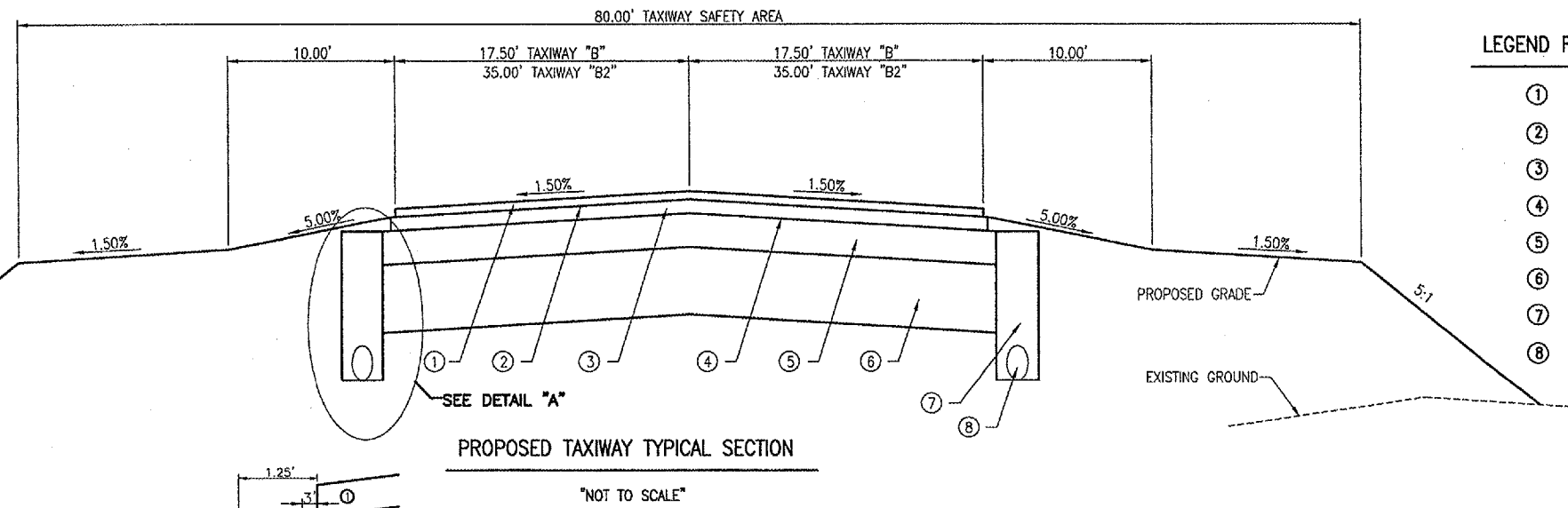
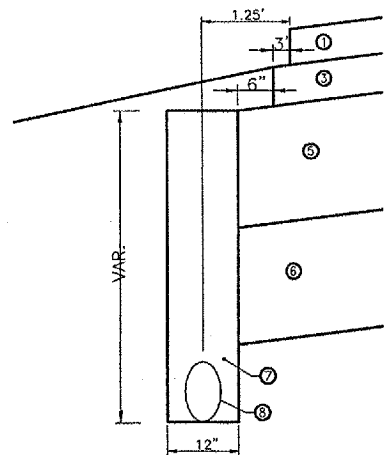


LEGEND FOR PROPOSED TAXIWAY TYPICAL SECTION

- ① PROPOSED 1 1/2" 401 BITUMINOUS SURFACE COURSE
- ② PROPOSED BITUMINOUS TACK COAT (0.15 GAL./S.Y.)
- ③ PROPOSED 2 1/2" 201 BITUMINOUS BASE COURSE
- ④ PROPOSED BITUMINOUS PRIME COAT (0.50 GAL./S.Y.)
- ⑤ PROPOSED 6" CRUSHED AGGREGATE BASE COURSE
- ⑥ PROPOSED 12" LIME MODIFIED SUBGRADE
- ⑦ PROPOSED POROUS BACKFILL
- ⑧ PROPOSED 6" PERFORATED UNDERDRAIN W/SOCK



