

152410-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 MORE 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 44,355 C.Y.

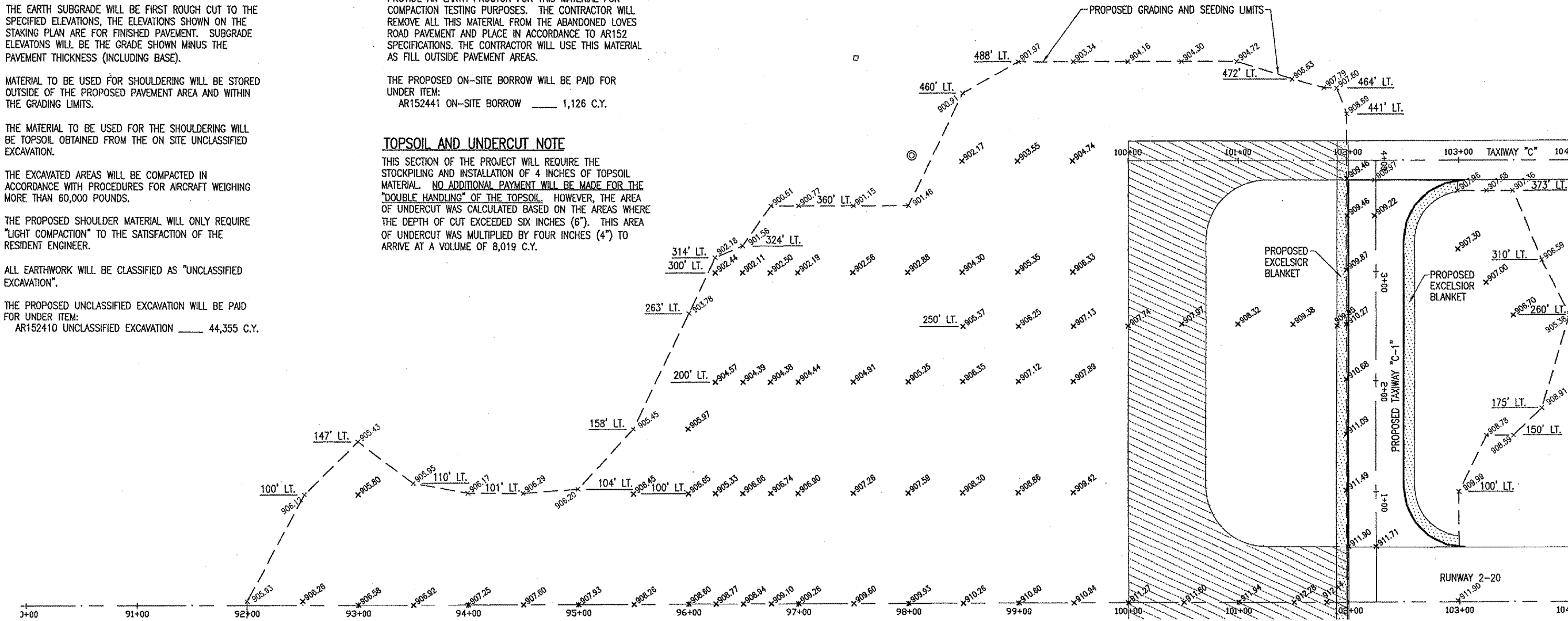
ON-SITE BORROW NOTES:

THE CITY OF DEKALB HAS STOCKPILED 1,126 C.Y. OF EARTH MATERIAL (CLAY & TOPSOIL) ON ABANDONED LOVES ROAD. THIS AREA WILL BE CONSIDERED THE ON-SITE BORROW FOR THE "REMOVE AND REGRADE RUNWAY END 2" PORTION OF THIS PROJECT. THE CONTRACTOR WILL PROVIDE AN EARTH PROCTOR FOR THIS MATERIAL FOR COMPACTION TESTING PURPOSES. THE CONTRACTOR WILL REMOVE ALL THIS MATERIAL FROM THE ABANDONED LOVES ROAD PAVEMENT AND PLACE IN ACCORDANCE TO AR152 SPECIFICATIONS. THE CONTRACTOR WILL USE THIS MATERIAL AS FILL OUTSIDE PAVEMENT AREAS.

THE PROPOSED ON-SITE BORROW WILL BE PAID FOR UNDER ITEM: AR152441 ON-SITE BORROW 1,126 C.Y.

TOPSOIL AND UNDERCUT NOTE

THIS SECTION OF THE PROJECT WILL REQUIRE THE STOCKPILING AND INSTALLATION OF 4 INCHES OF TOPSOIL MATERIAL. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE "DOUBLE HANDLING" OF THE TOPSOIL. HOWEVER, THE AREA OF UNDERCUT WAS CALCULATED BASED ON THE AREAS WHERE THE DEPTH OF CUT EXCEEDED SIX INCHES (6"). THIS AREA OF UNDERCUT WAS MULTIPLIED BY FOUR INCHES (4") TO ARRIVE AT A VOLUME OF 8,019 C.Y.



NOTE: MATCHLINE AT RUNWAY 2-20 CENTERLINE. SEE NEXT SHEET FOR REMAINING GRADES.

REMOVE BITUMINOUS PAVEMENT

THE AREA DESIGNATED AS [diagonal hatching symbol] ON THIS SHEET WILL HAVE THE EXISTING PAVEMENT REMOVED (FULL DEPTH) TO A SUITABLE SUBGRADE. ALL REMOVED MATERIAL WILL BE DISPOSED OFF THE AIRPORT SITE.

WHERE THE PROPOSED REMOVAL AREA ABUTTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWS AS SHOWN ON THIS SHEET. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY ADJACENT PAVEMENT DAMAGED BY THE PAVEMENT REMOVAL OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

THE REMOVAL OF BITUMINOUS PAVEMENT WILL BE PAID FOR UNDER ITEM: AR401900 "REMOVE BITUMINOUS PAVEMENT" 5,730 SQ. YDS.

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

- LEGEND
[diagonal hatching] EXISTING PAVEMENT
[horizontal hatching] PROPOSED PAVEMENT
[diagonal hatching] EXISTING PAVEMENT (TO BE REMOVED)
[stippled] PROPOSED EXCELSIOR BLANKET
□ EXISTING INLET
⊙ EXISTING MANHOLE
+908.19 EXISTING GRADE
+908.46 PROPOSED GRADE
--- PROPOSED GRADING AND SEEDING LIMITS

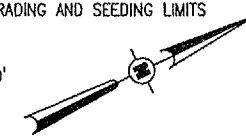
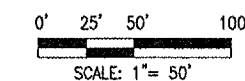
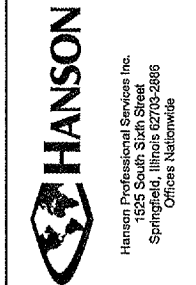


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REMOVE AND REGRADE RUNWAY END 2
PROPOSED STAKING PLAN
STA. 92+00 TO STA. 104+00

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