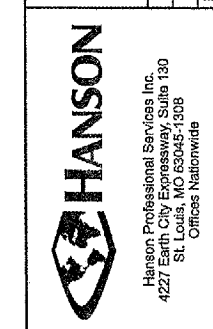


BY	
REVISION	
DATE	

OLNEY-NOBLE AIRPORT
OLNEY, ILLINOIS
RICHLAND COUNTY

A.I.P. PROJ.: 3-17-0076-B7
ILL. PROJ.: OLY-3438

HEL Project No. 820-05RWY	
Filename R-704NOT.DGN	
Scale 1" = 50'	
Date 05/06/2005	
LAYOUT	MEW 05/12/05
DRAWN	MEW 05/12/05
REVIEWED	JAC 05/13/05



REHABILITATE
RUNWAY 3-21

PROPOSED
GENERAL NOTES

AR401610 BITUMINOUS SURFACE COURSE - METHOD 1

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401001 "BITUMINOUS SURFACE COURSE-METHOD 1" AS STATED ON PAGE 245 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING TWO LIFTS OF BITUMINOUS SURFACE COURSE (AVERAGE 1 1/2 INCH DEPTH EACH) ON THE EXISTING BITUMINOUS PAVEMENT.

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

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE 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 WILL BE DESIGNED TO A MARSHALL 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.

THE BITUMINOUS SURFACE COURSE WILL BE PAID FOR UNDER THE FOLLOWING ITEMS:

- ARAR401610 "BITUMINOUS SURFACE COURSE" 2,283 TN
- ARAR401620 "BITUMINOUS SURFACE COURSE, LEVELING" 2,411 TN

BITUMINOUS TACK COAT NOTES

PRIOR TO TACK PLACEMENT EDGES OF PAVEMENT SHALL BE BLADED TO REMOVE 500 OVERGROWTH.

PRIOR TO THE PLACEMENT OF THE PROPOSED 402 "POROUS FRICTION COURSE", THE AREA TO BE OVERLAID WITH THE POROUS FRICTION COURSE WILL BE SPRAYED WITH AN APPLICATION OF A BITUMINOUS TACK COAT. AN APPLICATION RATE OF 0.25 GALLONS PER SQUARE YARD FOR THE POROUS FRICTION COURSE AND 1ST LIFT OF BITUMINOUS SURFACE COURSE WAS USED FOR CALCULATING THE QUANTITY OF TACK COAT FOR THIS APPLICATION. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

AT THE DISCRETION OF THE ENGINEER, AN APPLICATION OF BITUMINOUS TACK MAY BE SPRAYED BEFORE THE PLACEMENT OF THE SECOND LIFT OF BITUMINOUS SURFACE COURSE. THE PLAN QUANTITY IS BASED ON AN APPLICATION RATE OF 0.15 GALLONS PER SQUARE YARD FOR THE SECOND LIFT OF BITUMINOUS SURFACE COURSE. THE ACTUAL APPLICATION RATE WILL BE DETERMINED BY THE RESIDENT ENGINEER.

BUTT JOINT CONSTRUCTION

THE AREA DESIGNATED AS ON PLAN & PROFILE SHEETS WILL BE CUT OR TRIMMED AS SHOWN ON THE CROSS-SECTIONS. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE STANDARD SPECIFICATIONS. THE DEPTH OF MILLING WILL BE 0.35FT AT THE BUTT END AND TAPER TO 0.00FT AT THE OTHER END OF THE AREA TO BE MILLED.

DURING THE MILLING OPERATIONS, IF A SATISFACTORY EDGE IS NOT ACHIEVED AT THE BUTT JOINT THE EDGE WILL REQUIRE A SAWCUT. THIS SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM, AND SHALL BE INCLUDED IN THE COST OF BUTT JOINT CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

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

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE BITUMINOUS PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM: AR401655 "BUTT JOINT CONSTRUCTION" 2,699 SQ. YDS.

