

LIME-MODIFIED SUBGRADE NOTES

THIS ITEM SHALL CONSIST OF CONSTRUCTING A 16" COURSE OF A MIXTURE OF SOIL, LIME AND WATER IN ACCORDANCE WITH THE RATES AND METHODS DESIGNATED IN THE SPECIFICATIONS (EITHER THE WET OR DRY METHODS IS ACCEPTABLE).

THE LIME-MODIFICATION WILL BE DONE IN ACCORDANCE WITH THE RATES AND METHODS DESCRIBED IN THE STANDARD SPECIFICATIONS AND/OR SPECIAL PROVISIONS.

THE SUBGRADE WILL BE CUT PRIOR TO LIME-MODIFICATION.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ACCOUNT FOR ANY "FLUFF OR SWELL" IN THE LIME-MODIFIED SUBGRADE.

ANY SWELL WILL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF ON THE AIRPORT SITE AS DIRECTED BY THE RESIDENT ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF SWELL.

THE LIME-MODIFIED SUBGRADE SHALL BE CUT TO FINISHED ELEVATION UPON COMPLETION (0.05±) IN ACCORDANCE TO SECTION 152-2.11 OF THE SPECIFICATIONS. THE LIME-MODIFIED SUBGRADE WILL BE WET CURED FOR 2 DAYS.

THE CONTRACTOR WILL LIME-MODIFY THE SUBGRADE FROM THE CENTERLINE TO 1' OUTSIDE THE PROPOSED PAVEMENT SURFACE ON BOTH SIDES.

THE LIME, BY-PRODUCT LIME (CODE L), WAS CALCULATED AT 6% OF THE DRY SOIL WEIGHT AT MAXIMUM DENSITY. THE ACTUAL AMOUNT WILL BE DETERMINED PRIOR TO THE START OF CONSTRUCTION, BUT SHALL NOT EXCEED 6% BY WEIGHT. THE COST OF LIME WILL BE PAID FOR UNDER ITEM AR155801 "LIME" _____ TONS.

THE SOIL TEST INDICATES AN AVERAGE SOIL WEIGHT OF 100 POUNDS PER CUBIC FOOT. THEREFORE, THE MAXIMUM TONNAGE OF LIME WILL BE 171 TONS.

THE LIME-MODIFIED SUBGRADE WILL BE PAID FOR UNDER THE FOLLOWING ITEMS:

- AR155616 "SOIL PROCESSING - 16" _____ 4,698 S.Y.
- AR155540 "LIME" _____ 171 TONS.

AR209-CRUSHED AGGREGATE BASE COURSE NOTES

THE CRUSHED AGGREGATE BASE COURSE (209) SHALL BE PLACED IN ACCORDANCE WITH ITEM 209 "CRUSHED AGGREGATE BASE COURSE" AS STATED ON PAGE 45 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE CRUSHED AGGREGATE BASE COURSE MATERIAL (CA-6) WILL BE USED TO CONSTRUCT A BASE COURSE FOR THE PROPOSED BITUMINOUS BASE COURSE (201). THE CRUSHED AGGREGATE BASE COURSE MATERIAL WILL BE 6" IN DEPTH AND COMPACTED TO NOT LESS THAN 95 PERCENT DENSITY.

THE PROPOSED AGGREGATE FOR THE BASE COURSE MATERIAL SHALL MEET THE REQUIREMENTS OF GRADATION "B" IN TABLE 1 OF THE SUPPLEMENTAL SPECIFICATIONS.

209-3.2 EQUIPMENT. ADD THE FOLLOWING PARAGRAPHS TO THIS SECTION:

"PROVISIONS SHALL BE MADE BY THE CONTRACTOR FOR FURNISHING WATER AT THE PLANT AND AT THE SITE OF THE WORK BY EQUIPMENT OF AMPLE CAPACITY AND OF SUCH DESIGN AS TO ASSURE UNIFORM MIXING AND APPLICATION."

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER A PROCTOR CURVE SHOWING OPTIMUM DENSITY AND MOISTURE FOR THE SUPPLIED BASE COURSE MATERIAL.

THE COMPACTION CONTROL TEST TO BE USED SHALL BE FAA COMPACTION CONTROL TEST T-611 FOR AIRCRAFT WEIGHING LESS THAN 60,000 LBS.

209-4.1. DELETE THE FIFTH SENTENCE AND REPLACE IT WITH THE FOLLOWING:

"IF AT THE TIME THE AGGREGATES ARE WEIGHED THEY CONTAIN MORE THAN SIX (6) PERCENT OF ABSORBED AND FREE MOISTURE BY WEIGHT, A DEDUCTION FOR THE MOISTURE IN EXCESS OF THIS AMOUNT SHALL BE MADE IN DETERMINING THE PAY QUANTITY."

THE 209 CRUSHED AGGREGATE BASE COURSE WILL BE PLACED WITH A PAVING MACHINE AND STRINGLINE OPERATION. THE PAVING MACHINE AND STRINGLINE GRADE CONTROL OPERATION WILL COMPLY WITH 201 AND 401 SPECIFICATIONS.

