AR401613 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 127 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 2 LIFTS OF BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE (2" FOR FIRST LIFT, 2" FOR SECOND LIFT) ON THE CRUSHED AGGREGATE BASE COURSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE.

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE OPERATION, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A DETAILED OUTLINE SHOWING AREAS AND ORDER OF PAVING WIDTHS OF PAVING LANES, AND REQUIRED OFFSETS FOR ELECTRONIC GRADE.

THE PROPOSED BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF LESS THAN 60,000 POUNDS.

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.

401-6.1 ADD THE FOLLOWING TO THIS SECTION
AR401613 BIT. SURF. CSE-METHOD I, SUPERPAVE ____ PER TON

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 92 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THE CRUSHED AGGREGATE BASE COURSE MATERIAL (CA-6) WILL BE USED TO CONSTRUCT A BASE COURSE FOR THE PROPOSED BITUMINOUS SURFACE COURSE (401). 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.

209-3.12 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.

209-5.1 ADD THE FOLLOWING TO THIS SECTION
AR209510 CRUSHED AGGREGATE BASE COURSE___ PER TON

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 250 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

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 STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:
AR603510 BITUMINOUS TACK COAT ____ PER GAL.

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 247 OF THE STANDARD SPECIFICATION FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

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 SURFACE 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 ____ PER GAL.

AR401900 REMOVE BITUMINOUS PAVEMENT NOTES:

THE REMOVAL OF BITUMINOUS PAVEMENT (401) SHALL BE COMPLETED IN ACCORDANCE WITH ITEM 401 "REMOVE BITUMINOUS PAVEMENT" AS STATED ON PAGE 153 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORT, ADOPTED APRIL 1, 2012.

THE EXISTING TAXIWAY "A" PAVEMENT SHALL BE REMOVED. REMOVAL BY MILLING WILL BE CONSIDERED. THE MILLED MATERIAL WILL BE DISPOSED OF ON THE AIRPORT SITE DESIGNATED BY AIRPORT PERSONNEL. ALL AGGREGATE MATERIAL WILL BE DISPOSED OF ON THE AIRPORT SITE UNLESS THE AIRPORT DECLINES THE MATERIAL AND THEN THE CONTRACTOR WILL DISPOSED OF IT OFF THE AIRPORT SITE.

AT THE EDGE OF THE APRON THERE IS A STRIP OF CONCRETE PAVEMENT THAT WAS USED TO PATCH THE PAVEMENT. THIS CONCRETE WILL BE REMOVED AS PART THE PROPOSED PAVEMENT REMOVAL. HANSON PERSONNEL WILL INVESTIGATE THIS EDGE OF THE APRON FOR HOW STRAIGHT IT WILL BE FOR THE FINAL STATE.

THE PAVEMENT REMOVAL AND DISPOSAL WILL BE PAID FOR UNDER ITEM:
AR401900 "REMOVE BITUMINOUS PAVEMENT"___ PER S.Y.

PAVEMENT SAWING NOTES

THE EDGE OF THE EXISTING PAVEMENT WILL BE SAWED FULL DEPTH.

THE PROPOSED SAWING WILL REMOVE THE ROLLED DOWN EDGE AND PROVIDE A STRAIGHT PAVEMENT EDGE TO BUTT AGAINST.

THE RESIDENT ENGINEER WILL MARK THE PROPOSED SAW LINE IN THE FIELD.

ANY BITUMINOUS PAVEMENT CUT FROM THE SAWING OPERATIONS WILL BE COLLECTED AND DISPOSED OF OFF THE AIRPORT SITE.

THE SAWING AND DISPOSAL OF ANY WASTE MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED

155-LIME-MODIFIED SUBGRADE NOTES:

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THE PROPOSED LIME-MODIFIED SUBGRADE SHALL BE COMPLETED IN ACCORDANCE WITH ITEM 155 "LIME TREATED SUBGRADE" AS STATED ON PAGE 68 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING A 12" DEEP COURSE OF A MIXTURE OF SOIL, LIME AND WATER IN ACCORDANCE WITH THE RATES AND METHODS DESIGNED IN THE SPECIFICATIONS (EITHER THE WET OR DRY METHODS IS ACCEPTABLE).

THE SUBGRADE WILL BE CUT PRIOR TO LIME-MODIFICATION.

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 OF THE PROPOSED PAVEMENT SURFACE ON BOTH SIDES.

THE LIME-MODIFIED SUBGRADE WILL BE COMPACTED IN ACCORDANCE WITH PROCEDURES FOR AIRCRAFT WEIGHING LESS THAN 60,000 POUNDS.

THE ENTIRE THICKNESS OF THE TREATED SUBGRADE SHALL BE COMPACTED TO A DENSITY OF NOT LESS THAN (95 PERCENT OF THE STANDARD DRY DENSITY (92 PERCENT OF THE MODIFIED DRY DENSITY).

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 AR155540.

THE SOIL TEST INDICATES AN AVERAGE SOIL WEIGHT OF 100 POUNDS PER CUBIC FOOT. THEREFORE, THE MAXIMUM TONNAGE OF LIME WILL BE 41 TONS.

THE PROPOSED LIME-MODIFIED SUBGRADE WILL BE PAID FOR UNDER ITEMS:
AR155540 BY-PRODUCT LIME_____ PER TONS
AR155612 SOIL PROCESSING-12"_____ PER S.Y.

DATE	REVISION
02/05/13	REVISED AS PER IDA REVIEW

LITCHFIELD MUNICIPAL AIRPORT
LITCHFIELD, ILLINOIS

IL. PROJ.: 3LF-4194 BLOCK GRANT PROJ.: 3-17-0063-B19

Hanson Proj. No. 12A0062D
Filename C-121-1-CON.dwg
Scale NOT TO SCALE
Date 01/11/13

LAYOUT	CAH	06/11/12
DRAWN	BAK	06/11/12
REVIEWED	CAH	01/10/13

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REALIGN TAXIWAY "A"

PROPOSED CONSTRUCTION NOTES

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