POROUS FRICTION COURSE NOTES

THE PROPOSED POROUS FRICTION COURSE WILL BE CONSTRUCTED IN ONE LAYER, HAVING A COMPACTED NOMINAL THICKNESS OF 0.10 FOOT.

POROUS FRICTION COURSE SHALL BE PLACED ON A CLEAN AND PREPARED SURFACE ONLY AFTER THE APPROVAL OF THE RESIDENT ENGINEER.

POROUS FRICTION COURSE WILL BE CONSTRUCTED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THE PROPOSED POROUS FRICTION COURSE WILL BE PAID FOR UNDER ITEM: AR402622 "POROUS FRICTION COURSE, 0.10" 20,723 S.Y.

CLEANING AND SEALING BITUMINOUS CRACKS

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY OF THE EXISTING RUNWAY. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THE PROPOSED PAVEMENT MILLING WILL BE ACCOMPLISHED BEFORE THE CRACKS ARE CLEANED AND SEALED. THE RESIDENT ENGINEER WILL DETERMINE IF THE CRACKS LOCATED IN A MILLED AREA ARE LARGE ENOUGH TO WARRANT CLEANING AND SEALING.

ALL CLEANING AND SEALING OF BITUMINOUS CRACKS SHALL BE PAID FOR UNDER ITEM: AR201661 "CLEANING & SEALING BITUMINOUS CRACKS" 5,000 L.F.

SEEDING DATA

THE GRADING LIMITS ARE SHOWN ON THE CONSTRUCTION PLAN SHEETS ALL AREAS WITHIN THESE LIMITS, EXCEPT THE PROPOSED PAVEMENT, SHALL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH THE FOLLOWING FORMULA AND RATES OF APPLICATION.

LIME (TONS PER ACRE)	2
FERTILIZER (MINIMUM POUNDS OF AVAILABLE PLANT FOOD PER ACRE)	
N	90
P ₂ O ₅	350
K ₂ O	240
TOTAL	680

SEEDING (MINIMUM POUNDS OF PURE LIVE SEED PER ACRE)

ALTA FESCUE	80
PERENNIAL RYEGRASS	30
CREeping RED FESCUE	20
SPRING OATS	48
AREA TO BE SEEDED	5.0 ACRES
DATE SEEDING COMPLETED	

MULCHING DATA

ALL EARTHEN AREAS WITHIN THE GRADING LIMITS WILL BE MULCHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS. HYDROMULCH WILL BE USED EXCLUSIVELY AT THE RATE OF 1.25 TONS PER ACRE. AREA TO BE MULCHED 5.0 ACRES. DATE MULCHING COMPLETED

EROSION CONTROL NOTES

ALL PROPOSED EROSION CONTROL MEASURES SHALL BE COMPLETED AS DETAILED ON THE EROSION CONTROL DETAIL SHEET AND IN ACCORDANCE WITH THE SUPPLEMENTAL SPECIFICATIONS.

EROSION CONTROL MEASURES ARE GOVERNED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S STANDARDS AND SPECIFICATIONS FOR SOIL EROSIONS AND SPECIFICATION FOR SOIL EROSIONS AND SEDIMENT CONTROL.

THE PROPOSED INLET PROTECTION WILL BE PLACED AT THE LOCATION SHOWN ON THE PLAN AND PROFILE SHEETS 5, 6, & 7.

INLET PROTECTION IS TO INCLUDE ALL INCIDENTALS NECESSARY TO CONSTRUCT THESE ITEMS AND WILL BE PAID FOR UNDER ITEM: AR156520 INLET PROTECTION.

PROVIDE INLET PROTECTION FOR INLETS AS SHOWN ON SHEETS 5, 6, & 7.

LIGHT ADJUSTMENT

ALL EXISTING LIGHTS ARE MEDIUM INTENSITY STAKE AND BASE MOUNTED LIGHTS.