602-BITUMINOUS PRIME COAT NOTES:

THE BITUMINOUS PRIME COAT (602) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR602 "BITUMINOUS PRIME COAT" AS STATED ON PAGE 58 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS PRIME COAT SHALL BE PLACED ON THE PROPOSED AGGREGATE BASE COURSE PRIOR TO THE PLACEMENT OF THE FIRST LIFT OF PROPOSED BITUMINOUS BASE COURSE. THE PROPOSED AGGREGATE BASE COURSE SHALL HAVE A PRIME COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS PRIME COAT WILL BE PAID FOR UNDER ITEM: AR602510 BITUMINOUS PRIME COAT _____ 1,372 GAL.

603-BITUMINOUS TACK COAT NOTES:

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 62 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED ON THE PROPOSED BITUMINOUS PAVEMENT PRIOR TO THE PLACEMENT OF THE NEXT LIFT OF PROPOSED BITUMINOUS SURFACE COURSE. THE PROPOSED BITUMINOUS PAVEMENT SHALL HAVE A TACK COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM: AR603510 BITUMINOUS TACK COAT _____ 678 GAL.

AR152410-UNCLASSIFIED EXCAVATION NOTES:

THE PROPOSED UNCLASSIFIED EXCAVATION SHALL BE PLACED IN ACCORDANCE WITH ITEM 152 "EXCAVATION AND EMBANKMENT" AS STATED ON PAGE 25 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE EARTH SUBGRADE WILL BE FIRST ROUGH CUT TO THE SPECIFIED ELEVATIONS, THE ELEVATIONS SHOWN ON THE STAKING PLAN ARE FOR FINISHED PAVEMENT. SUBGRADE ELEVATIONS WILL BE THE GRADE SHOWN MINUS THE PAVEMENT THICKNESS (INCLUDING BASE).

MATERIAL TO BE USED FOR SHOULDERING WILL BE STORED OUTSIDE OF THE PROPOSED PAVEMENT AREA AND WITHIN THE GRADING LIMITS.

THE MATERIAL TO BE USED FOR THE SHOULDERING WILL BE TOPSOIL OBTAINED FROM THE ON SITE UNCLASSIFIED EXCAVATION.

THE EXCAVATED AREAS WILL BE COMPACTED IN ACCORDANCE WITH PROCEDURES FOR AIRCRAFT WEIGHING LESS THAN 60,000 POUNDS.

THE PROPOSED SHOULDER MATERIAL WILL ONLY REQUIRE "LIGHT COMPACTION" TO THE SATISFACTION OF THE RESIDENT ENGINEER.

ALL EARTHWORK WILL BE CLASSIFIED AS "UNCLASSIFIED EXCAVATION".

THE PROPOSED UNCLASSIFIED EXCAVATION WILL BE PAID FOR UNDER ITEM: AR152410 UNCLASSIFIED EXCAVATION - PER C.Y.

AR401611 BITUMINOUS SURFACE COURSE - METHOD 1, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401003 "BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE" AS STATED ON PAGE 269 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004 AND THE INTERIM REVISION TO THE SUPPLEMENTAL AND RECURRING SPECIAL PROVISIONS ADOPTED MAY 11, 2007

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING THE FIRST LIFT OF BITUMINOUS LEVELING COURSE (2 INCH DEPTH) ON A BITUMINOUS BASE COURSE.

ALL BITUMINOUS PAVEMENT WILL BE PAVED IN ACCORDANCE WITH PAGE 269 OF THE RECURRING SPECIAL PROVISIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE.

THE PROPOSED BITUMINOUS SURFACE COURSE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF (LESS) THAN 60,000 POUNDS FOR RUNWAY/TAXIWAY PAVEMENTS.

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

AR201003 BITUMINOUS BASE COURSE - METHOD 1, SUPERPAVE

THE BITUMINOUS BASE COURSE (201) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR201003 "BITUMINOUS BASE COURSE-METHOD 1, SUPERPAVE" AS STATED ON PAGE 209 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004 AND THE INTERIM REVISION TO THE SUPPLEMENTAL AND RECURRING SPECIAL PROVISIONS ADOPTED MAY 11, 2007.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING ONE LIFT OF BITUMINOUS BASE COURSE (3 INCH DEPTH) ON THE PROPOSED CRUSHED AGGREGATE BASE COURSE FOR THE PROPOSED TAXIWAY EXTENSION.

ALL BITUMINOUS PAVEMENT WILL BE PAVED IN ACCORDANCE WITH PAGE 209 OF THE RECURRING SPECIAL PROVISIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS BASE COURSE.

THE PROPOSED BITUMINOUS BASE COURSE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF (LESS) THAN 60,000 POUNDS FOR RUNWAY/TAXIWAY PAVEMENTS.

201-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

201-4.11 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

BY	
REVISION	
DATE	

METROPOLIS MUNICIPAL AIRPORT
METROPOLIS, ILLINOIS

ILL. PROJ.: M30-3760 A.I.P. PROJ.: J-17-0067-89

NO. Project No. 07A0128D-0800	
Revision R-12 LCON.DWG	
Scale N/A	
Date 11/30/07	
LAYOUT JC 11/30/07	
DRAWN MDR 11/30/07	
REVIEWED CAH 03/18/08	



Hanson Professional Services Inc.
1625 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

PROPOSED PARTIAL
PARALLEL TAXIWAY

PROPOSED
CONSTRUCTION PLAN
NOTES