

LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED PAVEMENT PATCH
- EXISTING ELECTRICAL CABLE
- EXISTING BASE MOUNT TAXIWAY LIGHT
- EXISTING STAKE MOUNT TAXIWAY LIGHT
- EXISTING INLET
- EXISTING MANHOLE
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING HANDHOLE

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 WINTER OF 2010. 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, AFTER THE MILLING OPERATIONS.

THE CRACKS SHALL BE CUT OPEN USING A 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 DRAWING CONSTRUCTION PLANS).

THE EXCAVATED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE BY THE CONTRACTOR.

THE HOLES SHALL BE BLOWN DUST FREE WITH COMPRESSED AIR PRIOR TO THE APPLICATION OF THE BITUMINOUS TACK MATERIAL. AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE. NO AGGREGATE BASE IS ANTICIPATED NECESSARY BASED ON RECORD DRAWING 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.

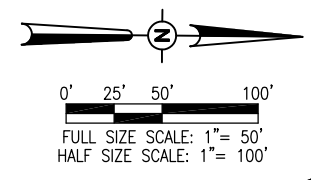
THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM:
AR401915 REM & REPL BIT PAVEMENT – TYPE A – PER S.Y.

ELECTRICAL GROUNDING SYSTEM REMOVAL

THE EXISTING GROUNDING SYSTEM CONSISTS OF PERIODIC GROUND RODS AND WIRING, PRESUMABLY COPPER, THAT IS NO LONGER NEEDED. WHERE ENCOUNTERED WITHIN THE CONSTRUCTION LIMITS, THE CONTRACTOR IS TO EITHER COMPLETELY REMOVE THE RODS AND WIRING OR CUT OFF FLUSH WITH THE PROPOSED MILLED SURFACE. THE REMOVAL AND OFFSITE DISPOSAL OF THE GROUNDING SYSTEM SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE BITUMINOUS PAVEMENT MILLING.

HOT BOX NOTE

MILLING SHALL BE COMPLETED WITH IN A FOOT OF THE EXISTING HOT BOX. THE WORK TO SAW CUT, IF NECESSARY, AROUND THIS UTILITY SHALL BE INCIDENTAL IN ORDER TO PROVIDE A NEAT AND CONSTRUCTABLE PAVEMENT.



BITUMINOUS PAVEMENT MILLING (AR401650)

THE CONTRACTOR WILL REMOVE THE EXISTING BITUMINOUS PAVEMENT IN THE AREA SHOWN BY MEANS OF ROTO-MILLING 4" NOMINAL DEPTH. THE AIRPORT WILL RETAIN 15 TANDEM TRUCK LOADS OF MILLINGS; DELIVERED AND DUMPED AT THE LOCATION SHOWN ON SHEET 3. THE REMAINDER WILL BE HAUL OFF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THE EXISTING GRADE AND CONTOURS ARE REESTABLISHED IN THE PROPOSED PAVEMENT AND THAT NO PONDING OF WATER OR BUMPS ARE FORMED. ALL EDGES SHALL BE SAW CUT A MINIMUM TWO INCHES IN DEPTH TO CREATE A UNIFORM AND STRAIGHT FACE. THE REMOVAL OF ALL CUTTING AND EDGE SAWING SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR:

AR401650 "BITUMINOUS PAVEMENT MILLING" _____ PER S.Y.

REMOVE & REPLACE BIT. PAVEMENT (AR401910)

THE CONTRACTOR SHALL SAWCUT THE OUTER EDGES OF THE AREA TO BE PATCHED, REMOVE THE EXISTING MATERIAL, INSTALL A STABILIZATION GEOGRID, CONSTRUCT A NEW CRUSHED AGGREGATE BASE COURSE, AND BACKFILL IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR THIS ITEM.

THE PAVEMENT REPAIR SHALL BE PAID FOR WITHIN ITEM:
AR401910 REMOVE & REPLACE BIT. PAVEMENT – PER S.Y..

PCC PAVEMENT PATCH REMOVAL

AN EXISTING PCC PAVEMENT PATCH EXISTS (FROM A PREVIOUS UTILITY CUT) WITHIN THE LIMITS OF THE PROPOSED PAVEMENT MILLING. THE PATCH WILL BE REMOVED FULL DEPTH PRIOR TO THE MILLING OPERATIONS, BUT SHALL BE CONSIDERED INCIDENTAL TO THE MILLING PAY ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. MATERIAL SHALL BE DISPOSED OF OFFSITE. THE VOID LEFT BY THE REMOVAL SHALL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL, THE QUANTITY OF WHICH IS INCLUDED WITHIN AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH PAY ITEM AR401614 – BIT. SURF. CSE.-METHOD II, SUPERPAV.