AFTER THE EARTH FILLETS RUNWAY HAVE BEEN PLACED, THE CONTRACTOR WILL RESET THE EXISTING LIGHTS TO THE FINISHED GRADE. THE ADJUSTED LIGHTS WILL BE LOCATED AND POSITIONED AS SHOWN ON THE PLAN AND PROFILE SHEETS 5, 6, & 7 AND ADJUSTED AS DETAIL ON THE LIGHT ADJUSTMENT DETAIL SHEET.

THE CONTRACTOR WILL BE RESPONSIBLE FOR MARKING LOCATIONS OF THE EXISTING LIGHTS SO THE LIGHTS CAN BE REPLACED IN THEIR ORIGINAL POSITIONS.

WHILE ADJUSTING THE LIGHTS THE CONTRACTOR WILL NOT STRETCH THE ELECTRICAL CABLE. THE EXISTING CABLE WILL BE DUG UP A SUFFICIENT DISTANCE TO ALLOW FOR PROPER INSTALLATION OF THE ADJUSTED LIGHTS. NORMAL ONE (1) FOOT CABLE LOOPS WILL BE LEFT IN EACH CABLE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS.

THE LIGHT ADJUSTMENT WILL BE PAID FOR UNDER:
ITEM AR125941 "ADJUST STAKE MOUNTED LIGHT 46 EACH"
ITEM AR125942 "ADJUST BASE MOUNTED LIGHT 8 EACH"

EXISTING AIRPORT LIGHTING

ANY DAMAGE TO THE EXISTING RUNWAY, TAXIWAY OR THRESHOLD LIGHTING SYSTEMS DURING ANY PORTION OF THE PROJECT WILL BE CORRECTED AT THE CONTRACTOR'S OWN EXPENSE.

THE CONTRACTOR MAY, AT HIS OWN EXPENSE, REMOVE THE RUNWAY THRESHOLD LIGHTS FOR THEIR PAVING OPERATIONS. THE LIGHTS WILL BE REPLACED AND OPERATIONAL AT THE END OF THE PAVING OPERATIONS BEFORE THE RUNWAY IS OPENED.

EARTH FILLETS

EARTH FILLETS WILL BE CONSTRUCTED ADJACENT TO ALL PAVEMENT OVERLAY AREAS. THE EARTH FILLETS ARE SHOWN ON THE CROSS-SECTIONS AND THE PROPOSED CONSTRUCTION PLAN SHEETS AS THE PROPOSED GRADING, SEEDING AND MULCHING LIMITS. A 1-1/2 INCH DROP SHALL BE MAINTAINED FROM THE PAVEMENT EDGE TO THE EARTH SHOULDER. THE EARTH FILLETS WILL NOT REQUIRE COMPACTING OR GRADING, OTHER THAN LIGHT ROLLING AND SHAPING. THE MATERIAL FOR THE PROPOSED EARTH FILLETS WILL BE OBTAINED FROM OFF-SITE.

THE MATERIAL FOR THE PROPOSED EARTH FILLETS WILL BE PAID FOR UNDER: ITEM AR905520 "TOPSOIL (FROM OFF SITE)" PER C.Y.

PROPOSED STAGING PLAN

1. PLACE PFC UP TO +/- 70FT OF THE MILLING LIMITS.
2. CLOSE RUNWAY 11-29.
3. ROTO-MILL PAVEMENT AREAS AS SHOWN ON PLAN AND PROFILE SHEETS.
4. PLACE PFC IN THE MILLED AREAS AND ON THE REMAINING 3-21 PAVEMENT.
5. PAVE 1ST LIFT OF BITUMINOUS SURFACE COURSE FROM THE SAWCUT OUT TO +/- 50FT BEYOND THE 11-29 CLOSURE LIMITS.
6. OPEN RUNWAY 11-29 AND PAVE 1ST LIFT OF BITUMINOUS SURFACE COURSE ON THE REST OF RUNWAY 3-21.
7. CLOSE RUNWAY 11-29.
8. PAVE BITUMINOUS SURFACE COURSE FROM THE SAWCUT TO +/- 30FT BEYOND THE 11-29 CLOSURE LIMITS.
9. OPEN RUNWAY 11-29.

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.

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