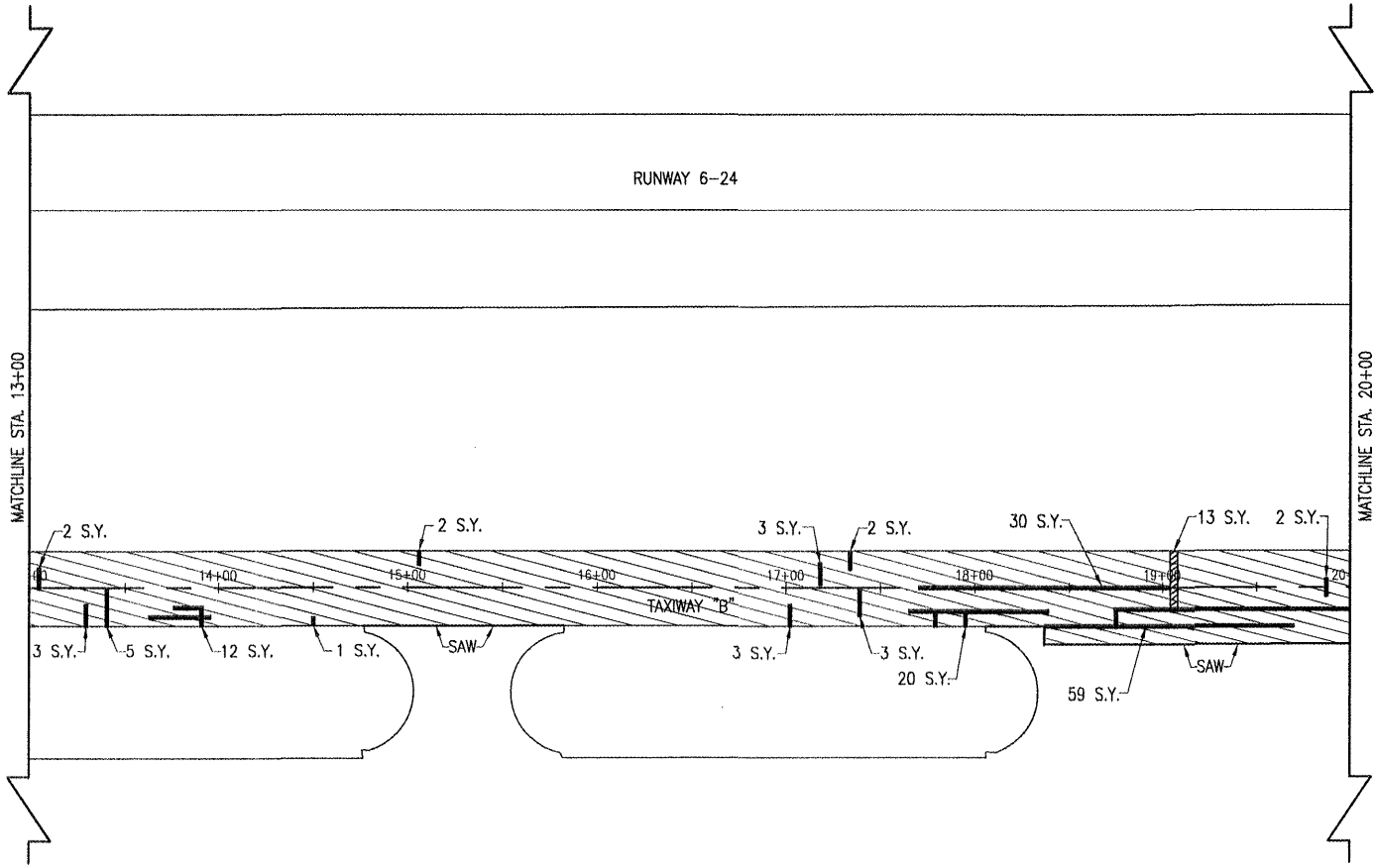


RUNWAY 6-24



TYPICAL SECTION NOTE
TYPICAL SECTION SHOWN ON SHEET 5

NOTE
THE AREAS TO BE REPAIRED ARE SHOWN ON THIS SHEET AND SHEET 9.



REM & REPL BIT PAVEMENT - TYPE A (AR401915)

A NOMINAL AMOUNT OF BITUMINOUS CRACK REPAIR HAS BEEN INCLUDED IN THE PLAN QUANTITIES BASED ON THE ANTICIPATION THAT SEVERAL, BUT NOT ALL, EXISTING CRACKS THAT ARE GREATER THAN 1 INCH IN WIDTH AT THE EXISTING SURFACE, BUT NOT EXHIBITING ROLLED EDGES, WILL NEED TO BE REPAIRED. THE QUANTITY INCLUDED IS BASED UPON A PAVEMENT CONDITION AND CRACK SURVEY WHICH WAS PERFORMED IN THE SPRING OF 2009. 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, PRIOR TO THE MILLING OPERATIONS.

THE CRACKS SHALL BE CUT OPEN USING AN MILLING MACHINE AT A WIDTH OF 24", AND A DEPTH OF 3", FOLLOWING THE CRACK CENTERLINE AS CLOSELY AS OBTAINABLE WITH THE SUGGESTED EQUIPMENT. SEE SHEET 5 FOR THE TYPICAL SECTION OF THE EXISTING PAVEMENT (BASED ON RECORD AS-BUILT CONSTRUCTION PLANS).

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. NO AGGREGATE BASE IS ANTICIPATED BASED ON RECORD AS-BUILT CONSTRUCTION PLANS. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN ONE 3 INCH LIFT. THE REPAIRED AREA SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING PAVEMENT. THE PATCH 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:
AR401915 REM & REPL BIT PAVEMENT - TYPE A - PER S.Y.

CLEAN & SEAL BITUMINOUS CRACKS (AR201661)

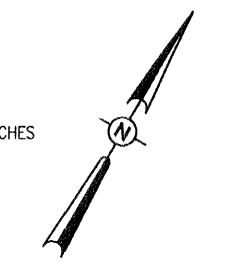
A PAVEMENT CONDITION AND CRACK SURVEY OF THE EXISTING TAXIWAY PAVEMENT WAS PERFORMED IN THE SPRING OF 2009, AND THE PLAN QUANTITY IS BASED UPON THE CONDITIONS PRESENT AT THE TIME OF THE SURVEY, AND THE ANTICIPATED CONDITIONS FOLLOWING THE MILLING OPERATIONS. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION, AND FOLLOWING THE MILLING OPERATIONS.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR201661 CLEAN & SEAL BITUMINOUS CRACKS - PER L.F.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED MILLING
- PROPOSED 2' WIDE, 3 INCH DEPTH PATCHES
- PROPOSED FULL DEPTH PATCHES



0' 25' 50' 100'
HALF SIZE SCALE: 1" = 100'
FULL SIZE SCALE: 1" = 50'

DATE	REVISION	BY

SOUTHERN ILLINOIS AIRPORT
MURPHYSBORO / CARBONDALE, ILLINOIS

IL PROJ.: MDH-3892 A.I.P. PROJ.: 3-17-0009-B29

Revision Project No. 08A0067D 0800	04/03/09
Filename: R-111.PRP.DWG	01/26/09
Scale: 1" = 50'	LAYOUT JSL
Date: 01/26/09	DRAWN BAK
	REVIEWED CAH

Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

REHABILITATE TAXIWAY "B"
PROPOSED PAVEMENT PREPARATION PLAN
STA. 0+00 TO STA. 20+00

MAY 12, 2009 9:36 AM KINCA00394
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