

PROPOSED AGGREGATE SHOULDER ADJUSTMENT (TYP. BOTH SIDES)

1 TYPICAL SECTION
1 N.T.S.

- 1. PROPOSED 0.1' OF POROUS FRICTION COURSE (402)
- 2. EXISTING BITUMINOUS SURFACE COURSE

GENERAL PAVEMENT PREPARATION

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE FOLLOWING WORK ITEMS BEFORE A TACK COAT CAN BE APPLIED:

- BLADE THE EARTH AND SOD BACK FROM EDGE OF THE PAVEMENT.
- USE A PESTICIDE TO KILL ALL WEEDS ON THE EXISTING PAVEMENT SURFACE.
- ONCE THE WEEDS HAVE DIED USE A TORCH TO BURN OFF WEEDS.
- POWER BROOM THE LOOSE UNWANTED MATERIAL OFF THE PAVEMENT.
- THE ABOVE WORK WILL BE CONSIDERED INCIDENTAL TO PAY ITEM AR603510 "BITUMINOUS TACK COAT" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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 62 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED ON THE EXISTING BITUMINOUS SURFACE COURSE PRIOR TO THE PLACEMENT OF THE PROPOSED POROUS FRICTION COURSE. THE PROPOSED BITUMINOUS PAVEMENT SHALL HAVE A TACK COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

603-1.2 QUANTITY OF MATERIAL.

AS PER TABLE 1 LOCATED ON PAGE 66 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

603-2.1 BITUMINOUS MATERIAL.

AS PER TABLE 1 LOCATED ON PAGE 66 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

603-3.1 WEATHER LIMITATIONS.

AS PER TABLE 1 LOCATED ON PAGE 66 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

603-3.3 APPLICATION OF BITUMINOUS MATERIAL.

AS PER TABLE 1 LOCATED ON PAGE 66 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:
AR603510 BITUMINOUS TACK COAT _____ 2,340 GAL.

201-CLEANING AND SEALING BITUMINOUS CRACKS NOTES:

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY (APRIL 2008) OF THE EXISTING APRON AREA. 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" _____ 7,000 L.F.

AR401-BUTT JOINT CONSTRUCTION NOTES:

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED ON PAGE 295 OF THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT SURFACE BY MILLING IN ORDER TO CONSTRUCT A BUTT JOINT FOR THE TRANSITION OF THE PROPOSED BITUMINOUS OVERLAY AT THE LOCATIONS AS SHOWN ON THE PLANS.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 0.10 FT. AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

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 PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:
AR401655 "BUTT JOINT CONSTRUCTION" _____ 608 S.Y.

402-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.

152-SHOULDER ADJUSTMENT NOTES:

SHOULDER ADJUSTMENT SHALL BE CONSTRUCTED UTILIZING THE EXISTING COARSE AGGREGATE. THE MANIPULATION OF THE EXISTING AGGREGATE SHALL BE MINIMIZED AND SHALL RESULT IN A FLUSH EDGE OF PAVEMENT TRANSITION AS SHOWN IN THE TYPICAL CROSS SECTION. ONCE SHOULDER ADJUSTMENT HAS BEEN COMPLETED AND PRIOR TO THE PAVING OF THE POROUS FRICTION COURSE, THE SHOULDER SHALL BE TREATED WITH A PRIME COAT OF MC-30 AT THE RATE OF 0.30 GAL/S.Y.

ALL SHOULDER ADJUSTMENTS SHALL BE PAID FOR UNDER ITEM:
AR152480 "SHOULDER ADJUSTMENT" _____ 3,400 S.Y.

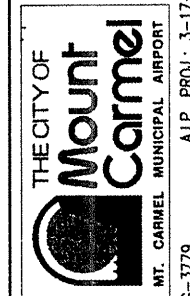
PRIME COAT APPLICATION SHALL BE PAID FOR UNDER ITEM:
AR602510 "BITUMINOUS PRIME COAT" _____ 1,020 GAL.

620-PAVEMENT MARKING-WATERBORNE NOTES:

THE TAR EMULSION SEAL COAT SHALL BE ALLOWED TO CURE FOR A MINIMUM OF 14 DAYS PRIOR TO THE APPLICATION OF THE WATERBORNE PAINT PAVEMENT MARKINGS. THIS SHALL APPLY ONLY TO THE AREAS WHERE THE PAINT MARKINGS ARE TO BE APPLIED OVER THE TOP OF THE PROPOSED TAR EMULSION SEAL COAT.

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DATE	REVISION	BY



HEL Project No. 08A0016D.0800	PLAN R-301TYP.DWG	DATE 04/24/08
DESIGNER N/A	CHECKER N/A	DATE 04/24/08
LAYOUT	J.S.L.	04/24/08
DRAWN	MDR	04/28/08
REVIEWED	xxx	xx/xx/xx



REHAB. PARALLEL TAXIWAY & MARKINGS
TYPICAL CROSS-SECTION DETAIL AND PAVING NOTES