UTILITIES

ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

STORMWATER INLETS AND UNDERGROUND CONCRETE PIPES EXIST WITHIN THE LIMITS OF THE RECONSTRUCTION. THE CONTRACTOR SHALL PROTECT THESE IMPROVEMENTS FROM ANY DAMAGE DURING MILLING AND PAVING OPERATIONS. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT HIS OWN EXPENSE

REMOVE TIE DOWN (AR510900)

THE EXISTING TIE DOWNS LOCATED IN THE AREAS TO BE IMPROVED WILL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE.

THE CONTRACTOR WILL SEPARATE THE TIE DOWNS TO BE REMOVED FROM THE SURROUNDING PAVEMENT PRIOR TO PULLING THE TIE DOWN OUT. REMOVAL OF THE TIE DOWN SHALL NOT CAUSE ANY DISPLACEMENT OF THE SURROUNDING PAVEMENT. ANY DISPLACEMENT WILL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER.

THE CONTRACTOR SHALL HAVE THE OPTION OF REMOVING THE TIE DOWNS BY EITHER: COMPLETE REMOVAL BY MEANS OF EXCAVATION, OR MAY REMOVE THE TIE DOWNS FLUSH WITH THE PROPOSED MILLED SURFACE BY MEANS OF MILLING OR JACKHAMMER. IF THE TIE DOWNS ARE REMOVED IN THEIR ENTIRETY BY MEANS OF EXCAVATION, THE VOID SHALL BE FILLED WITH LOW STRENGTH MATERIAL BACKFILL IN ACCORDANCE WITH IDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION SECTION 593 TO THE SATISFACTION OF THE RESIDENT ENGINEER, AND CONSIDERED INCIDENTAL.

ALL EXCAVATED MATERIALS SHALL BE DISPOSED OF OFF-SITE AND SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL ITEM. THE REMOVAL AND DISPOSAL OF THE TIE DOWNS AND ANY REQUIRED BACKFILL FOR THE RESULTING HOLES WILL BE PAID FOR UNDER ITEM:
AR510900 REMOVE TIE DOWN _____ PER EACH.

COORDINATE DATA – TXY "A" CENTERLINE

ID.	STATION	OFFSET	NORTHING	EASTING
A	150+00.00	CL	1154451.1977	831819.9045
B	159+00.00	CL	1155351.1589	831811.5221

COORDINATE DATA – G.A. RAMP

NO.	STATION	OFFSET	NORTHING	EASTING
1	150+94.71	24.00' LT.	1154545.6819	831795.0234
2	150+94.70	200.35' LT.	1154543.7247	831619.0623
3	151+48.37	199.75' LT.	1154597.7041	831618.7834
4	151+48.30	237.95' LT.	1154597.2969	831582.1227
5	152+10.19	275.07' LT.	1154659.1447	831543.5601
6	153+10.04	275.21' LT.	1154758.6588	831541.8180
7	153+52.02	275.26' LT.	1154800.6416	831541.3741
8	154+42.04	275.42' LT.	1154890.6553	831540.3775
9	154+74.03	275.39' LT.	1154922.6460	831540.1084
10	155+54.25	275.50' LT.	1155002.8550	831539.2543
11	155+86.29	275.43' LT.	1155034.8940	831539.0212
12	156+64.00	275.35' LT.	1155112.6043	831538.3790
13	156+64.00	51.74' LT.	1155114.6949	831762.0171
14	154+67.38	51.75' LT.	1154918.0764	831763.8036
15	154+67.38	24.00' LT.	1154918.3349	831791.5524
16	150+82.79	450.40' LT.	1154529.7899	831368.7497
17	151+22.79	450.40' LT.	1154569.7882	831368.3772
18	151+22.79	490.40' LT.	1154569.4157	831328.3789
19	150+82.79	490.40' LT.	1154529.4174	831328.7515

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REVISION

DATE

DECATUR AIRPORT

DECATUR, ILLINOIS

A.I.P. PROJ.: 3-17-0033-B3

IL PROJ.: DEC-4102

Hanson Proj. No. 10A01360_0001
Filename R-111PRP.DWG
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REVIEWED	RAW	04/07/11

HANSON
Professional Services Inc. 2012
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Ph: (217) 788-2450 Fax: (217) 788-2503
www.hanson-inc.com
Offices Nationwide

RECONSTRUCT NORTH GA RAMP

PROPOSED PAVEMENT PREPARATION PLAN

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5 of 10 sheets