PROPOSED TAXIWAY TYPICAL SECTION
"NOT TO SCALE"



DETAIL "A"
"NOT TO SCALE"

155-LIME-MODIFIED SUBGRADE

THE PROPOSED LIME-MODIFIED SUBGRADE SHALL BE COMPLETED IN ACCORDANCE WITH ITEM 155 "LIME TREATED SUBGRADE" AS STATED ON PAGE 32 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004 FOR AIRCRAFT WEIGHING LESS THAN 60,000 LBS.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING A 12" DEEP COURSE OF A MIXTURE OF SOIL, LIME AND WATER IN ACCORDANCE WITH THE RATES AND METHODS DESIGNED IN THE SPECIFICATIONS (EITHER THE WET OR DRY METHODS IS ACCEPTABLE). USE CAUTION WHEN TILLING OVER PROPOSED PIPES TO ENSURE PROPER CLEARANCES.

THE SUBGRADE WILL BE CUT PRIOR TO LIME-MODIFICATION.

ANY SWELL WILL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF ON THE AIRPORT SITE AS DIRECTED BY THE RESIDENT ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF SWELL.

THE LIME-MODIFIED SUBGRADE SHALL BE CUT TO FINISHED ELEVATION UPON COMPLETION (0.05+) IN ACCORDANCE TO SECTION 152-2.11 OF THE SPECIFICATIONS. THE LIME-MODIFIED SUBGRADE WILL BE WET CURED FOR 2 DAYS.

THE CONTRACTOR WILL LIME-MODIFY THE SUBGRADE FROM THE CENTERLINE TO 1.25' OUTSIDE OF THE PROPOSED PAVEMENT SURFACE ON BOTH SIDES.

THE LIME-MODIFIED SUBGRADE WILL BE COMPACTED IN ACCORDANCE WITH PROCEDURES FOR AIRCRAFT WEIGHING LESS THAN 60,000 POUNDS.

THE LIME, BY-PRODUCT LIME (CODE L), WAS CALCULATED AT 6% OF THE DRY SOIL WEIGHT AT MAXIMUM DENSITY. THE ACTUAL AMOUNT WILL BE DETERMINED PRIOR TO THE START OF CONSTRUCTION, BUT SHALL NOT EXCEED 6% BY WEIGHT. THE COST OF LIME WILL BE PAID FOR UNDER ITEM AR155540.

THE SOIL TEST INDICATES AN AVERAGE SOIL WEIGHT OF 103 POUNDS PER CUBIC FOOT. THEREFORE, THE MAXIMUM TONNAGE OF LIME WILL BE 352 TONS.

THE PROPOSED LIME-MODIFIED SUBGRADE WILL BE PAID FOR UNDER ITEMS:

AR155712 LIME-MODIFIED SUBGRADE-12" _____ 12,641 S.Y.
AR155540 BY-PRODUCT LIME _____ 352 TONS

209 CRUSHED AGGREGATE BASE COURSE

THE CRUSHED AGGREGATE BASE COURSE (209) SHALL BE PLACED IN ACCORDANCE WITH ITEM 209 "CRUSHED AGGREGATE BASE COURSE" AS STATED ON PAGE 45 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE BASE COURSE MATERIAL (CA-6) WILL BE USED TO CONSTRUCT A BASE COURSE FOR THE PROPOSED TAXIWAY PAVEMENT, THE BASE COURSE WILL BE 6 INCHES IN DEPTH AND COMPACTED TO NOT LESS THAN 95 PERCENT DENSITY.

THE PROPOSED AGGREGATE FOR THE BASE COURSE MATERIAL SHALL MEET THE REQUIREMENTS OF GRADATION B IN TABLE 1 OF THE SUPPLEMENTAL SPECIFICATIONS.

