

THE SURVEY, AND EXHIBITING ROLLED EDGES. ALL CRACKS TO RECEIVE REPAIR SHALL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE CRACKS SHALL BE REMOVED FROM THE PAVEMENT BY ONE OF TWO METHODS, OR A COMBINATION OF THE TWO. THE FIRST ALTERNATIVE IS TO SAWCUT THE WIDTH OF THE AREA TO BE REPAIRED BY USING A WHEEL SAW AND REMOVE THE PAVEMENT TO THE SPECIFIED DEPTH USING A BACKHOE OR OTHER MECHANICAL MEANS. THE SECOND ALTERNATIVE IS TO USE A SKID STEER (OR EQUIVALENT) MOUNTED MILLING HEAD TO REMOVE THE PAVEMENT TO THE REQUIRED DEPTH. REGARDLESS OF THE METHOD USED TO REMOVE THE PAVEMENT, THE EDGE OF THE TRENCH FORMED WILL HAVE A VERTICAL FACE PRIOR TO THE PLACEMENT OF THE BITUMINOUS MATERIAL. THE WIDTH OF REPAIR WILL BE 3' WIDE, CENTERED ON THE CRACK. THE DEPTH OF REPAIR WILL BE THE FULL DEPTH OF THE EXISTING PAVEMENT, 10-13 INCHES ±.

THE CONTRACTOR WILL DISPOSE OF THE EXCAVATED MATERIAL OFF THE AIRPORT SITE AT NO ADDITIONAL COST TO THE CONTRACT.

THE BOTTOM OF THE TRENCH WILL BE CLEANED AND COMPACTED TO PREVENT FUTURE SETTLEMENT, AND ACCEPTED BY THE RESIDENT ENGINEER. ONCE THE TRENCH IS CLEANED. THE BASE AGGREGATE COMPACTED, AND ACCEPTED, AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE BASE. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401) IN LIFTS OF NO GREATER THAN 3 INCHES IN DEPTH (COMPACTED). THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT OR THE CONTRACTOR WILL BE REQUIRED TO MILL THE FINAL LIFT FLUSH AT HIS EXPENSE. EACH LIFT SHALL BE COMPACTED AND ACCEPTED BY THE RESIDENT ENGINEER.

THE QUANTITY OF BITUMINOUS CRACK REPAIR TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED, IN ACCORDANCE WITH THE SPECIAL PROVISIONS, CONSTRUCTION DRAWINGS, AND ACCEPTED BY THE ENGINEER. MEASUREMENT OF BITUMINOUS CRACK REPAIR FOR PAYMENT SHALL BE TO THE NEAREST SQUARE YARD.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM: AR401910 "REMOVE AND REPLACE BITUMINOUS PAVEMENT" - PER S.Y.

## CLEANING AND SEALING BITUMINOUS CRACKS

FOLLOWING A VISUAL SURVEY OF THE EXISTING RUNWAY SURFACE (FEB. 2007), A PROPOSED PLAN QUANTITY OF 20,000 LINEAR FEET OF CRACK CLEANING AND SEALING WAS ESTABLISHED. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS DESCRIBED IN THE RECURRING SPECIAL PROVISIONS, DATED JULY 1, 2004.

THIS ITEM OF WORK WILL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT OF CLEANING AND SEALING CRACKS, COMPLETE; WHICH PRICE AND PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR ALL ROUTING, CLEANING PREPARATION AND DISPOSAL OF ALL LOOSE MATERIALS: AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM: AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" - PER LINEAR FOOT. THESE PLANS. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO "BUTT JOINT CONSTRUCTION" AND NO ADDITIONAL COMPENSATION WILL BE

ALL MILLED MATERIAL WILL BE DISPOSED OF BY THE CONTRACTOR, OFF THE AIRPORT SITE, UNLESS OTHERWISE DIRECTED BY THE AIRPORT DIRECTOR AT THE TIME OF CONSTRUCTION.

ANY ADJACENT PAVEMENT OR EQUIPMENT THAT IS DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE, TO THE SATISFACTION OF THE ENGINEER

PRIOR TO THE APPLICATION OF THE PFC OVERLAY, ALL MILLED AREAS WILL BE BROOMED AND BLOWN CLEAN OF LOOSE MATERIALS AND DEBRIS. A BITUMINOUS TACK COAT WILL BE APPLIED ACCORDING TO THE SUPPLEMENTAL SPECIFICATIONS FOR ITEM 603 DATED JULY 1, 2004 AT A RATE OF 0.30 GAL/SY. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

THE EXISTING PAVEMENT WILL BE MILLED TO A DEPTH OF 0.10' AT THE

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM: AR401655 "BUTT JOINT CONSTRUCTION" - PER S.Y.

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	AS BUILT QUANTITY
AR201660	BITUMINOUS CRACK REPAIR	L.F.	1,601	•
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	20,000	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	2,814	
AR401910	REMOVE AND REPLACE BITUMINOUS PAVEMENT	S.Y.	438	

## LEGEND EXISTING PAVEMENT PROPOSED BUTT JOINT CONSTRUCTION PROPOSED REMOVE & REPLACE BITUMINOUS PAVEMENT PROPOSED BITUMINOUS CRACK REPAIR BITUMINOUS PAVEMENT

NOTE: SEE SHEET 6 FOR PAVEMENT REHABILITATION QUANTITY TABLES.

## SHOULDER PREPARATION NOTES

PRIOR TO THE PAVING OPERATIONS THE EXISTING SOD ADJACENT TO THE EDGE OF PAVEMENT WITHIN THE PROJECT AREA SHALL BE GRADED AWAY FROM THE PAVEMENT A DISTANCE SUITABLE TO PREVENT THE SOD MATERIAL FROM AFFECTING THE PLACEMENT OF THE POROUS FRICTION COURSE. THE AMOUNT OF SOD DETERMINED TO REQUIRE REMOVAL SHALL BE SPRAYED WITH A HERBICIDE CAPABLE OF KILLING THE VEGETATION WITHIN THE WIDTH REMOVED. CARE SHALL BE TAKEN TO ENSURE THE HERBICIDE IS NOT APPLIED TO VEGETATION OUTSIDE OF THE GRADING AND SEEDING LIMITS.

ANY DAMAGE TO VEGETATION OUTSIDE OF THE GRADING AND SEEDING LIMITS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS EXPENSE.

THE SOD REMOVAL AND HERBICIDE APPLICATION WILL BE CONSIDERED INCIDENTAL TO ITEM AR402622 "POROUS FRICTION COURSE" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



MV055

 $\exists$ 

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

5 of 19 sheets

PFC (0.1') OVERLAY OF TAXIWAYS

PROPOSED PAVEMENT PREPARATION PLAN STA. 3+00 TO STA. 19+00

HANSON