

LEGEND

- [Symbol] EXISTING PAVEMENT
- [Symbol] EXISTING BUILDING
- [Symbol] PROPOSED BITUMINOUS PAVEMENT
- [Symbol] PROPOSED PAVEMENT PATCH
- [Symbol] PROPOSED SHOULDER ADJUSTMENT
- [Symbol] EXISTING ELECTRICAL CABLE
- [Symbol] EXISTING BASE MOUNT TAXIWAY LIGHT
- [Symbol] EXISTING STAKE MOUNT TAXIWAY LIGHT
- [Symbol] EXISTING INLET
- [Symbol] EXISTING MANHOLE
- [Symbol] EXISTING GAS VALVE
- [Symbol] EXISTING WATER VALVE
- [Symbol] EXISTING HYDRANT
- [Symbol] EXISTING HANDHOLE

COORDINATE DATA - TXY "A" CENTERLINE

ID.	STATION	OFFSET	NORTHING	EASTING
A	150+00.00	0	1154451.1977	831819.9045
B	159+00.00	0	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+48.28	236.41' LT.	1154597.2969	831582.1227
5	152+10.51	274.40' 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	51.71' LT.	1155114.6873	831762.0172
14	154+67.38	51.75' LT.	1154918.0764	831763.8036
15	154+67.38	24.00' LT.	1154918.3349	831791.5524
16	150+82.78	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

AR401614 BITUMINOUS SURFACE COURSE—METHOD II, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM 401 "BITUMINOUS SURFACE COURSE—SUPERPAVE" AS STATED ON PAGE 129 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

ON THE APRON, THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 2 LIFTS (2 @ 2") OF BITUMINOUS SURFACE COURSE—SUPERPAVE (METHOD II) ON THE PROPOSED MILLED SURFACE.

A STRING LINE WILL NOT BE REQUIRED, HOWEVER THE USE OF A TRAVELING SKI (LONG AND SHORT) AND MATCHING SHOE IS NECESSARY TO MAINTAIN THE CONTOURS AND DRAINAGE CHARACTERISTICS OF THE PAVEMENT AS IT CURRENTLY EXISTS.

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE—SUPERPAVE (METHOD II) 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—SUPERPAVE (METHOD II) WILL BE DESIGNED TO A SUPERPAVE DESIGN FOR AIRCRAFT OF LESS THAN 60,000 POUNDS.

THE PAVEMENT REPAIR AREA (AR401910) SHALL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE IN ACCORDANCE WITH THE SPECIAL PROVISION. THE BITUMINOUS QUANTITY FOR THIS WORK IS INCLUDED IN THE QUANTITY FOR BITUMINOUS SURFACE COURSE SUPERPAVE (METHOD II).

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.

SHOULDER ADJUSTMENT NOTE

MINIMAL GRADING IS ANTICIPATED TO RESTORE EARTH SHOULDERS ONCE THE PAVING IS COMPLETE. SHOULDER ADJUSTMENT SHALL BE IN ACCORDANCE WITH THE TYPICAL SECTIONS, SPECIAL PROVISIONS AND AS DIRECTED BY THE RESIDENT ENGINEER.

PAYMENT FOR SHOULDER ADJUSTMENT SHALL INCLUDE ALL GRADING AND PREPARATION FOR SODDING NECESSARY TO COMPLETE THE WORK TO THE SATISFACTION OF THE RESIDENT ENGINEER. SODDING WILL BE PAID SEPARATELY, PER SQUARE YARD. SODDING SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS.

SHOULDER ADJUSTMENT SHALL BE PAID FOR UNDER ITEM:
AR152480 "SHOULDER ADJUSTMENT" _____ PER S.Y.

SODDING NOTE

THE GRADING LIMITS ARE SHOWN ON THE CONSTRUCTION PLAN SHEETS BY ([Symbol]). ALL AREAS WITHIN THESE LIMITS, EXCEPT THE PROPOSED PAVEMENT, SHALL BE LIMED, FERTILIZED AND SODDED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL ROCK, ASPHALT OR CONCRETE DEBRIS LEFT FROM THE PAVING OPERATION WILL BE DISPOSED OF OFF THE AIRPORT SITE.

THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATION OF ALL SUB-CONTRACTORS AS TO THEIR RESPONSIBILITIES PERTAINING TO THE SODDING OPERATIONS.

THIS WORK WILL BE PAID FOR UNDER THE FOLLOWING:
ITEM NO. AR904510 "SODDING" _____ PER S.Y.

UTILITIES

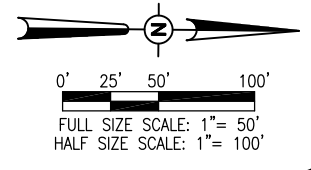
ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

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 254 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

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.

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



MAY 14, 2012 9:00 AM HARR01115
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REVISION

DATE

DECATUR AIRPORT
DECATUR, ILLINOIS

A.I.P. PROJ.: 3-17-0033-B3
IL PROJ.: DEC-4102

Hanson Prof. No. 10A01360_0001
Filename R-121CON.DWG
Scale 1" = 50'
Date 05/11/12

LAYOUT	JSL	03/21/11
DRAWN	BAK	03/21/11
REVIEWED	RAW	04/07/11

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RECONSTRUCT NORTH GA RAMP

PROPOSED CONSTRUCTION PLAN

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6 of 10 sheets