209 3.2 EQUIPMENT. ADD THE FOLLOWING PARAGRAPHS TO THIS SECTION:

PROVISIONS SHALL BE MADE BY THE CONTRACTOR FOR FURNISHING WATER AT THE PLANT AND AT THE SITE OF THE WORK BY EQUIPMENT OF AMPLE CAPACITY AND OF SUCH DESIGN AS TO ASSURE UNIFORM MIXING AND APPLICATION.

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER A PROCTOR CURVE SHOWING OPTIMUM DENSITY AND MOISTURE FOR THE SUPPLIED BASE COURSE MATERIAL.

THE COMPACTION CONTROL TEST TO BE USED SHALL BE FAA COMPACTION CONTROL TEST T-611 FOR AIRCRAFT WEIGHING LESS THAN 60,000 LBS.

209-4.1. DELETE THE FIFTH SENTENCE AND REPLACE IT WITH THE FOLLOWING:

IF AT THE TIME THE AGGREGATES ARE WEIGHED THEY CONTAIN MORE THAN SIX (6) PERCENT OF ABSORBED AND FREE MOISTURE BY WEIGHT, A DEDUCTION FOR THE MOISTURE IN EXCESS OF THIS AMOUNT SHALL BE MADE IN DETERMINING THE PAY QUANTITY.

602-BITUMINOUS PRIME COAT

THE BITUMINOUS PRIME COAT (602) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR602 "BITUMINOUS PRIME COAT" AS STATED ON PAGE 58 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS PRIME COAT SHALL BE PLACED ON THE PROPOSED AGGREGATE BASE COURSE PRIOR TO THE PLACEMENT OF THE FIRST LIFT OF PROPOSED BITUMINOUS BASE COURSE. THE PROPOSED AGGREGATE BASE COURSE SHALL HAVE A PRIME COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS PRIME COAT WILL BE PAID FOR UNDER ITEM:

AR602510 BITUMINOUS PRIME COAT _____ 6,012 GAL.

401-BITUMINOUS SURFACE COURSE

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 ONE LIFT OF A BITUMINOUS SURFACE COURSE (1 1/2 IN. DEPTH) ON THE PROPOSED BITUMINOUS SURFACE COURSE FOR THE PROPOSED TAXIWAY PAVEMENT.

THE PROPOSED BITUMINOUS SURFACE COURSE WILL BE DESIGNED TO A MARSHALL DESIGN OF LESS THAN 60,000 POUNDS.

401-4.9 TRANSPORTING, SPREADING, AND FINISHING. DELETE ANY REFERENCE TO STRINGLINE AND SUBSTITUTE THE FOLLOWING:

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 SHAPING EDGES. 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.

603-BITUMINOUS TACK COAT

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 PROPOSED BITUMINOUS BASE COURSE PRIOR TO THE PLACEMENT OF THE PROPOSED BITUMINOUS SURFACE COURSE. THE PROPOSED BITUMINOUS PAVEMENT SHALL HAVE A TACK COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SPECIAL PROVISIONS.

THE ACTUAL APPLICATION RATES WILL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:

AR603510 BITUMINOUS TACK COAT _____ 1,781 GAL.

201-BITUMINOUS BASE COURSE NOTES

THE BITUMINOUS BASE COURSE (201) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR201001 "BITUMINOUS BASE COURSE-METHOD 1" AS STATED ON PAGE 185 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING ONE LIFT OF BITUMINOUS BASE COURSE (2-1/2 INCH DEPTH) ON THE PROPOSED CRUSHED AGGREGATE BASE COURSE FOR THE PROPOSED TAXIWAY.

THE PROPOSED BITUMINOUS BASE COURSE WILL BE DESIGNED TO A MARSHALL DESIGN OF LESS THAN 60,000 POUNDS.

BY	
REVISION	
DATE	
MT. STERLING MUNICIPAL AIRPORT MT. STERLING, ILLINOIS A.I.P. PROJ.: 3-17-0417-B6 ILL. PROJ.: 163-3431	
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Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Offices Nationwide	
PARALLEL TAXIWAY TAXIWAY "B" PROPOSED TYPICAL SECTION	6 6 of 57 sheets

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